DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1891, TO 30th JUNE, 1892

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

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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, 1891, to the 30th of June, 1892.

All of which is respectfully submitted,

JOHN HAGGART,
Minister of Railways and Canals.

OTTAWA, February, 1893.

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REPORT.

1891-92.

To His Excellency
The Lord Stanley of Preston,
Governor-General.

May it please Your Excellency,—I have the honour to submit the Annual Report of the Department of Railways and Canals for the fiscal year ended 30th June, 1892.

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, 1891, the last issued, will be of interest.

The number of railways, including the Government roads, in actual operation (embracing under one head all amalgamated lines), was 76. The number of miles

*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 30th of September, 1892, and the General Report contains information on points of interest relating to subsidized lines of railway up to the end of December, 1892.

of railway completed was 14,633 (besides 1,665 miles of sidings), of which 13,869 were laid with steel rails. There were 14,009 miles of railway in actual operation The paid up capital amounted to $816,622,758. The gross earnings of all these railways amounted to $48,192,099, and their working expenses to $34,960,449, leaving the amount of the net earnings $13,231,649. The number of passengers carried was 13,222,568, and 21,753,290 tons of freight were conveyed over these roads. The total number of miles run by trains was 43,399,178.

The following list shows the total amount, charged to Capital Account, expended by the Government for construction of Railway Works, embracing the period prior to Confederation and extending down to the 30th of June, 1892:

Intercolonial Railway	$47,156,132 63
(*a*) Eastern Extension Railway	1,324,042 81
(*a*) Oxford and New Glasgow Railway	1,825,192 14
(*a*) Montreal and European Short Line Railway	333,924 73
(*a*) Cape Breton Railway	3,641,131 19
(*b*) Carleton Branch Railway	88,410 48
Prince Edward Island Railway	3,750,565 38
Canadian Pacific Railway—Works built by the Government and transferred to the Canadian Pacific Railway Company	30,404,577 65
Canadian Pacific Railway—Other expenditure on surveys, explorations, telegraph lines, Dawson Route, Fort Frances Lock, &c	6,639,581 43
Annapolis and Digby Railway	614,789 27
	$95,778,347 71

SUBSIDIES TO RAILWAYS.

Canadian Pacific Railway	$25,000,000 00
(*c*) Canadian Pacific Railway Extension to Quebec	1,500,000 00
(*d*) Canada Central Railway	1,525,250 00
(*e*) Other Railways	9,695,108 27
	$133,498,705 98

This amount does not include the annual subsidy of $186,600 payable for 20 years to the Atlantic and North-west Railway Company; nor the annual payment of $119,700 to the Provincial Government of Quebec, being 5 per cent on the sum of $2,394,000 granted by 47 Vic., ch. 8 (1884), for the line between Ottawa and Quebec. Both these items are dealt with by the Finance Department.

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):—

(*a*) Now included in the Intercolonial Railway system.
(*b*) To be transferred to the Corporation of St. John, N.B.
(*c*) Of this, $970,000 was expended in the purchase of bonds of the road, which were subsequently cancelled under the Act 54-55 Vic., ch. 11.
(*d*) Including $85,250 refunded to the Town of Pembroke.
(*e*) Including value of old rails transferred, $152,305.20

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 Railway to Mattawamkeag	146	
Canadian Pacific Railway to Montreal	334	
		755

Grand Trunk Railway Route—

	Miles.	
By Intercolonial Railway to St. John, N.B	275	
New Brunswick Railway	90	
Maine Central Railway	224	
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	
For this portion the Company weresubsidized direct by the Govt. under their contract. Callander to Port Arthur	649	
Port Arthur to Red River (opposite Winnipeg)	428	
Red River to Savona's Ferry	1,257	
Savona's Ferry to the waters of the Pacific Ocean at Port Moody	213	
		2,547
Port Moody to Vancouver on Burrard Inlet	15	
Total, Montreal to Vancouver, Burrard Inlet		2,906

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 14,934,238 acres, and constitutes the said security.

By the Act passed in 1891, 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 (part of a sum of $1,500,000 voted by Parliament in the years 1884 and 1885 to secure to 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 at 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 or 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 beween the Government and the company prior to the transfer of the road to them, a special provision was inserted, in view of dispute as to the condition in which the work in British Columbia executed by the Government should be handed over; the company 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 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 $579,255.20, 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 was 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 arbitrators two unimportant claims in respect of steel rails.

* The date of the company's contract.

The award included the sum of $202,675.20 for works executed during the progress of the arbitration, leaving the balance, $376,580, to cover work remaining to be done.

The total value of the work so executed up to the 31st of August last, as returned by the Government officer in charge, is $319,757.74, leaving the sum of $259,497.46 still to be expended.

The company, in addition to the above, are making heavy permanent improvements throughout in the substitution of solid embankments and steel structures for wooden trestle bridges, the construction of retaining walls, the reduction of grades and the laying of heavier steel rails.

It should be noted that for the year ended on the 30th of June, 1892, the company had under traffic 5,767 miles of railway, and that its gross receipts were $21,032,120.13 as against $18,672,174 the previous year. The total for working expenses was $12,654,498.42, making the net earnings $8,377,621.71.

GOVERNMENT RAILWAYS IN OPERATION.

During the fiscal year 1891 certain new railway works built by the Government were first operated for traffic, and by a special Act, 54-55 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; (constructed as a part of the Intercolonial Railway under the Act 50-51 Vic., ch. 27), and the Cape Breton Railway, of which the portion from Point Tupper 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 a 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 the 30th June, 1892, were:—

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

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

Details respecting these railways and their operations will be found in Appendices Nos. 4 and 4*a*, 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 1891-92 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.	$ cts.
Intercolonial, including the Eastern Extension the Oxford and New Glasgow and the Cape Breton Railways.....	1,142	3,439,377 00	2,945,441 97	.....	493,935 03
Windsor Branch (earnings, one-third of entire receipts; expenditure on maintenance.)	32	19,514 37	33,508 85	13,994 48	
Prince Edward Island..	211	289,706 38	157,442 69	.....	132,263 69
				13,994 48	626,198 72
					13,994 48
Total average mileage..	1,375	....	Net loss	.....	612,204 24

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 1,154½ 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 (Shediac Branch)		11
Painsec Junction to Oxford Junction		71
Oxford Junction to Pugwash Junction	Oxford and Pictou Branch.	15
Pugwash Junction to Pugwash		5
Pugwash Junction to Brown's Point.		52
Brown's Point to Pictou		2

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
North Sydney Junction to 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) *viâ* St. Joseph & St. Charles Junction (14 miles) to Halifax	675
Lévis (opposite Quebec) *viâ* St. Joseph & St. Charles Junction (14 miles) to St. John	578
Lévis (opposite Quebec) *viâ* Truro to Sydney	827
Lévis (opposite Quebec) *viâ* Truro to 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.
Metapediac	do	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	with the	Salisbury and Harvey Ry.
Petticodiac	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 and Prince Edward Ry.
Maccan	do	Joggins Ry.
Spring Hill Junction	do	Cumberland Coal and Ry. Co.
Salt Springs Junction	do	Spring Hill and Oxford Ry.
Windsor Junction	do	Windsor and Annapolis Ry.
Ferona Junction	do	New Glasgow Iron, Coal and Ry. Co.
Sydney	do	International Coal Company's Ry.

Capital Account.

The total cost of the whole road as amalgamated under the Act 54-55 Vic., ch. 50 (1891), up to the 30th June, 1891, was	$53,629,714 81
The additions during the fiscal year ended 30th June, 1892, details and explanations of which will be found in the report of the Chief Superintendent (Appendix 4*a*, p. 44) amounted to	320,218 84
Making the total expenditure chargeable to "capital" up to the 30th June, 1892	$53,949,933 65

The additions of the year included $10,297.65 for the train ferry between the mainland and Cape Breton; $48,745.23 expended on construction account of the Oxford and New Glasgow Railway; $89,639.31 similarly expended on the Cape Breton line; $79,960.42 in the acquisition of property at St. John for increased accommodation; $45,171.27 for the settlement of land claims on the St. Charles Branch, and $22,026.25 in fitting the automatic air brake to freight cars and locomotives and in supplying steam heating apparatus to rolling stock.

Revenue Account.

The gross expenditure for the year was	$ 3,439,377 00
The earnings were	2,945,441 97
Excess of expenditure over earnings.	$ 493,935 03

Compared with the previous year, 1890-91, the earnings were as follows:—

Passenger traffic, 1890-91	$ 962,316 88
do 1891-92	961,427 94
Decrease	$ 888 94
Freight traffic, 1890-91	$ 1,854,629 88
do 1891-92	1,803,529 03
Decrease	$ 51,100 85

Mails and sundries, 1891-92	$	180,485 00
do 1890-91		160,448 62
Increase	$	20,036 38
Gross earnings, 1890-91	$	2,977,395 38
do 1891-92		2,945,441 97
Decrease	$	31,953 41

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

1890-91	1,298,304
1891-92	1,297,732
Decrease	572

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

	Tons.
1890-91	1,304,534
1891-92	1,264,575
Decrease	39,959

The value of stores, including fuel and steel rails, on hand at the end of the fiscal year 1891-92, was $723,864.62. Of this amount, old material to the value of $131,-482.03 was for sale.

In the subjoined reports of the Chief Engineer and General Manager 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.

The following will show certain of the more important features of operation compared with the previous year:—

	1890-91.	1891-92.
The average number of miles in operation was	1,094	1,142
The number of miles run by engines	6,080,791	5,641,888
do do trains	5,027,791	4,703,151
do do cars	56,492,801	51,940,141

The percentages earned by the several classes of traffic were as follows, compared with the previous year:—

	1890-91.	1891-92.
Passenger traffic percentage	32·32	32·64
Freight do do	62·29	61·23
Mails and sundries	5·39	6·13
	100	100

	1890-91.	1891-92.
The expenses as per mile run by engines amounted to	60·23 cts.	60·96 cts.
The expenses as per mile run by trains amounted to	72·84 cts.	73·13 cts.
The expenses as per mile of railway amounted to	$3,347 66	$3,011 71

GENERAL OBSERVATIONS.

Compared with the traffic of the previous year, the following are the results in specific features: The number of passengers carried was 1,297,732, a decrease of 572. Of barrels of flour there were carried 904,015, a decrease of 59,114; of grain, 3,776,677 bushels, an increase of 885,756. Of this quantity 1,265,497 bushels were carried to Halifax for shipment, an increase of 1,047,160 bushels; of lumber, 175,474,340 feet, a decrease of 8,713,984; of live stock, 87,889 head, a decrease of 7,640; of coal from the Nova Scotia collieries the total quantity carried was 433,806 tons, a decrease of 64,232 tons. Of this, 392,441 tons were carried to local stations, the balance, 41,365 tons, going west; of sugar, raw, 21,637 tons, an increase of 3,664 tons; refined, 32,721 tons, an increase of 16,127 tons; of fresh fish, 3,660 tons, a decrease of 3,005 tons; salt fish, 4,763 tons, a decrease of 2,343 tons.

The grain traffic showed a great increase during the past year, but the rate charged, $\frac{19}{100}$ of a cent per ton per mile, does not pay the cost of transportation, especially in the winter season. The increase was in the items, oats, barley, and peas for shipment at Halifax. The present facilities for storage are inadequate to meet the requirements of the rapidly growing trade.

The application of the system of steam heating for passenger trains, direct from the locomotive, has been further extended, as also the application to freight trains of the Westinghouse automatic air brake.

The substitution of 67 lb. steel rails for the lighter rail has been carried out during the year over 43 miles of this railway.

A severe storm carried away about 1,000 feet of the trestle bridge which crosses the "Narrows," at Halifax harbour, stopping railway communication with Dartmouth. The work has been rebuilt at a cost of $32,000. The trestle work on the deep water wharf, at Halifax, was also destroyed by the same storm.

In consequence of the mildness of the winter, the cost of snow clearing was considerably less than usual, and the traffic was seldom delayed.

The road and its equipment have been maintained in an efficient manner.

By a thorough revision of the operations of the railway and its staff, it has been found practicable to make a considerable reduction in its expenditure without detriment to its effective working. The measures adopted in this view have been satisfactory, and the loss on the year's operations, instead of being greater than last year, is less by $155,170.93, notwithstanding the reduction in the earnings of the road.

Details and statements relating to maintenance, operation and traffic will be found in the appendices, which contain the reports of the chief engineer, the chief

superintendent and other officers. (See Appendix No. 4*a*, p. 32, and following pages.)

Windsor Branch.

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

The Windsor and Annapolis Railway Company operate this line. 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 of 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 provisions 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."

Under date the 19th of November, 1892, an Order in Council was passed authorizing, for a further term of 21 years, arrangements with the company which are practically the same as those now existing, and the agreement has been signed accordingly, under date the 13th of December, 1892.

All charges for superintendence and supervision of maintenance of works are borne by the Government, the duty of supervision being performed by the chief officers of the Intercolonial Railway.

The earnings and expenditure for the year ended the 30th June, 1892, were as follows:—

Proportion of one-third gross earnings credited to the branch	$ 33,508 85
Expenditure for maintenance of way and works	19,514 37
Government profit	$ 13,994 48

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

1891–92	$ 33,508 85
1890–91	30,235 13
Increase	$ 3,273 72

Expenditure in comparison with that of the previous year:—

1890–91	$ 28,931 71
1891–92	19,514 37
Decrease	$ 9,417 34

This road has been maintained in good order. Details will be found in the appendices. (*See* Appendix 4*a*.)

Carleton Branch Railway.

The 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, 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 for a term of 999 years. The deed of transfer has not yet been executed.

Digby and Annapolis Railway.

This link of the Western Counties Railway, forming part of that line, was completed by the Government and handed over 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 statement of the cost of the work has not yet been issued, but the expenditure up to the 31st of August, 1892, was $614,789.27.

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.

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

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

Capital Account.

The total cost of the road and equipement chargeable to capital account at the close of the fiscal year 1890-91 was	$3,741,780 89
Expenditure during the fiscal year 1891-92	8,300 49
Total	$3,750,081 38

Department of Railways and Canals.

Revenue Account.

The working expenses and receipts for the year ended 30th of June, 1892, were :—

Gross expenditure	$ 289,706 38
Gross earnings	157,442 69
Excess of expenditure over earnings	$ 132,263 69

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

1890–91	$ 174,258 05
1891–92	157,442 69
Decrease	$ 16,815 36

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

1891–92	$ 289,706 38
1890–91	257,990 08
Increase	$ 31,716 30

The engine mileage was :—

	Miles.
1890–91	335,202
1891–92	307,421
Decrease	27,781

The train mileage was :—

1890–91	272,475
1891–92	245,102
Decrease	27,373

The car mileage was :—

1890–91	1,420,428
1891–92	1,304,659
Decrease	115,766

The value of the stores on hand on the 30th June, 1892, including general stores, fuel, rails and old material, was $98,358.49.

The number of passengers carried was 139,389, a decrease, compared with the previous year, of 6,119 ; and 51,065 tons of freight were carried, being a decrease of 8,446 tons.

The expenditure on capital account was incurred in connection with the removal of Summerside station and freight shed to another site, and the extension of the railway track to the Steam Navigation Co.'s wharf, at Charlottetown.

The falling off in the receipts is, in part, due to a reduced demand for farm produce, and to competition by steamers.

The increase of expenditure for the year is in part due to the fact that a cargo of steel rails which should have been laid in 1890–91 was lost by wreck, and consequently, the rails provided for that year were not laid until the year 1891-92, which, therefore, is charged with the new rail account of both years amounting to $36,175.19.

Details of operations will be found in Appendix 4*a*.

Communication between the Prince Edward Island Railway and the Intercolonial is afforded in summer by steamer between Summerside and Pointe du Chêne, 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 20, p. 178.

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, 1892.

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
do	1891-92	do	1892	1,061,615 93
				$9,695,108 27
Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1892, to the 31st December, 1892				262,561 07
Total payments to the 31st December, 1892				$9,957,669 34

The Canadian Pacific Railway is not included in the above, nor is the payment to the Canada Central, nor that to the Quebec Government for the line from Ottawa to Quebec, nor advances made on mortgage to the St. John Bridge Company, to the Albert Railway Company, and to the Fredericton and St. Mary's Bridge Company, nor the annual subsidy to the Atlantic and North-west Railway Company payable for 20 years. These matters are dealt with by the Finance Department.

The total number of companies to whom payments have been made on subsidy account up to the 31st December, 1892 (with the above exceptions), is 65.

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, 1891.

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 authorized 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 *viâ* 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 1891-92 the sum of $18,960 was paid, making the total payments to the end of the fiscal year $50,460, covering the whole distance from the junction with the Harvey Branch to the public wharf at Alma, $16\frac{23}{100}$ miles.

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 Paspebiac.

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 Paspebiac for the amount, was accepted by an Order in Council of the 18th of September, 1885, and a provisional contract was entered into with them on the 7th of November, the section to be finished by the 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 8th 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 80 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 70th and the 100th mile was transferred to the section between the 40th and the 70th, making the grant for this section also $6,400 a mile. The company undertook 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.

By the Act 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 of 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
Balance.....	$ 95,825

Under date the 20th of November, 1892, the company have given notification that the portion of the railway between the 60th and 80th miles, is ready for inspection

No further payments have been made up to the 31st of December, 1892.

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 of November, 1887, and under the authority of Orders in Council of the 1st of October and 2nd of November, a contract for the work was made with the company, namely, from St. Martin to Valleyfield, towards St. Anicet, the road to be completed by the 1st December, 1888. By the Order first named, approval was also given to the location of the road from its junction with the Montreal and Champlain Junction Railway, at St. Martin, to Valleyfield, $19\frac{69}{100}$ 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, 1892.

Brockville, Westport and Sault Ste. Marie Railway Company.

(See Nos. 48, 181, 193, 240 and 267.)

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 of November, 1888, the sum of $45,000 was paid. The balance of the subsidy lapsed on the 1st of August, 1889, but was revoted 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, 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.

By the Subsidy Act 55-56 Vic., chap. 5 (1892), the unpaid balances granted by 52 Vic. and 53 Vic., were revoted.

During the past fiscal year payment has been made to the extent of $12,800 on the 4-mile section between Newboro' and Westport, making the total up to the 31st of December, 1892, $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 Brantfort to Waterford. An Order of the same date approved of the location, the actual distance being 16¾ miles. During the fiscal year 1890-91 the sum of $16,1[illegible]0 was paid, making the total payments up to the 31st December, 1892, $52,810, the amount of subsidy applicable being $53,600. This company has now become amalgamated with the Toronto, Hamilton and Buffalo Railway Company.

Buctouche and Moncton Railway Company.

(See Nos. 65, 101 and 248.)

By the Act 49 Vic., ch. 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 being actually 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 1890-91, there was paid the sum of $1,600.43, making the total payments $67,020. No further payments have been made up to the 31st of December, 1892.

By the Subsidy Act of 1892, the unpaid balance of the foregoing subsidies were revoted.

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 has 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 4½ 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 44½ miles. The date for completion was fixed as the 1st of December, 1891. During the fiscal year 1890-91 there was paid the sum of $75,639, no further payments on this account have been made up to the 31st of December, 1892.

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 per cent per annum, one-half of such surplus is to be paid to the Government until repayment of the whole amount received by said company under their subsidy.

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

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

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

By the Act 54-55 Vic., ch. 12 (1891), the date for completion for subsidy purposes has been extended to 1st of July, 1893, the penal cause in this regard contained in the Act 51 Vic., ch. 4, being repealed.

By the Act 55-56 Vic., ch. 37 (1892), authority was given to the company to issue new mortgage bonds to the value of £350,000 sterling, and by an Order in Council passed on the 9th of July, 1892, a recommendation to Parliament to extend the time, further, to the 6th of July, 1894, has been promised.

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, in pursuance of the Act 53 Vic., ch. 87, 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.

During the fiscal year, the road being completed, there has been paid the sum of $88,800, this being the total amount applicable. The actual distance is 27¾ 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.

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, was entered into for the building of such extra mile to the harbour of Kingsport. The time for the completion of the whole work was extended to the 1st of October, 1890, by which date the road was ready for traffic.

During the past fiscal year the sum of $2,130 was paid, making a total of $44,800, the whole amount of the subsidy.

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 1890–91, the sum of $10,450 was paid to this company, making, with previous payments, $39,850. No further payments have been made since, up to the 31st of December, 1892.

Drummond County Railway Company.

(See Nos. 99, 175 and 214.)

By the Railway Subsidy Act of 1888, 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, the 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 of $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 $5,105, making the total payments up to the 31st of December, 1892, $182,405.

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 fiscal year 1890-91 the sum of $16,300 was paid from this subsidy 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., ch. 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. During the past fiscal year there has been paid the sum of $4,845 for work on the Nicolet bridge.

By the subsidy Act 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.

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. The road was built and allowed to be opened for public traffic in January, 1892.

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.

During the past fiscal year payments have been made to the company aggregating $24,100. The total payments made for the section between New Glasgow and Montcalm amount to $32,000, and for the section between St. Andrews and Lachute, $21,600.

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 31st of December, 1892.

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 Lime 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 revoted by the Act 52 Vic., ch. 3 (1889). No further payment of subsidy has been made up to the 31st of December, 1892. 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., ch. 24 (1887), towards the construction of an extension of the line, 1¼ 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 1890-91, the company were paid the sum of $1,600, making the total payments up to the 31st of December, 1892, $37,500.

Lake Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169, 216, 278 and 282.)

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 Ottawa River. The limit of the amount was $25,600, covering a total distance of 8 miles. A contract was entered into on the 25th of November, 1885, for the construction of 6 miles, to be completed by the 1st of January, 1887.

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

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

By the Act 50-51 Vic., ch. 24, the grant of a subsidy to the extent of $33,600 was authorized for 10½ miles of this company's line from Long Sault to Lake 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.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the above named subsidies of 1889 and 1890, a subsidy was authorized to this company not exceeding $112,000 for 35 miles of their railway from Mattawa to the Long Sault.

By the same Act a subsidy was granted to the company, namely, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, and 15 per cent on the value of a wooden truss bridge over the River Ottawa, near Mattawa, not exceeding $15,000 and not exceeding in all $63,000.

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, 1892.

By the special Act 54-55 Vic., ch. 94 (1891), the company were 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.

Montreal and Champlain Junction Railway Company.

(See Nos. 51, 125, 136 and 247.)

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 (1887), 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 (1888), a further subsidy of $9,600 was authorized for 3 miles additional, making a total of $73,600.

By the Act 55-56 Vic., ch. 5 (1892), the balance of $15,100, remaining unpaid of the subsidies voted in 1887 and 1888, was revoted.

Nothing has been paid to the company during the past fiscal year, and the total payments up to the 31st of December, 1892, amount to $88,500.

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 14th, and under the authority of Orders in Council, the last dated the 10th of November, 1886, payments have been made, amounting in all to $69,922, the road, 44·67 miles long, having been completed, with the exception of a small quantity of work, to secure the finishing of which $1,550 was retained. No further payment 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 fiscal year 1890-91 there was paid from this subsidy the sum of $17,116.07, making the total payments on that account $23,835.57, and the total payments to the company $93,757.57. No further payments have been made up to the 31st December, 1892.

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 $32,253, and subsequently to that date the further sum of $77,635, making the total payments up to the 31st of December, 1892, $186,051. These payments apply to the distance between St. Jérôme and Ste. Agathe, 30½ miles, which is completed and open for traffic. On the 30th of December, the Chief Engineer reported the completion of a further section, to St. Faustin, a distance from St. Jérome of 44½ miles.

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 revoted. During the fiscal year 1890-91 there was paid the sum of $49,960; nothing further has been paid up to the 31st of December, 1892.

In September, 1892, after inspection, permission was given to open for traffic the portion of the road between Vaudreuil and Pointe Fortune, 23½ miles.

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, 166, 256 and 273.)

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

A contract, dated the 31st of December, 1883, was entered into with the company for this work, and upon completion, inspection and approval of the road the 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 6¾ miles, from a point near Yarker to or near Harrowsmith, to be completed by the 1st of August, 1891.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the subsidy granted by the above Act for 3 miles, a subsidy not exceeding $9,600 was granted for 3 miles from a point at or near Harrowsmith to a point at or near Sydenham.

By the Act 55-56 Vic., ch. 5 (1892), a subsidy not exceeding $64,000 was granted to this company for 20 miles of their railway, being for branches to be built to certain iron deposits.

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 Harroswmith.

No payments were made to the company during the past fiscal year, but subsequently there has been paid the sum of $1,856, making the total payments up to the 31st of December, 1892, $194,800.

New Glasgow Iron, Coal and Railway Company.

(See No. 268.)

By the Subsidy Act 55-56 Vic., ch. 5, the grant of assistance to the above company for 12½ miles of railway from Eureka Junction on the Intercolonial Railway, to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville was authorized, the limit of aid being $40,000.

Under date the 23rd of November, 1892, the company were admitted to contract for this work under subsidy, the date for completion being fixed as the 1st of December, 1894.

No portion of the subsidy has been paid during the past fiscal year, but subsequently the sum of $32,945.84 was paid, up to the 31st of December, 1892.

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 works 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 39½ miles, starting from a point 33½ 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 past fiscal year payments were made to the extent of $8,300, bringing the total payments to this company up to the sum of $230,700 at date, 31st December, 1892, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of 76½ miles.

Ontario and Pacific Railway Company.

(See Nos. 31, 115, 150 and 288.)

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, *viâ* Newington, Chrysler, Manotic and Franktown, the road to be completed by the 1st July, 1888. This subsidy lapsed on the 1st 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 was entered into for the work.

By the Subsidy Act of 1892, 55–56 Vic., ch. 5, the subsidy granted in 1889 was revoted, the length being set down as $53\frac{87}{100}$ miles.

No portion of these subsidies has been paid up to the 31st of December, 1892.

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, and during the past fiscal year there has been paid the sum of $32,000.

By an Order in Council dated the 20th of June, 1892, authority was given for entry into contract with the company for the balance of the work, 16½ miles, between Lawrenceville and Kingsbury, and such contract was signed on the 10th of September, 1892.

The second 10-mile section has been inspected, but no further payments have been made up to the 31st of December, 1892.

Ottawa, Arnprior and Parry Sound Railway Company.

(See Nos. 92, 134, 199, 242, 276 and 277.)

This company was formed by the amalgamation, under the Act 54–55 Vic., ch. 93, of the Ottawa and Parry Sound Railway Company, incorporated by the Acts 51 Vic., ch. 65, and the Ottawa, Arnprior and Renfrew Railway Company, incorporated by the Act 51 Vic., ch. 71. The company has powers to build a line of railway from the city of Ottawa through Arnprior, Renfrew, Eganville and Killaloe, to a point on the Georgian Bay at or near the Village of Parry Sound.

By the Subsidy Act 55–56 Vic., ch. 5 (1892), there were granted to this company the following subsidies (in lieu of subsidies previously granted, but not utilized):—

(*a.*) For 22 miles of railway from a point on the Canadian Pacific Railway to Eganville, a subsidy limited to $70,400.

(*b.*) For 30 miles of railway from Eganville to Barry's Bay, a subsidy limited to $96,000.

(*c.*) For 55 miles of railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy limited to $6,400 a mile on the first half of that division and to $3,200 a mile on the second half, not exceeding in the whole $264,000.

The first two subsidies have been covered by a contract dated the 29th of September, 1892. The starting point on the Canadian Pacific Railway, named, being Renfrew, and the date for completion being fixed as the 1st of August, 1896.

The third subsidy, from Barry's Bay towards the Northern Pacific Junction Railway, has been covered by a contract with the company dated the 8th of November, 1892. The date for completion is fixed as the 1st of November, 1894.

The location plans have been approved for the whole distance covered by the three subsidies.

No portion of the subsidies has been paid up to the 31st of December, 1892.

Ottawa and Gatineau Valley Railway Company.

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

By the Act 48–49 Vic., chap. 29 (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 Désert, 62 miles, the amount being $320,000. This subsidy having lapsed, it was revoted 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 past fiscal year, there has been paid to the company the sum of $38,790, and subsequently the sum of $49,820, making the total payments up to the 31st December, 1892, $176,192. The opening of the first 20 miles for traffic was sanctioned in December, 1891, and the opening of a further section of 10 miles was similarly allowed in July, 1892.

Oshawa Railway and Navigation Company.

(Name changed to "The Oshawa Railway Company," by 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 has been paid up to the 31st of December, 1892.

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, McMurrick and Parry, joining the line of the Northern and Pacific Railway at Scotia, or a point about two miles from Elmsdale station. The date for completion has been extended to the 1st of August, 1893. The location of the first 30 miles has been approved by an Order in Council of the 11th of July, 1890.

The first two ten-mile sections have been inspected, and during the past fiscal year there has been paid the sum of $30,400. No further payment has been made up to the 31st December, 1892.

Port Arthur, Duluth and Western Railway Company.

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

(See Nos. 139, 195 and 291.)

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

By the Subsidy Act 51 Vic., ch. 3 (1888), the grant of a subsidy to the extent of $271,200 was authorized in favour of the above company, for 84¾ miles of their railway from Port Arthur towards Gun Flint Lake, a point on the International boundary line; this being in place of subsidies previously granted for the construction of a railway from Murillo station to Crooked Lake.

A contract was entered into with the company on the 24th of December, 1889. The location of the entire line has been approved.

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.

During the past fiscal year payment was made to the extent of $70,075, making the total payments up to the 31st of December, 1892, $157,075.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the unpaid balance, $114,125 of the subsidy voted in 1888, was revoted.

In December, 1892, the company asked for an inspection of the balance of their road to the boundary line as completed.

Pontiac Pacific Junction Railway Company.

(See Nos. 25, 137 and 211.)

This line was subsidized by Parliament in 1884, 49 Vic., ch. 8, 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.

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

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 o 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.

By the Subsidy Act 55-56 Vic., ch. 5, clause 4 (1892), the balance unpaid of the subsidy voted in 1884 was revoted.

The road is open from Ottawa to Fort Coulonge, 68 miles.

Up to the close of the fiscal year 1887-88 a total of $174,828 had been paid out of the subsidy voted in 1884. No further payments have been made up to the 31st of December, 1892.

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, 1892.

By an Order in Council of the 18th July, 1892, the time for completion of the Tring and Megantic Branch has been extended to the 1st of July, 1894, the actual length being 58¾ miles, in place of the estimated length 90 miles.

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 Chicoutimi, was transferred to this company, and under authority of an Order in Council of the 17th of November, 1888, a contract was made with them on the 5th of December for this work, which starts from Chambord Junction, near Lake St. John, on their main line; the work to be completed by the 1st of August, 1890. The location for these 30 miles has been approved by an Order in Council of the 17th of November, 1888.

By the Act 52 Vic., ch. 3 (1889), a further subsidy of $64,000 was granted for an additional 20 miles, making the total subsidy for this branch $160,000. Under date the 17th October, 1892, a contract has been entered into with the company for this work.

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 *via* 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.

By the Act 55-56 Vic., ch. 5, clause 5 (1892) authority was given for the payment of the unpaid balance of the subsidy granted in 1889, and also for the payment of the unpaid balance, $12,800, of the subsidy granted in 1887. This last, representing 4 miles of railway built towards Roberval, was covered by a contract made on the 17th of October, 1892.

During the fiscal year there has been paid the sum of $26,222.73, making the total payments up to the 30th of June, 1892, for both main line and branches, $844,927.73. Since that date there has been paid the further sum of $13,031.77, making the total payments to the company up to the 31st of December, 1892, $857,959.50.

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 Tormente, 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 20½ 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, 1892.

In December, 1892, plans showing the location of the road for the balance of the 30 miles subsidized were submitted for approval.

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. The road is completed, the actual distance being $50\frac{89}{100}$ miles.

The subsidy applicable for this distance was $162,560. During the fiscal year the sum of $162,260 has been paid to the company, leaving a balance of $300 unpaid.

Permission to open the road for traffic was given on the 9th of June, 1892.

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, 176, 190 and 265.)

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 of March, 1888, under an Order in Council of the 12th of 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 of August, 1890, the contract was signed, the extension being from their present terminus at St. Catharines towards Hamilton.

By the Act 54-56 Vic., ch. 2 (1890), a subsidy limited to $44,800 was authorized for a further distance of 14 miles.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the subsidies granted in 1889 and 1890, there was granted an annual subsidy for 20 years calculated on the basis of 3½ per cent of the amount, not to exceed $108,000, granted for the 34 miles in question; payment of the first half-yearly instalment to be made 6 months after the date of the Chief Engineer's certificate of completion.

During the fiscal year 1890-91, 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 the 31st December, 1892.

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 on that day. On the 15th of October, 1891, the company notified the department that the work was completed, and ready for inspection and traffic.

During the past fiscal year the company were paid the sum of $58,600, making a total of $375,000 paid, this being the total amount of the subsidy granted.

In the annual report of last year a full description of the work, as completed, was given.

St. John Valley and Rivière du Loup Railway Company.

(See Nos. 90, 118, 225 and 274.)

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

The company having applied for both subsidies, they were admitted to contract on the 26th of June, 1888, under an Order in Council of the 21st of May, the time for completion being fixed as the 31st of 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 distance, 44 miles, from Fredericton to Woodstock.

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

By the Act 55–56 Vic., ch. 5, a subsidy limited to $48,000 was authorized for 15 miles of railway extending from the north end of the line subsidized by 53 Vic., ch. 2.

Up to the 31st of December, 1892, no payments have been made.

Stewiacke Valley and Lansdowne Railway Company.

(See Nos. 87, 232, 254 and 258.)

By the Act 49 Vic., ch. 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 revoted, 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 of September, 1892.

By the Act 55–56 Vic., ch. 5 (1892), the same subsidy was in effect revoted.

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 New-

port station, on the Windsor Branch Railway; the line to be completed by the 1st of September, 1893.

By the Act 55–56 Vic., ch. 5 (1892), this subsidy was in effect revoted.

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, 1892.

St. Lawrence and Adirondack Railway Company.

(See No. 218 and 293.)

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. During the past fiscal year there has been paid to the company the sum of $40,256, being the amount applicable to the actual distance of the road.

By the Subsidy Act 55-66 Vic., ch. 5, a subsidy not exceeding $25,024 was granted to the company for $5\frac{42}{100}$ miles, from Huntingdon towards the International boundary, and for a further distance of $2\frac{40}{100}$ miles. Since the close of the fiscal year there has been paid to the company the sum of $24,448, making the total payments up to the 31st of December, 1892, $64,704.

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 Laurentian Railway Company" by Provincial Act* 51-52 *Vic., ch.* 108.)

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

By the Act 48-49 Vic., ch. 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 the 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.

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

During the past fiscal year there has been paid the sum of $92,784, making the total payments up to the 31st December, 1892, $217,600, this being the total amount of the company's subsidy.

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, 226 and 279.)

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 Témiscouata Railway Company," their object being to build the said road; and such charter, being published in the *Canada Gazette* of the 10th of that month, has force and effect as if an Act of Parliament. This charter was subsequently confirmed and amended by the special Act 50-51 Vic., ch. 71 (1887). Under the said charter the company have power to construct a road from the Intercolonial Railway at Rivière du Loup to Edmundston. On the 21st 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 of November, 1888, the company were permitted to open the road for traffic.

By the Act 51 Vic., ch. 3 (1888), a subsidy of $100,000 was granted to this company for 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 of 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, 31¾ miles, has been completed.

By the Act 55-56 Vic., ch. 5 (1892), an additional subsidy of $1,800 a mile, limited to $21,600, was granted for the first 12 miles of the section subsidized by the Act 53 Vic., ch. 2.

During the past fiscal year payments have been made to the extent of $54,830, and subsequently the further sum of $21,150, making the total payments up to the 31st of December, 1892, $645,950.

Tobique Valley Railway Company.

(See Nos. 130, 227, 235 and 244.)

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, revoted, 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.

By the Act 55-56 Vic., ch. 5 (1892), a subsidy limited to $9,600 was granted for a further distance of 3 miles from the north end of the 11 miles subsidized in 1890.

Under date the 30th of November, 1892, a contract was entered into with the company for the work covered by these two subsidies. The date for completion was fixed as the 1st of December, 1893.

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

During the past fiscal year there was paid the sum of $73,000, and subsequently the further sum of $41,674.46, making the total payments to the company up to the 31st of December, 1892, $114,674.46.

Thousand Islands Railway Company.

(See No. 182 and 269.)

By the Subsidy Act 52 Vic., ch. 3 (1889), the grant of a subsidy to the extent of $54,400 to the above company, for 4 miles of their railway from a point near the River St. Lawrence, in the village of Gananoque Junction, on the Grand Trunk Railway, and for thirteen miles of their railway from Gananoque Junction to a point of junction with the Brockville, Westport and Sault Ste. Marie Railway, was authorized.

A contract was made with the company for this work on the 24th of October, 1889, the 4-mile section to be built by the 1st of July, 1890, and the 13-mile section by the 1st of August, 1893. In the fiscal year 1889-90, the sum of $10,400 was paid for the section, 3¼ miles, from Gananoque to the Grand Trunk Railway, completed.

By the Act 55-56 Vic., ch. 5 (1892), in lieu of the unpaid balance, $44,000, of the above subsidy, there were granted railway subsidies for the extension of the railway, one, the northern, to connect with the Brockville, Newport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith Falls and Ottawa Railway, or the waters of the Rideau Canal, for which the limit is $30,000; the other, the southern, and across the mouth of Gananoque River, for which the limit is $14,000.

Under date the 30th of November, 1892, a contract has been made with the company for this work; the date for completion being fixed as the 1st of August, 1896.

No further payments have been made up to the 31st of December, 1892.

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.

During the fiscal year, there was paid the 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 agreed 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 moneys; nor did they take any practical steps to carry out the work contemplated. Under these circumstances, and in view of representations urging that the Government should itself undertake the work, a survey was made of the country between Digby and Annapolis, under instructions given in October, 1888.

By the special Act 52 Vic., ch. 8 (1889), authority was given for the construction of this link of railway out of the appropriation of $500,000 granted by the Act 50-51 Vic., ch. 25. The work was, accordingly, taken in hand by the department,

and was completed, and the company placed in possession for operating purposes on the 27th of July, 1891. The total Government expenditure up to the 30th of June, 1892, is $614,789.27.

West Ontario Pacific Railway Company.

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

(See Annual Report of 1891.)

Woodstock and Centreville Railway Company.

(See Nos. 131, 203, 266 and 281.)

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

The above railway company having applied and being approved, a contract was made with them on the 6th of May, 1889, for the distance named, the line to start from Upper Woodstock station, on the New Brunswick Railway, the work to be completed by the 1st October, 1890.

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.

By the Act 55-56 Vic., ch. 5 (1892), the subsidy granted in 1887 was in effect revoted.

By the same Act the subsidy granted in 1890 for the further distance to the boundary was in effect revoted.

Under an Order in Council of the 29th of August, 1892, a contract dated the 16th of September, 1892, has been made with the company, to construct the 26 miles so subsidized, the date for completion being fixed as the 1st of January, 1894.

No portion of the company's subsidy has been paid up to the 31st of December, 1892.

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, Appendices, p. 207.)

Alberta and Athabasca Railway Company.

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

Alberta Railway and Coal Company.

(See Annual Report for 1890-91.)

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. Location plans and profiles have been approved by an Order in Council dated the 19th of February, 1892, showing the proposed line from a point of junction with the Souris Branch of the Canadian Pacific Railway to the Turtle Mountain coal fields.

Calgary and Edmonton Railway Company.

(Leased to the Canadian Pacific Railway Company.)

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 this 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.

On the 6th July, 1891, permission was given to open the first 100 miles north from Calgary for traffic; and on the 10th of August, 1891, the whole road from Calgary to Edmonton, 192 miles, was officially reported as fit to be opened. The 25th of July, 1891, has been formally fixed as the date at which the whole road was completed.

On the 7th of December, 1891, the first 50 miles southward from Calgary was officially reported as fit to be opened for public traffic, and on the 3rd of November, 1892, the Government Chief Engineer reported that the section from Calgary southwards to the north bank of Old Man's River, $104\frac{10}{100}$ miles, was completed according to contract.

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 Kemnay, 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 January, 1891, the portion between Kemnay 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.

On the 30th of August, 1892, the company asked for an inspection of the further portion between Melita and Estevan.

On the 7th of November, 1892, permission was given for the opening for public traffic of the section between Hartney and Melita, $26\frac{76}{100}$ miles.

On the 22nd of November, 1892, the practical completion of the section from Deloraine to Napinka, 18·01 miles, was officially reported. This forms part of the company's "Winnipeg, Gretna and Deloraine Branch;" the distance from Winnipeg to Napinka being 220 miles under traffic.

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.

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

On the 26th of October, 1891, the company applied for inspection of the extension from Glenboro' to Nesbitt, this latter being 131 miles from Winnipeg. This railway from Winnipeg constitutes the company's "South-western Branch;" and at the close of the calendar year 1891, 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.

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 of November, 1893.

The company reported the first 50 miles as having been opened for traffic on the 16th of December, 1891.

On the 20th of June, 1892, an Order in Council was passed approving of the proposed location for the second 50-mile section.

Lac Seul Railway Company.

(See No. 20.)

Under date the 13th of 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.

By the 1st of December, 1885, the company had built and equipped 131 miles of road.

By the Act 49 Vic., ch. 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 of 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 50 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.

By the Act 55–56 Vic., ch. 45 (1892), disabilities arising under the foregoing act in consequence of non-completion of 20 miles during the then current year were removed.

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, 1891.

Manitoba and South-eastern Railway Company.

(See No. 24.)

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. A formal contract has been made with the company

under date the 3rd of June, 1892. Under this contract, the first 30 miles are to be completed by the 1st of September, 1892, 60 miles further by the 1st of September, 1893, and the whole road by the 1st of September, 1894. Plans of location of the first 30 miles starting from Winnipeg have been approved by an Order in Council passed on the 18th of March, 1892.

Manitoba South-western Colonization Railway Company.

(Leased to the Canadian Pacific Railway Company.)

(See annual report of 1891.)

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 fields 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.

(Leased to the Alberta Railway & Coal 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 10 miles, 3,800 acres per mile. This was amended by 50-51 Vic., ch. 22—the extent of land being increased to 3,840 acres per mile.

By an Order in Council of the 16th of March, 1885, approval was given to the location of the company's line, and on inspection, in October, 1885, of the road from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, 109 miles, an Order in Council of the 19th of October, 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 ratification.

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.

On the 15th of December, 1890, the road from Lethbridge to the International boundary, $64\frac{62}{100}$ miles was, after inspection, officially reported as completed and fit for traffic.

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 of July, 1888, 100 miles in each of the two years following, and the whole road by the 20th of July, 1891.

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

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

The Act 52 Vic., ch. 65 (1880), 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 1st December, 1891; also of the line south to Lethbridge or to a point on the International boundary by the 1st of December, 1892.

Nothing appears to have been done in connection with this railway.

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

(*Leased to the Canadian Pacific Railway Company*).

(See annual report for 1891).

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., ch. 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 given for the winding up of the company last named and the transfer to the Winnipeg and Hudson's Bay Company of all its property and interests.

By an Act passed in 1886 (59 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:—

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, 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 be-

tween 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.

This Act was repealed by the Act 55-56 Vic., ch. 63 (1892), and the time for the completion of the railway between the point of intersection with the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 30th of October, 1894, the railway to be completed at the rate of 20 miles each year thereafter.

Powers were given to convey or lease the road to the Canadian Pacific Railway Company, the Manitoba and North-western Railway Company, the Great North-west Central Railway Company, or the Winnipeg and Hudson Bay Railway Company.

RAILWAY LEGISLATION OF THE SESSION OF PARLIAMENT.

55-56 Victoria, (1892.)

CHAP.

5 An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.
27 An Act further to amend the Railway Act.
30 An Act respecting the Alberta Railway and Coal Company.
31 An Act respecting the Belleville and Lake Nipissing Railway Company.
32 An Act to incorporate the Buckingham and Lièvre River Railway Company.
33 An Act respecting the Canada Atlantic Railway Company.
34 An Act respecting the Canada Southern Railway Company.
35 An Act respecting the Canadian Pacific Railway Company.
36 An Act to incorporate the Canso and Louisbourg Railway Company.
37 An Act respecting the Chignecto Marine Transport Railway Company, Limited.
38 An Act respecting the Cobourg, Northumberland and Pacific Railway Company.

39 An Act respecting the Grand Trunk Railway Company of Canada.
40 An Act respecting the Great Northern Railway Company.
41 An Act respecting the Lake Manitoba Railway and Canal Company.
42 An Act to revive and amend the Act to incorporate the Lindsay, Bobcaygeon and Pontypool Railway Company.
43 An Act respecting the London and Port Stanley Railway Company.
44 An Act to amend an Act to incorporate the Manitoba and Assiniboia Grand Junction Railway Company.
45 An Act respecting the Manitoba and North-western Railway Company of Canada.
46 An Act respecting the Manitoba and South-eastern Railway Company.
47 An Act respecting the Midland Railway of Canada.
48 An Act respecting the Montreal and Lake Maskinongé Railway Company.
49 An Act respecting the Montreal and Western Railway Company.
50 An Act respecting the Nicola Valley Railway Company.
51 An Act respecting the Nipissing and James' Bay Railway Company.
52 An Act respecting the Ontario Pacific Railway Company.
53 An Act respecting the Ottawa City Passenger Railway Company.
54 An Act to incorporate the Ottawa Valley Railway Company.
55 An Act to revive and amend the Acts respecting the Ottawa, Waddington and New York Railway and Bridge Company.
56 An Act respecting the Pontiac Pacific Junction Railway Company.
57 An Act respecting the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.
58 An Act respecting the St. Catharines and Niagara Central Railway Company.
59 An Act respecting the St. John and Maine Railway Company and the New Brunswick Railway Company.
60 An Act to confirm an agreement between the Tobique Valley Railway Company and the Canadian Pacific Railway Company.
61 An Act respecting certain railway works in the City of Toronto.
62 An Act to incorporate the Winnipeg and Atlantic Railway Company.
63 An Act respecting the Wood Mountain and Qu'Appelle Railway Company.
64 An Act to revive and amend the Act to incorporate the Brockville and New York Bridge Company.
65 An Act to incorporate the Burrard Inlet Tunnel and Bridge Company.

THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The Minister of Railways being Chairman of the Railway Committee of the Privy Council, on which certain extensive duties are imposed by the Railway Act, 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 heard during the period from January to December, 1892:—

Changes in positions of tracks of the Canadian Pacific and Grand Trunk Railway Companies at the eastern entrance of their railways into the city of Toronto—crossings of Mills, Parliament and Berkeley streets, and deviation of Berkeley street. Authorized.

Widening of the Queen street subway in the city of Toronto, the opening up of Dufferin street into the same, and the building of a subway under the Grand Trunk and Canadian Pacific Railways on the line of Dufferin street, and apportionment of the cost between the city and the railway companies. Decision—Committee has no jurisdiction under terms of application.

Application of the Ontario Express and Transportation Company for certain express facilities over the Grand Trunk Railway system. Not granted.

Apportionment between the city of Toronto and the county and township of York of the cost of certain protection ordered by the Committee at the crossings by the Canadian Pacific Railway of Dufferin and Bathurst streets in said city. Pending.

Change of angle, as authorized, of the crossing by the Port Arthur and Neebing Electric Street Railway of the Port Arthur, Duluth and Western Railway, in the town of Port Arthur. Change approved.

Interlocking switch at the crossing of the Buctouche & Moncton and Intercolonial Railways. Approved. Trains allowed to pass without stopping.

Reduction of number of tracks of the Canada Atlantic Railway Company crossing Elgin, Metcalfe and O'Connor streets, in the city of Ottawa, to one track. Adjourned to enable the city to submit an alternative scheme, and name the amount of compensation they are prepared to make to the company for the removal of their tracks.

Extension of Royce Avenue, in the city of Toronto, across the Grand Trunk (Northern) Railway. Authorized.

Culvert under Central Vermont Railway and ditch through lands of same.—As to whether the railway company or the municipality should pay cost of enlargement:—Question as to the culvert to be dealt with by the Department of Railways and Canals. As to the ditch, to await further representations from the municipality.

Crossing by Ottawa Electric Street Railway of Canadian Pacific Railway near St. Patrick's Street Bridge, in the city of Ottawa, protection at. Attention of the companies ordered to be called to this matter.

Overhead crossing of the Grand Trunk Railway by Notre Dame Street at St. Henri, in the city of Montreal. For approval of the plan of a proposed new bridge. Not sanctioned.

Substitution of a double draw for a single draw on the Stanstead, Shefford and Chambly Railway Bridge crossing the Richelieu River. Approved.

Introduction of interlocking apparatus at the crossing by the Beauharnois Junction Railway of the Canada Atlantic Railway. Ordered that trains be allowed to pass without stopping, on the usual conditions.

Introduction of interlocking apparatus at the crossing by the Toronto Belt Line Railway of the Canadian Pacific Railway at Lambton, near Toronto. Canadian Pacific trains, &c., authorized to pass without stopping, on the usual conditions.

Crossing at rail level by the Davenport Street Railway of the Grand Trunk Railway on the Davenport Road, in the township of York, and of the Grand Trunk and Canadian Pacific Railways on the St. Claire Avenue, in the town of Toronto Junction. Places of crossing, and mode of protection recommended by Government Chief Engineer approved.

Introduction of interlocking apparatus at the crossing by the Toronto Belt Line Railway of the Canadian Pacific Railway at Lambton, near Toronto. Engines and trains of the Toronto Belt Line Railway, coming from the south, authorized to pass without stopping, on the usual conditions.

Crossing at rail level by the Yarmouth Street Railway of the Western Counties Railway on Main street, in the town of Yarmouth, N. S. Place of crossing and a certain mode of protection approved.

Branch line of the Erie and Huron Railway to the Government Wharf at Rondeau Harbour. New plans approved, and new order authorizing construction of the branch issued, a previous order having been rescinded.

Overhead crossing by Queen Street and Street Railway of the Don River and the Canadian Pacific and Toronto Belt Line Railways in the city of Toronto—and apportionment of cost. Adjourned.

Protection at crossing at rail level by the Canadian Pacific Railway of Adelaide street, in the City of London. Pending.

Street crossings of the Canadian Pacific Railway, in the village of Mégantic. Pending.

Crossings at rail level by the Westminster and Vancouver Tramway Company's track of the Canadian Pacific Railway on Columbia street, in the city of New Westminster. Discharged.

Interlocking apparatus at crossing of the Canada Southern and London and Port Stanley Branch.—Apportionment of cost of. Previous order varied.

Protection at crossing of the Burlington Channel, near Hamilton, by the Grand Trunk Railway. Pending.

Wonham street crossing of the Grand Trunk Railway, in the town of Ingersoll. Level crossing ordered.

Crossing at rail level by the Grand Trunk Railway of the Canadian Pacific Railway, near Glencoe. Place of crossing and mode of protection approved.

Keele Street North Subway under the Grand Trunk and Canadian Pacific Railways—Application for extension of time for completion of. Pending.

Crossing at rail level by the Ottawa, Arnprior and Parry Sound Railway of the Canadian Pacific Railway on lot 15, in the 2nd Con., O. F., township of Nepean. An overhead crossing approved.

Branch line to connect the Atlantic and North-west Railway with the Stanstead, Shefford and Chambly Railway at Iberville, P. Q. Sanctioned.

Davenport Street Railway crossing of the Grand Trunk Railway on the Davenport Road, and of the Grand Trunk and Canadian Pacific Railways on St. Claire Avenue, near Toronto. Application from the Street Railway Company for an amendment of the order issued.

Protection at crossing by the Port Arthur and Neebing Electric Street Railway of the Port Arthur Duluth and Western Railway. Application for amendment of order that the street Railway should pay cost. Judgment reserved.

Running powers by the Fredericton and St. Mary's Railway Bridge Company over the track of the Canada Eastern Railway at Gibson, and junction of the former

company's road with the latter. Running powers granted, and place of junction and mode of protection approved.

Overhead crossing by the Ottawa, Arnprior and Parry Sound Railway of the Canadian Pacific Railway in the city of Ottawa. Approved.

Location of the Thousand Island Railway along certain streets in the town of Gananoque. Approved.

Thousand Islands Railway Bridge across the mouth of the Gananoque River —Application for approval of site and plan of—Approved.

Protection at crossings, at rail level, of certain divisions of the Grand Trunk Railway which intersect each other, where trains were reported to pass without stopping, no interlocking apparatus being provided. Company communicated with, and orders given that trains are to stop at these points, as required by the Statute.

Interlocking apparatus at crossing by the Canada Southern Railway of the Montrose Drawbridge over the Chippawa Creek, Welland Canal. Approved. Trains and engines allowed to pass without stopping.

Branch line of the Canadian Pacific Railway from Orangeville to the Nottawasaga Stone Quarries in the township of Mono, Ont. Sanctioned.

Diversions of highways by the Montreal and Western Railway Company in the parish of St. Faustin, county of Terrebonne, P. Q. Approved

Branch line of the Canadian Pacific (Ontario and Quebec) Railway from the Ayr Station to Goldie's Mills. Sanctioned.

Canada Southern Railway Company's application to be allowed to dispense with packing between wing rails and railway frogs during certain periods of the year. Pending.

Crossing at rail level by the Kingston, Napanee, and Western Railway of the Kingston and Pembroke Railway near Harrowsmith. Postponed at request.

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 following list shows the total amount charged to capital account, expended by the Government for construction and enlargement of each of the canals of the Dominion; embracing the period prior to Confederation and extending down to the 30th June, 1892 :—

Lachine Canal	$ 9,240,701 30
Beauharnois Canal	1,611,690 26
Soulanges Canal (under construction)	54,235 76
Williamsburg Canals (being enlarged)	2,568,357 84
Cornwall Canal (being enlarged)	4,297,038 22
St. Lawrence River and Canals, surveys, &c	890,534 97
Murray Canal	1,216,631 47
Welland Canal	23,754,034 67
Sault Ste. Marie Canal (under construction)	885,543 20
Ste. Anne Canal	1,170,215 63
Carillon and Grenville Canals	4,025,346 00
Culbute Canal	379,494 46
Rideau Canal, (including the Perth branch)	4,560,285 60
Trent Canal	1,082,521 40
St. Ours Lock	121,537 65
Chambly Canal	637,206 76
St. Peter's Canal	645,183 35
Total	$57,140,558 54

In addition to the above there has been expended as follows, chargeable to Income:—

Renewals	1,740,012 29
Repairs	4,346,042 58
Staff and maintenance	5,317,072 55
Making the total expenditure	$68,548,685 96

NOTE.—Details as to the above will be found in Appendix No. 2, p. 2.

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 the Canals Revenue will be found in the appendix. "Canals Revenue and Statistics."

TOTAL EXPENDITURE AND RECEIPTS FOR THE YEAR.

The total expenditure on the several canals for the fiscal year ended 30th June, 1892, was as follows:—

Construction	$1,637,819 40
Repairs	239,800 68
Staff and maintenance	349,478 51

The total gross receipts for the year amounted to the sum of $379,423.67, including tolls, $326,469.83, of which there was refunded $54,948.43, making the net revenue $324,475.24. (*See* appendix 1, p. 1.)

In appendix 1, pages 2 to 13, will be found statements showing the yearly expenditures, and the total cost on each canal, since Confederation.

The following statement shows the amount collected on each canal for Canal Revenue proper, and hydraulic rents, &c., during the Fiscal Year ended 30th June, 1892.

Name of Canal.	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.	Hydraulic Rents, &c.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland	193,808 45		594 70	177 69	7,162 40	201,743 24
St. Lawrence	65,604 51	4,643 33	161 10	14,644 91	23,837 80	108,891 65
Chambly	19,249 94		13 00	75 30	220 00	19,558 24
Ottawa	38,546 95		10 00	8 00	25 00	38,589 95
Rideau	5,617 10	131 18	20 00	314 70	749 45	6,832 43
Trent Valley	688 84			72 00	90 00	850 84
St. Peters	2,317 03			3 28		2,320 31
Murray	637 01					637 01
Total	326,469 83	4,774 51	798 80	15,295 88	32,084 65	379,423 67
Less—Refunds of tolls						54,948 43
Net Revenue						324,475 24

It seems proper here to record, briefly, certain facts relative to the tolls charged for the passage of wheat and other food products through the Welland and the St. Lawrence Canals.

In the year 1882, tolls on the Erie Canal were abolished.

In the year 1884, on urgent representations from shippers and others interested in the grain trade, Orders in Council were passed with a view to meeting this abolition of Erie Canal tolls. They reduced for the then current season, by one half, the tolls for passage through the Welland and the St. Lawrence Canals on wheat and certain other food products shipped for Montreal or other Canadian ports east of Montreal.

In the following year, 1885, tolls were further reduced on such products to 2 cents a ton, and thenceforward, year by year, up to and including 1891, this concession has been made by special Orders in Council.

In the year 1892 the reduction was conditioned by the provision that it should be applicable only to products actually exported.

In August, 1892, the United States adopted a system of tolls on the Sault Ste. Marie Canal, levying 20 cents per ton on all freight carried "to any port in the Dominion of Canada." It may be noted that the Sault Ste. Marie Canal was transferred from the control of the State of Michigan to that of the Federal Government with the distinct proviso that it should be, forever, free from toll, and that such transfer took place subsequently to the Treaty of Washington and the undertaking of the State, conformably thereto, that British subjects should have the use of the Canal on terms of equality with the inhabitants of the United States.

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 14, p. 148.)

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, Gallops and Welland. Their aggregate length is 70½ miles; total lockage (or height directly overcome by locks) is 533¼ feet; number of locks, 53.

Communications 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 60 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.*

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. (See appendix 12, p. 142).

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* 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, *the last available*, 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 unexpected 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 opened 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 the season the canal was opened 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 freight being $102,214,948.70.

The total number of registered craft using the canal during the season was 598, of which 369 were steam 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.

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 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 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 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 for about 6½ miles 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) is being constructed 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 practically completed. The excavation of the canal proper is in progress.

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 are in progress.

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 7⅝ miles in length; it is composed of two, originally separate, canals, the Iroquois 3 miles long, and the Galops 2¼ miles long, which were afterwards united, it being found that there was not sufficient depth of water in the Iroquois Canal without the supply from the head water so afforded.

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 is in progress on this canal.

LACHINE CANAL.

	Old Line.	New Line.
Length of canal	8½ statute miles.	8½ statute miles.
Number of locks	5	5
Dimensions of lock	200 feet by 45 feet.	270 feet by 45 feet.
Total rise, or lockage	45 "	45 "
Depth of water on sills—at two locks	16 "	18 "
Depth of water 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 channel 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 15 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 30th of November, 1891, and opened on the 1st of May, 1892.

Two accidents to the works occurred during the year. On the 20th of October, 1891, the barge "Maggie" ran into Brewster's Bridge, displacing it and causing breakages. On the 30th of the same month the lower gates of old lock No. 1, were carried away.

The navigation of the canal was not affected by either accident.

The water level was satisfactorily maintained throughout the year.

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. 101.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital	$ 87,852 35
Renewals, chargeable to income	27,480 80
Repairs	67,499 62
Staff and maintenance	52,729 37
Total	$235,561 14

BEAUHARNOIS CANAL.

Length of canal	11¼ statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ 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, 15¼ miles from the head of the Lachine Canal. It connects Lakes St. Louis and St. Francis, and passes the three rapids known, respectively, as the Cascades, the Cedars and the Coteau.

The canal was closed on the 1st of December, 1891, and was reopened for traffic on the 30th of April, 1892.

No accident or interruption to navigation occurred during the year.

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

The expenditure on this canal for the past fiscal year was as follows:—

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	1,696 23
Repairs	14,999 80
Staff and maintenance	20,050 01
Total	$ 36,746 04

CORNWALL CANAL.

Length of canal	11½ statute miles.
Number of locks	6
Dimensions of locks (three)	200 feet by 55 feet.
" of two lower entrance locks and the guard lock	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 "

From the head of the Beauharnois to the foot of the Cornwall Canal there is a stretch through Lake St. Francis of 32¾ 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 5th of December, 1891, and reopened on the 1st of May, 1892.

*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.

All necessary repairs were carried out. No accident occurred during the fiscal year affecting navigation, but on the 3rd of August, 1892, the barge "Toronto," in tow, carried away the gates of lock No. 19, causing a delay of 28 hours.

Navigation was satisfactorily maintained notwithstanding a low stage of water during the early part of the season. (See Appendix 6, page 115.)

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 guard-lock also is completed and in use.

The remaining three locks are all practically completed. The work of deepening and enlarging the prism of the canal is approaching completion.

The works in progress are described in detail in the appendices to the present report. (See Appendix 6, page 116.)

The expenditure on this canal for the past fiscal year was as follows:—

Construction, chargeable to capital	$398,555 25
Renewals, chargeable to income	2,345 26
Repairs	9,864 36
Staff and maintenance	15,596 66
Total	$426,361 53

WILLIAMSBURGH CANALS.

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

These canals were closed on the 12th of December, 1891, and reopened on the 20th of April, 1892.

No accidents of importance are reported, and navigation is stated to have been fairly well maintained.

Slight breaks and leakages occurred in January and February last in the embankment on the portion known as the Junction. These were repaired and the embankment was strengthened.

Tables showing the highest and lowest water on the lock sills of these canals from the year 1849 will be found in the appendices (See Appendix 6, page 126.)

The expenditure on these canals during the past fiscal year was as follows:—

Construction, chargeable to capital	$376,545 32
Renewals, chargeable to income	797 83
Repairs	8,551 32
Staff and maintenance	9,458 33
Total	$395,352 80

FARRAN'S POINT CANAL.

Length of canal	¾ mile.
Number of locks	1 "
Dimensions of lock	200 feet by 45 feet.
Total rise, or lockage	4 feet.
Depth of water on sills at ordinary water level	9 "
Breadth of canal at bottom	50 "
Breadth of canal on water surface	90 "

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

The enlargement of this canal has not been commenced, but surveys have been made and plans prepared. (See Appendix 6, page 119.)

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. The works are in progress. (See Appendix 6, page 119.)

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, Pointe 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 and lift-lock are both completed in readiness to receive their gates, and the other works are in progress.

It is proposed that, by the use of this new lift-lock, vessels 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 the formation of a new channel through the Galops Rapids was commenced in 1880 and was reported as completed in 1888. The channel so improved is about 3,300 feet in length and 200 feet wide. 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 has reported 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).

On further examination it was found that, at certain points, the depth is less than 17 feet and during the past season a very close examination and survey has been made under the supervision of Mr. Kennedy, the Chief Engineer to the Montreal Harbour Commissioners, as an independent authority, which, it is expected will afford most accurate information as to the present width and depth of the channel. Mr. Kennedy's report has not yet been made.

The new channel is navigated by many of the large propellors and other vessels drawing over 9 feet of water.

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.

During the past season the course of the channel has been indicated by buoys.

During the past season a location survey has been completed of what is known as the "north channel," from the head of the Galops canal to the head of Spencer's Island, a channel which, if improved, would afford a course shorter by $\frac{2}{3}$ of a mile than the southern channel in American waters now in use. (See Appendix 6, page 121).

MURRAY CANAL.

Length between eastern and western pier heads.....	5⅙ 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 4¼ miles long, and improvements in the way of dredging and other work to the entrance channels at either end, covering a total distance of 9½ 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'Ile, 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, 12½ feet.

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

The canal was closed on the 16th of December, 1891, and reopened on the 6th of April, 1892.

The navigation of this canal was maintained satisfactorily and without accident, notwithstanding the continued lowness of the water level in Lake Ontario.

Advantage of this canal is taken by a large number of vessels. (App. 6, p. 123.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital.....	$5,964 22
Renewals, chargeable to income.....	Nil
Repairs.....	3,505 15
Staff and maintenance.....	5,803 48
Total.....	$15,272 85

WELLAND CANAL.

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

—	Old Line.	Enlarged or New Line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)		2
Number of locks { lift	26	lift 25
Number of locks { guard	1	guard 1
Dimensions	1 lock 200 x 45 1 " 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45	270 feet x 45 feet.
Total rise, or lockage	326¾ feet.	326¾ feet.
Depth of water on sills	10¼ "	14 "

WELLAND RIVER BRANCHES.

Length of Canal—Port Robinson Cut to River Welland	2,622 feet.
" From the canal at Welland to the river, *viâ* 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 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 17th of December, 1891, and reopened on the 19th of April, 1892.

The operations of the year were conducted without any interruption to traffic of moment.

Tables will be found on page 136 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 intermediate months between August, 1891, and May, 1892, show a continuance of the low water of the previous year.

Details as to repairs executed will be found in the appendix. (See Appendix 9, p. 134.)

The expenditure on this canal during the past fiscal year was as follows :—

Construction, chargeable to capital.....	$29,541 21
Renewals, chargeable to income.....	9,008 80
Repairs.....	73,771 87
Staff and maintenance.....	104,673 73
Total.....	$216,995 61

From the head of the Welland Canal there is a 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 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, on the 30th of January, 1889; for the upper entrance, on the 26th 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 16¼ 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.

This scheme was subsequently modified, and the lock is being constructed on the following dimensions adopted by an Order in Council of the 1st of April, 1892:—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 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.

Under date the 8th of November, 1892, an agreement has been made whereby the work is to be so expedited as to enable the canal to be completed in readiness for use by the 1st of July, 1894.

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.

Details of the works will be found in the appendices. (See Appendix 12, page 142.)*

The expenditure on this work during the past fiscal year amounted to $341,474.31, making the total expenditure up to the 30th of June, 1892, $886,492.55. Since that date and up to the 31st of December, 1892, there has been expended the further sum of $296,274.88, making the total expenditure of $1,182,767.43.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine Canal, the navigation section of the lower River Ottawa, and the Ottawa River Canals, to the city of Ottawa; thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

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

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

* For information respecting the new American canal, see page 74 of the present Report.

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	8½	
From Lachine to Ste. Anne's Lock	15	23½
Ste. Anne's Lock and piers	⅛	23⅝
From Ste. Anne's Lock to Carillon Canal	27	50⅝
The Carillon Canal	¾	51⅜
From Carillon Canal to Grenville Canal	6¼	57⅝
The Grenville Canal	¾	63⅜
From the Grenville Canal to entrance Rideau navigation	56	119⅜
Rideau navigation, ending at Kingston	126¼	245⅝

STE. ANNE'S LOCK.

	Old Lock.	New Lock
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1 "	1 "
Dimensions of lock	190 x 45 feet.	200 x 45 feet.
Total rise, or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's Rapids between Ile Perrot and the head of the island of Montreal, at the outlet of that portion of the Ottawa River which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

This lock was closed to navigation on the 26th of November, 1891, and reopened on the 27th of April, 1892.

Navigation has been conducted without interruption during the year.

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

Both the old the new locks are available. (See App. 7, p. 127.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	25,471 61
Repairs	1,666 21
Staff and maintenance	2,571 28
Total	$ 29,709 10

THE CARILLON CANAL.

Length of canal	¾ 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 28th of November, 1891, and reopened on the 30th of April, 1892. (See App. 7, p. 128.)

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river to be used for navigation above.

During the past year steps have been taken to repair and strengthen this important work, for which an appropriation of $15,000 was made by Parliament last session.

From the head of the Carillon Canal to the foot of the Grenville Canal there is a navigable stretch of 5½ miles.

GRENVILLE CANAL.

Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 by 45 feet.
Total rise, or lockage	43¾ 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 "

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 28th of November, 1891, and reopened on the 30th of April, 1892. (See Appendix 7, page 128.)

The expenditure on these two canals, the Carillon and the Grenville, during the past fiscal year was as follows:—

Construction, chargeable to capital	$34,585 64
Renewals, chargeable to income	15,036 48
Repairs	8,620 15
Staff and maintenance	17,458 69
Total	$75,700 96

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 7, page 128.)

The expenditure on this canal during the fiscal year was as follows:—

Construction, chargeable to capital	Nil.
Renewals, chargeable to income	$1,546 25
Repairs	Nil.
Staff and maintenance	736 00
Total	$2,282 25

Tables showing the depth of water at the several locks on the River Ottawa will be found in Appendix 7, page 129.

Department of Railways and Canals.

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	126¼ miles.
Number of locks going from Ottawa to Kingston	35 ascending. 14 descending.
Total lockage.....446¼	282¼ rise and 164 fall. at high water.
Dimensions of locks	134 by 33 feet.
Depth of water on sills, 5 feet; navigable depth through the several reaches	4½ feet.
Breadth of canal reaches at bottom	60 " in earth. 54 " in rock.
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 " 6 inches.
Length of dam	200 "
Breadth of canal at bottom	40 "
Breadth of canal at surface of water	40 " in rock. 64 " in clay.

The Perth 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 28th, and at Kingston Mills on the 30th of November, 1891, and recommenced at Ottawa on the 2nd of May, and at Kingston Mills on the 1st of May, 1892.

The full depth of water required for navigation was maintained throughout the season of navigation.

There was no interruption to navigation.

Details of repairs and other works will be found in the appendices. (See Appendix 10, p. 137.)

The expenditure on this canal for the past fiscal year was as follows:—

Construction, chargeable to capital	$29,771 65
Renewals, chargeable to income	31,363 23
Repairs	21,507 16
Staff and maintenance	35,500 82
Total	$118,142 86

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	⅛ 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 in the Richelieu of 7 feet between St. Ours Lock and Chambly Basin, a distance of thirty-two miles.

Navigation closed on the 30th of November, 1891, and reopened on the 11th of April, 1892.

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

The expenditure on this lock during the past fiscal year was as follows:—

Construction, chargeable to capital	$	Nil.
Renewals, chargeable to income		3,585 34
Repairs		1,944 33
Staff and maintenance		2,168 44
	$	7,698 11

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. The canal overcomes the rapids between Chambly and St. Johns.

The canal was closed to navigation on the 30th of November, 1891, and was reopened on the 2nd of May, 1892,

A delay of about half a day occurred on the 2nd of May, being due to the necessity for stopping two small leaks. With this exception there were no accidents, and navigation was uninterrupted.

A description of the several works of repairs and improvement executed during the year will be found in the appendices. (See Appendix 5, p. 102.)

These include the continuance of the work of reconstructing certain locks and the further installation of electric light appliances.

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to capital	$	Nil.
Renewals, chargeable to income		38,353 99
Repairs		12,976 48
Staff and maintenance		19,665 22
Total	$	70,995 69

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 Miles 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.....		9½
" Lakefield to a point across Balsam Lake.....	61	
	132¼	32¾
Total distance, Bay of Quinté to Balsam Lake.		165
From Sturgeon Point on Sturgeon Lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog.....		27½

The following is a list of the works :—

MAIN LINE FROM TRENTON TO BALSAM LAKE.

Chisholm's Rapids.

	Distance from Trenton in miles.
The works here consist of a canal and lock, a dam and slide	15½

Percy Landing.

A retaining boom for saw logs.—Controlled by Dept. of Public Works.....	28½

Campbellford.

Guide booms.—Controlled by Dept. of Public Works..... 34¾

Middle Falls.

The works consists of 2 dams and slide.—Controlled by Dept. of Public Works 37¾

Crow Bay.

A retaining boom.—Controlled by Dept. of Public Works... 38

Heely's Falls.

A dam and slide.—Controlled by Dept. of Public Works.... 42¾

Crook's Rapids, Hastings.

The works consist of 1 lock, 1 dam and slide for timber..... 56½

Whitlas' Rapids.

The works, situated below Peterboro,' consist of a lock, dam and canal..... 92⅞

Peterboro'.

The works consist of 3 piers and 1 boom..... 94

Lakefield.

The works consist of a dam and wharf.. ..... 103½

Katchawannoe Lake.

A boom, 4 miles in length, separating navigable and timber channels—(under control Dept. of Public Works).

Young's Point.

One lock (a Provincial Government work) and dam..... 108½

Burleigh.

Timber slides, 3 dams, 2 locks (new)..... 118

Lovesick Rapids.

One lock and 4 dams..... 119½

Buckhorn Rapids.

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

Bobcaygeon.

There are 2 dams here, with canal, lock and slide. These dams retain the waters of the reach as far as Fenelon Falls and Lindsay lock..... 140¾

Fenelon Falls.

A large dam, slide and booms, 2 combined locks (new)..... 154¾

Rosedale.

A lock, maintained by the Ontario Government, giving entrance from Cameron's Lake to Balsam Lake..... 162¾

BRANCH FROM STURGEON LAKE TO LAKE SCUGOG.

Lindsay.

One lock, rebuilt by the Government of the province of Ontario in 1879. Its dimensions are 134 x 33 feet, with 5 feet of water on the sills..... 161¼

The navigation is, by this work, extended to Port Perry, Lake Scugog 190

The new works completed for the improvement of the Trent Valley navigation are at the following places :—Canals, with locks and bridges at Burleigh Rapids, Buckhorn Rapids and Fenelon Falls ; also dams at Lakefield and Young's Point. By these works there is afforded communication between Lakefield, 9½ miles from Peterboro', and Balsam 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 Katchiwannoe up 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 Katchiwannoe 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, there is a canal about one-fourth of a mile long, 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.

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 "

Owing to the abandonment of dams constructed by lumbermen whose operations in the northern section have ceased, the water which should be stored in the upper reservoirs, escapes; and, last season, a very dry one, the water level fell much below the nominal stage.

The traffic shows a continued increase. Navigation closed on the 20th of November, 1891, and reopened on the 21st of April, 1892.

Details of the several repairs executed will be found in the appendices. (App. 11, p. 140.)

The expenditure on this canal system during the past fiscal year was as follows:—

Construction, chargeable to Capital	$4,457 28
Renewals, chargeable to Income	6,506 97
Repairs	4,721 85
Staff and maintenance	3,695 85
Total	$19,381 95

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 20th of January, and reopened on the 1st of April, 1892.

The repairs and improvements carried out are described in the appendices. (See Appendix 13, page 147.)

The expenditure on this canal during the past fiscal year was as follows:—

Construction, chargeable to Capital	$ 14,387 00
Renewals, chargeable to Income	30,936 82
Repairs	1,461 24
Staff and maintenance	3,007 70
Total	$ 49,792 76

SOULANGES CANAL.

The question of the means to be adopted for affording between Lakes St. Louis and St. Francis the increased canal accommodation for traffic required to carry out the scheme of canal enlargement is one which has received consideration since the year 1872, decision having to be made between the enlargement of the existing Beauharnois Canal on the south side of the River St. Lawrence by which the intervening rapids are now surmounted, the construction of a new canal on the south side, or the construction of a canal on the north side of the river. A Return to the House,

made in 1891, contains the several reports of engineers and others dealing with the various schemes suggested.

Finally, it was decided by an Order in Council dated the 7th of February, 1891, to construct the new work on the north side of the river, and to adopt a line extending upwards from Cascades Point to Macdonald's Point, near Coteau Landing. This scheme contemplates a canal on a practically straight line, 14 miles long, comprising five lift-locks, overcoming a total rise of 82½ feet. The number of locks on the Beauharnois Canal, including the guard-lock, is nine. The dimensions of the locks will be those of the enlarged system, namely, length 270 feet, width 45 feet, depth of water on sills 14 feet. The estimated cost of the work is $4,750,000. The latest and most approved systems of construction and operation will be adopted in order to ensure rapid transit and the minimum of cost for maintenance.

Of the 13 sections into which the work has been divided, contracts have been awarded for eight, comprising the most important of the structures required, with the exception of one lock, and representing about 75 per cent of the total estimated cost of the canal. The works are in progress. (See Appendix 8, page 131.)

The expenditure on this work for the past fiscal year was $54,235.76. There has since been paid, up to the 31st of December, 1892, the further sum of $64,425.67 making the aggregate payments, $118,661.43.

I have the honour to be,

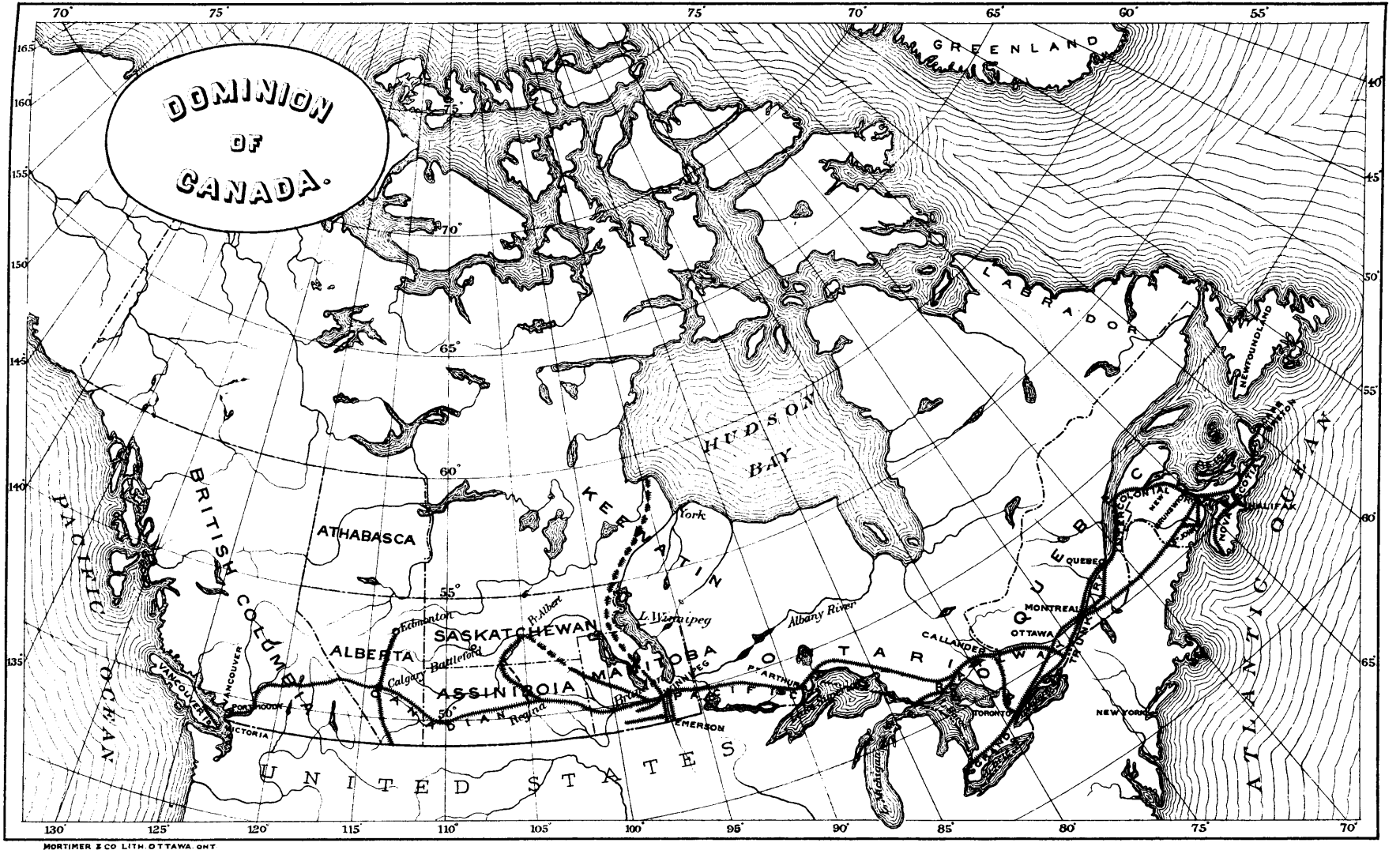
Your Excellency's most obedient servant,

JOHN HAGGART,

31st December, 1892. *Minister of Railways and Canals.*

1892

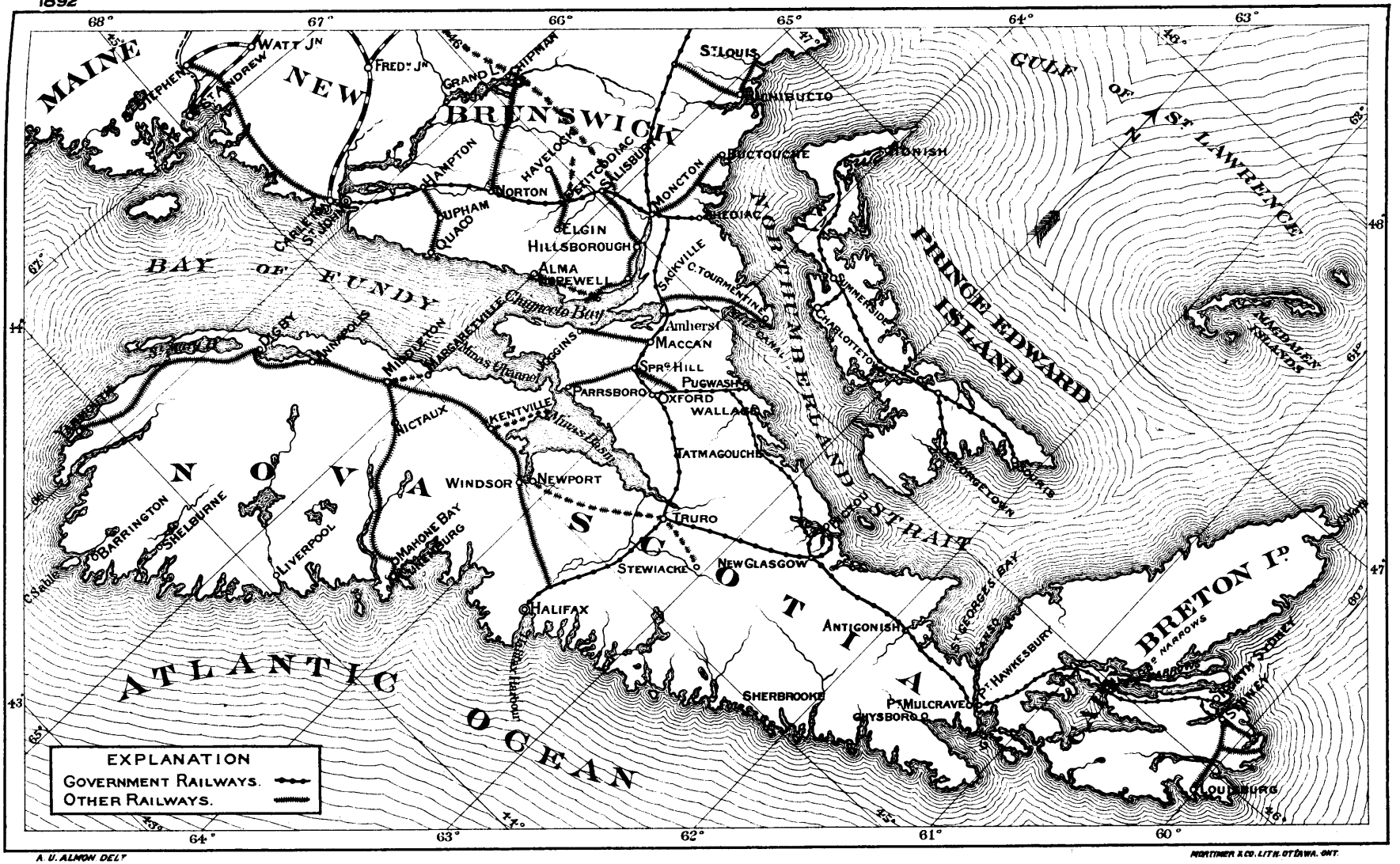
No 1.



MORTIMER & CO LITH. OTTAWA. ONT

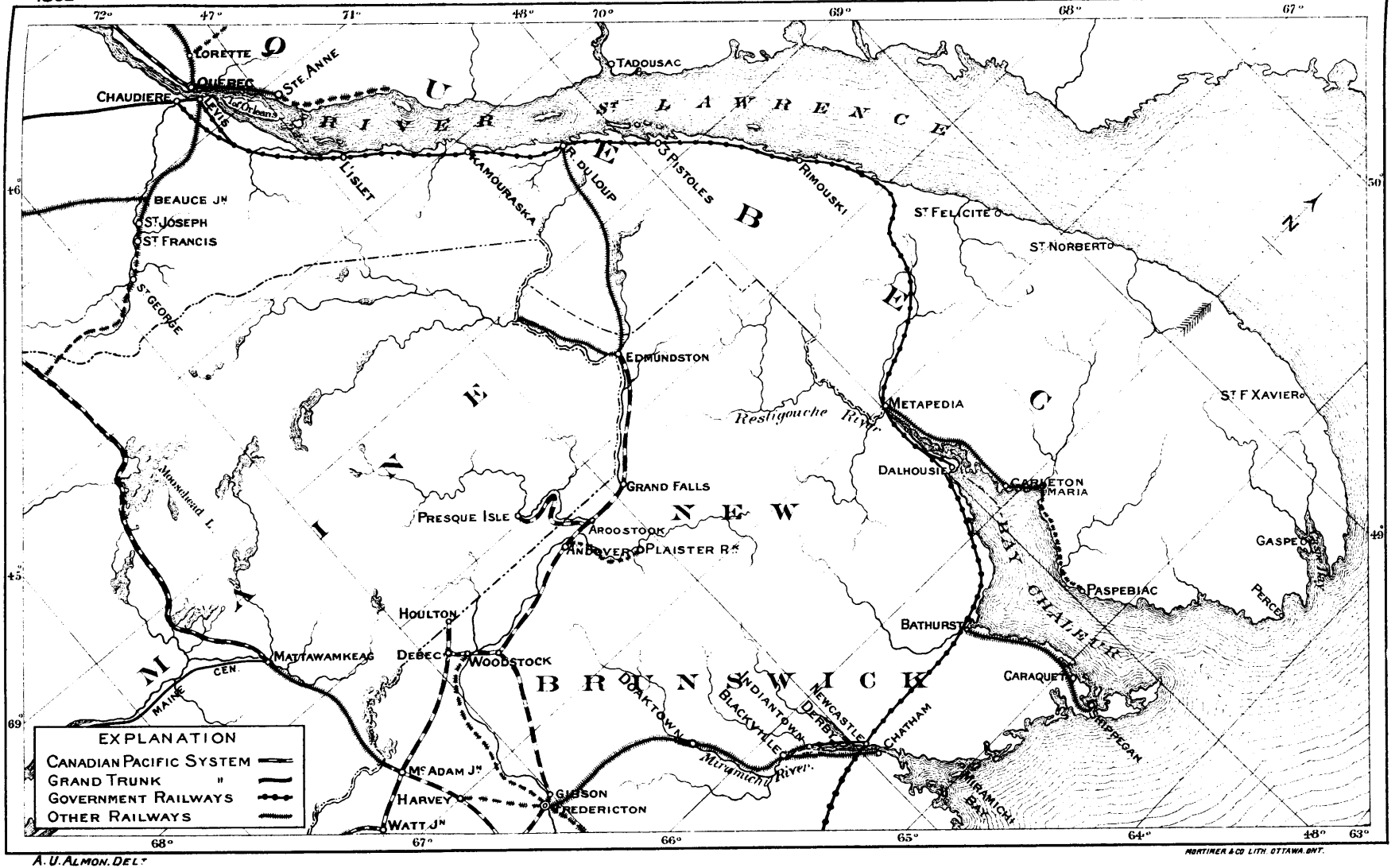
1892

No 2.


MAINE
NEW BRUNSWICK
BAY OF FUNDY
NOVA SCOTIA
ATLANTIC OCEAN
GULF OF ST. LAWRENCE
PRINCE EDWARD ISLAND
CAPE BRETON Ip.
NORTHUMBERLAND STRAIT
St. Andrew
Watt Jn
Fred.k Jn
Grand L.
Chipman
St. Louis
Kouchibucto
Buctouche
Shediac
Moncton
Salisbury
Havelock
Petitcodiac
Hampton
Norton
Upham
Quaco
St. John
Elgin
Hillsborough
Alma
Brewell
Sackville
C. Tormentine
Amherst
Maccan
Spr.g Hill
Pugwash
Parrsboro
Oxford
Wallace
Tatmagouche
Windsor
Newport
Truro
New Glasgow
Stewiacke
Halifax
Antigonish
St. George's Bay
Pt. Hawkesbury
Pt. Mulcrave
Guysboro
Sherbrooke
Liverpool
Mahone Bay
Lunenburg
Shelburne
Barrington
Yarmouth
Digby
Annapolis
Wolfville
Margaretville
Minudie
Victaux
Kentville
Minas Basin
Minas Channel
Higgins
Chignecto Bay
Tidnish
Summerside
Charlottetown
Georgetown
Souris
Margaretts Islands
Sydney
North Sydney
Louisburg
EXPLANATION
Government Railways.
Other Railways.
A. U. Almon Del.
Mortimer & Co. Lith. Ottawa. Ont.

1892

N° 3.

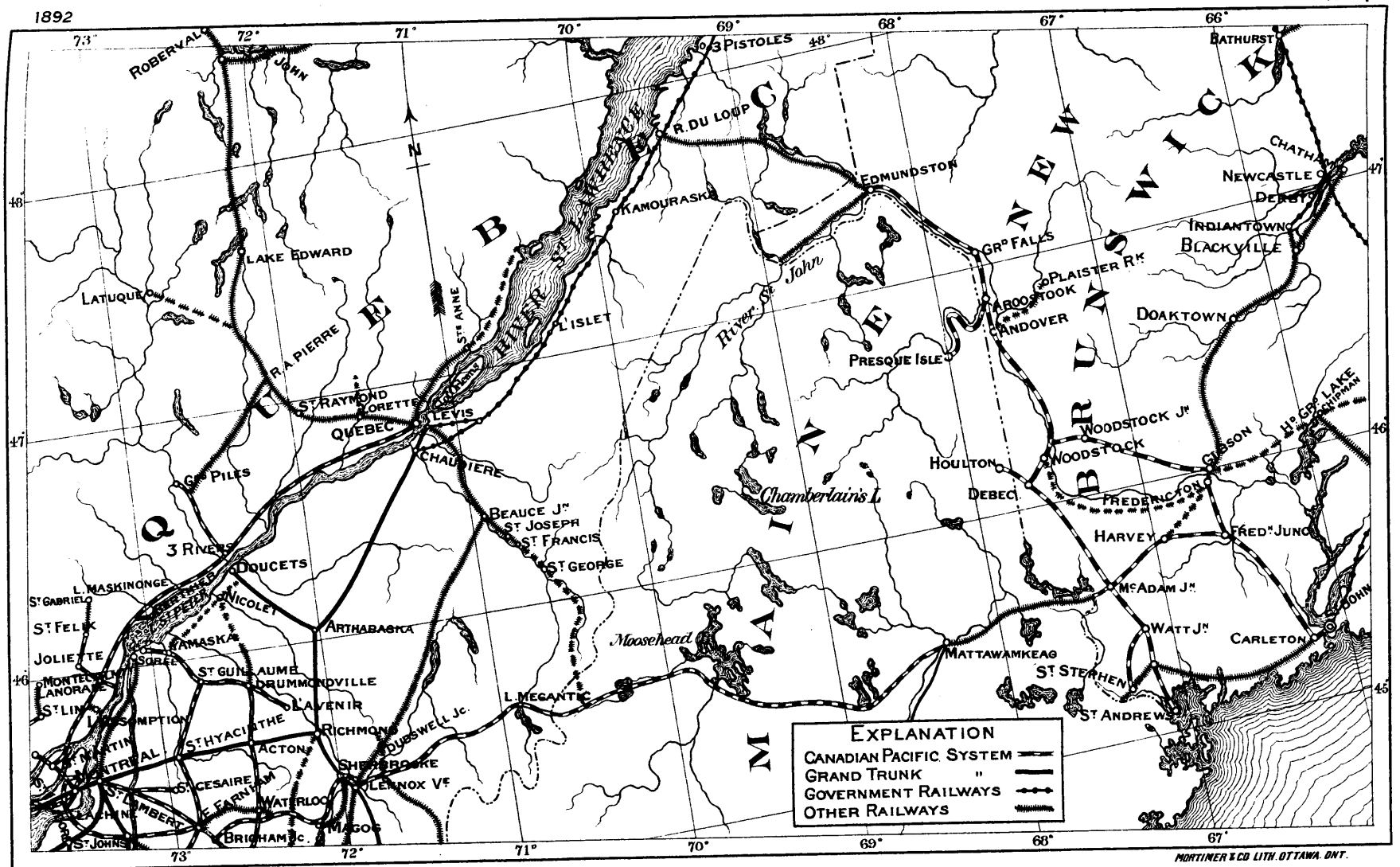


A. U. ALMON. DEL.

MORTIMER & CO. LITH. OTTAWA. ONT.

1892

No 4

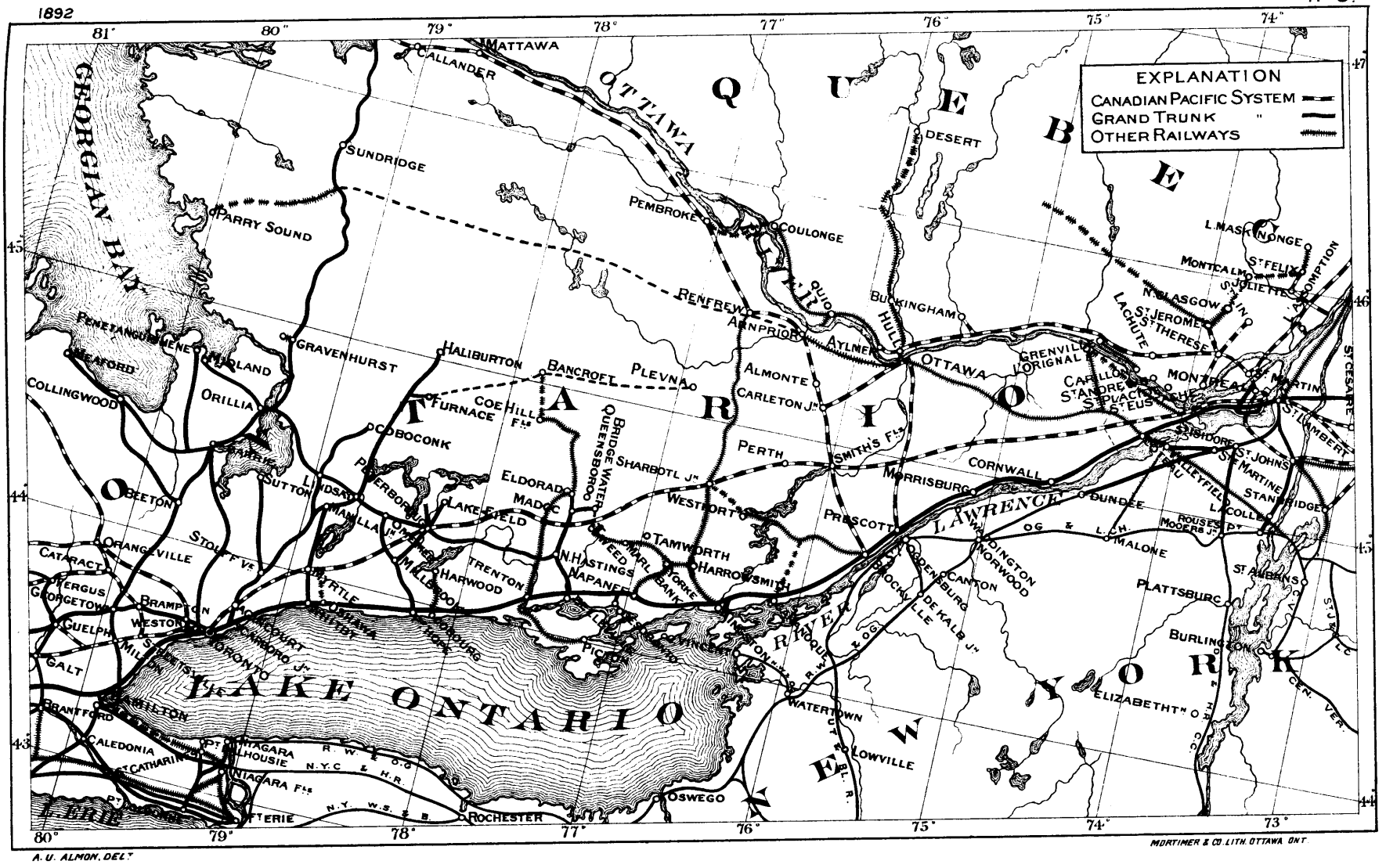


A. U. ALMON. DEL^T

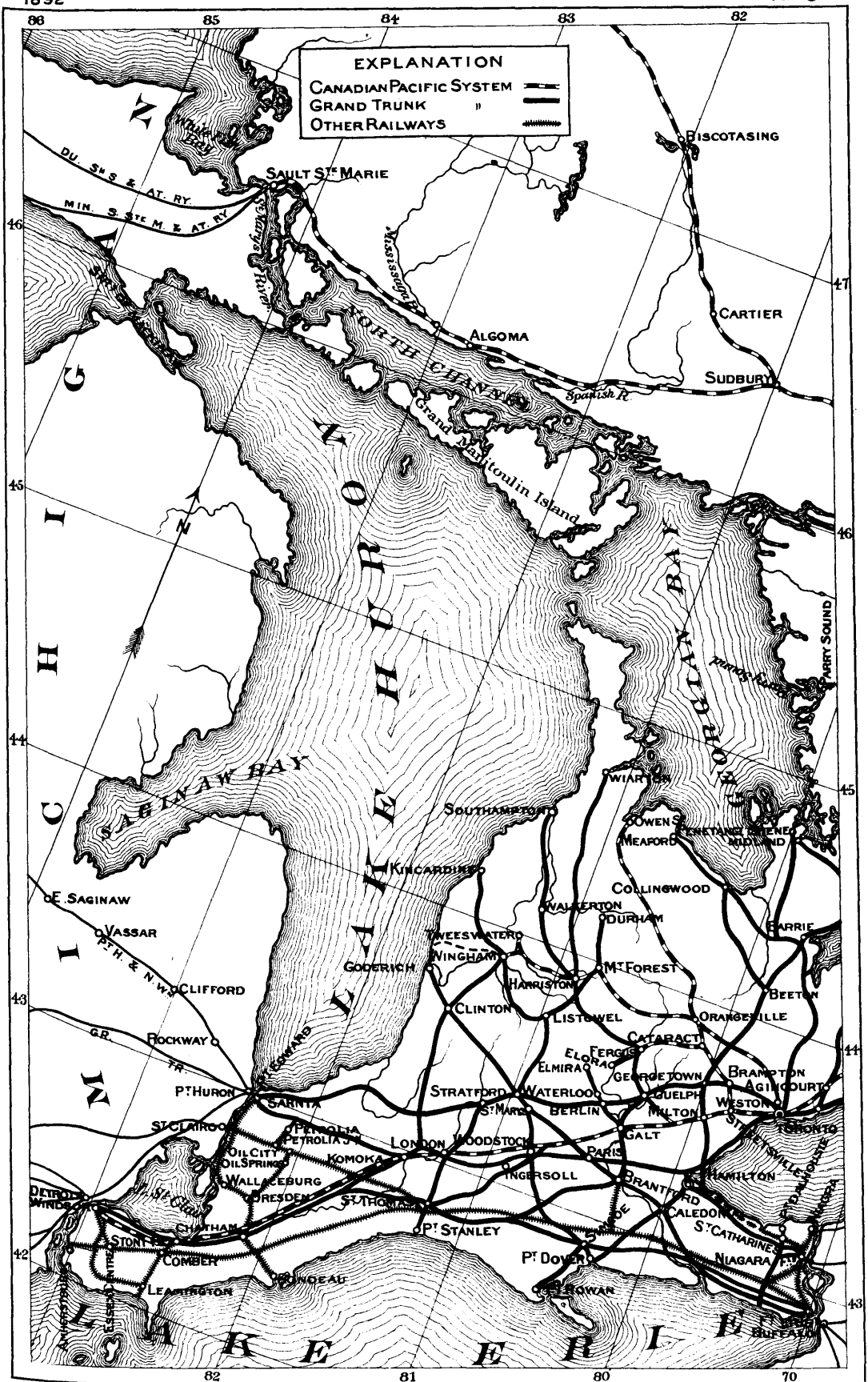
MORTIMER & CO. LITH. OTTAWA. ONT.

1892

No 5.


EXPLANATION
CANADIAN PACIFIC SYSTEM
GRAND TRUNK "
OTHER RAILWAYS
GEORGIAN BAY
LAKE ONTARIO
LAKE ERIE
QUEBEC
ONTARIO
NEW YORK
OTTAWA
MATTAWA
CALLANDER
SUNDRIDGE
PARRY SOUND
PENETANGUISHENE
MIDLAND
PENETANG
COLLINGWOOD
ORILLIA
BEETON
ORANGEVILLE
CATARACT
FERGUS
GEORGETOWN
BRAMPTON
GUELPH
WESTON
GALT
BRANTFORD
HAMILTON
CALEDONIA
ST CATHARINES
NIAGARA FALLS
PT COLBORNE
PT DALHOUSIE
PT DOVER
PT STANLEY
BUFFALO
GRAVENHURST
HALIBURTON
BANCROFT
PLEVNA
COE HILL FURNACE Fls
COBOCONK
PETERBORO
LINDSAY
SUTTON
MANILLA Jn
OMEMEE
MILLBROOK
ELDORADO
LAKEFIELD
MADOC
BRIDGEWATER
QUEENSBORO
SHARBOTL Jn
TRENTON
HARWOOD
N HASTINGS
NAPANEE
TAMWORTH
MARLBANK
YORKE
HARROWSMITH
WESTPORT
PERTH
SMITH'S Fls
ALMONTE
CARLETON Jn
ARNPRIOR
AYLMER
PEMBROKE
COULONGE
DESERT
BUCKINGHAM
L MASKINONGE
MONTCALM
ST FELIX
ST JULIETTE
ST ALPHONSE
ST COMPTION
NOTRE DAME
LACHUTE
ST JEROME
ST THERESE
GRENVILLE
L'ORIGNAL
CARILLON
STE ANDRE
STE PLACIDE
STE EUSTACHE
MONTREAL
ST MARTIN
ST LAMBERT
ST CESAIRE
ST HILAIRE
ST JOHNS
STE MARTINE
STANBRIDGE
VALLEYFIELD
LACOLLE
ROUSES PT
MODERS Jn
MORRISBURG
CORNWALL
DUNDEE
PRESCOTT
ST LAWRENCE
OG & L CH
MALONE
MASSENA
BROCKVILLE
DE KALB Jn
CANTON
MASSENA
PLATTSBURG
ST ALBANS
BURLINGTON
ELIZABETHTN
WATERTOWN
LOWVILLE
OSWEGO
ROCHESTER
TORONTO
TORONTO Jn
PICKERING
WHITBY
OSHAWA
BOWMANVILLE
NEWCASTLE
PORT HOPE
COBOURG
GRAFTON
NIAGARA
NIAGARA Fls
N Y C & H R R
N Y W S & B
R W & O
O & L C
C P R
C V R
CEN VER
MORTIMER & CO. LITH. OTTAWA ONT.
A. U. ALMON, DEL'T.

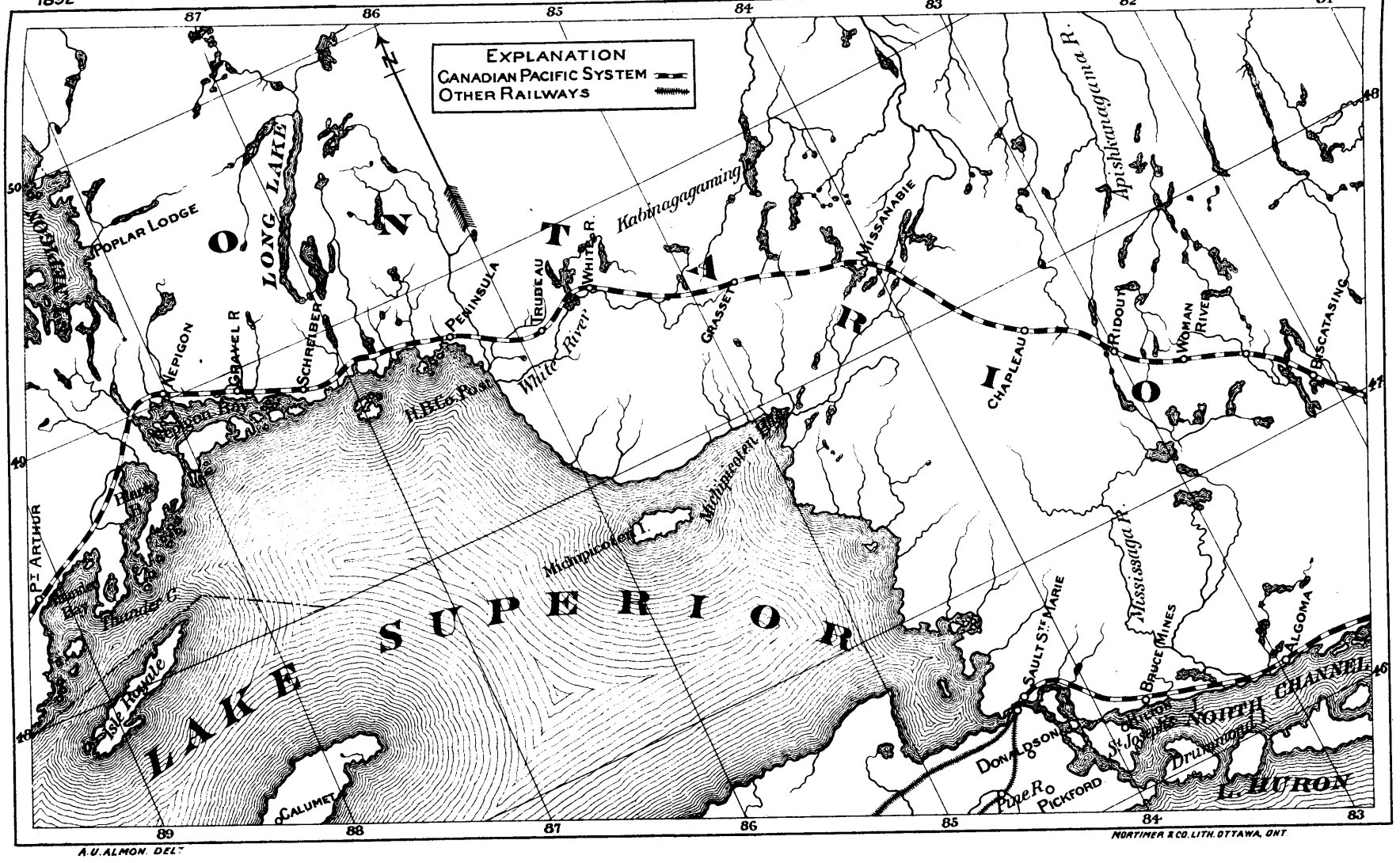
1892 No 6



A. U. Almon delt

Mortimer & Co. Lith. Ottawa Ont

1892

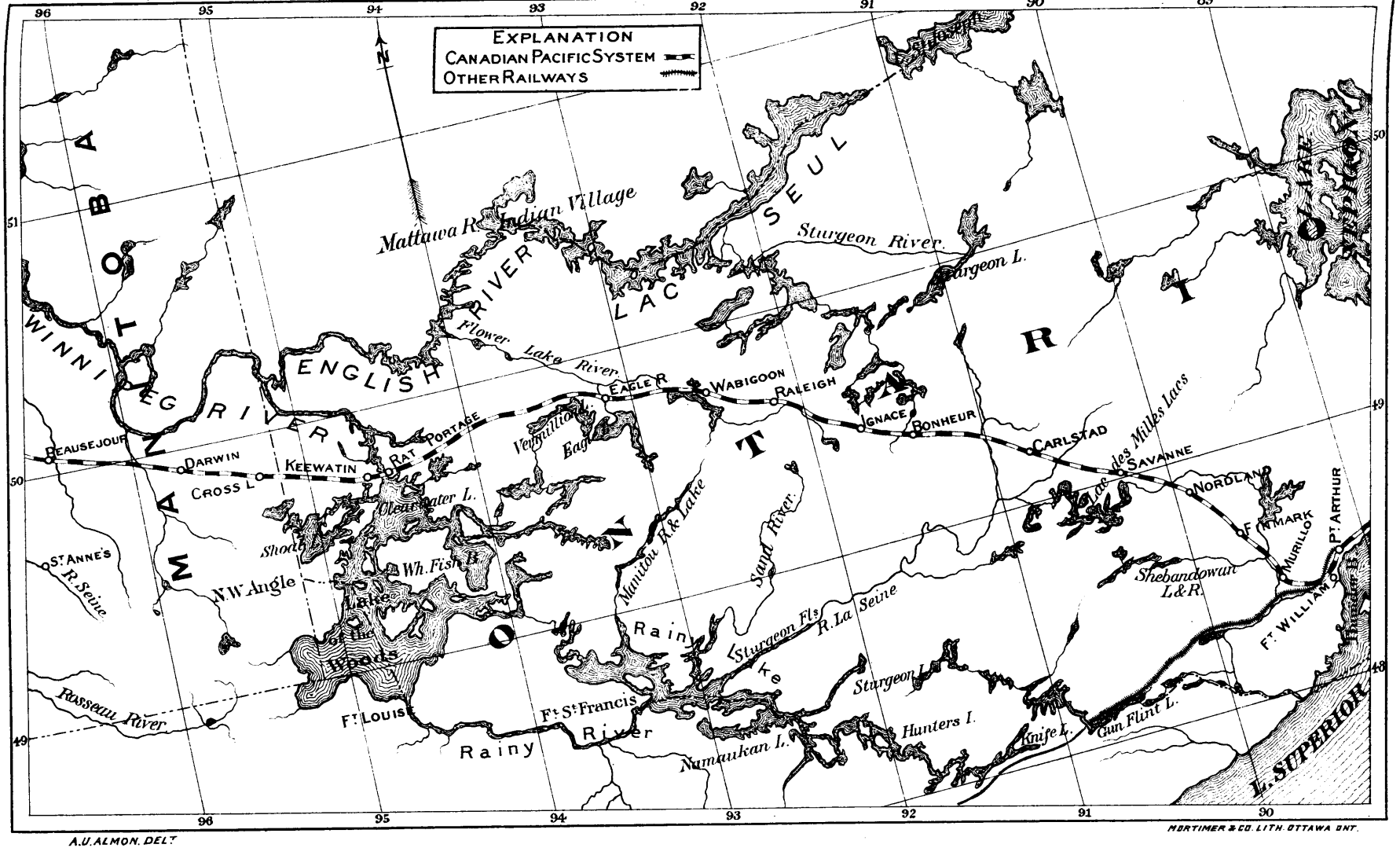


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MORTIMER & CO. LITH. OTTAWA, ONT.

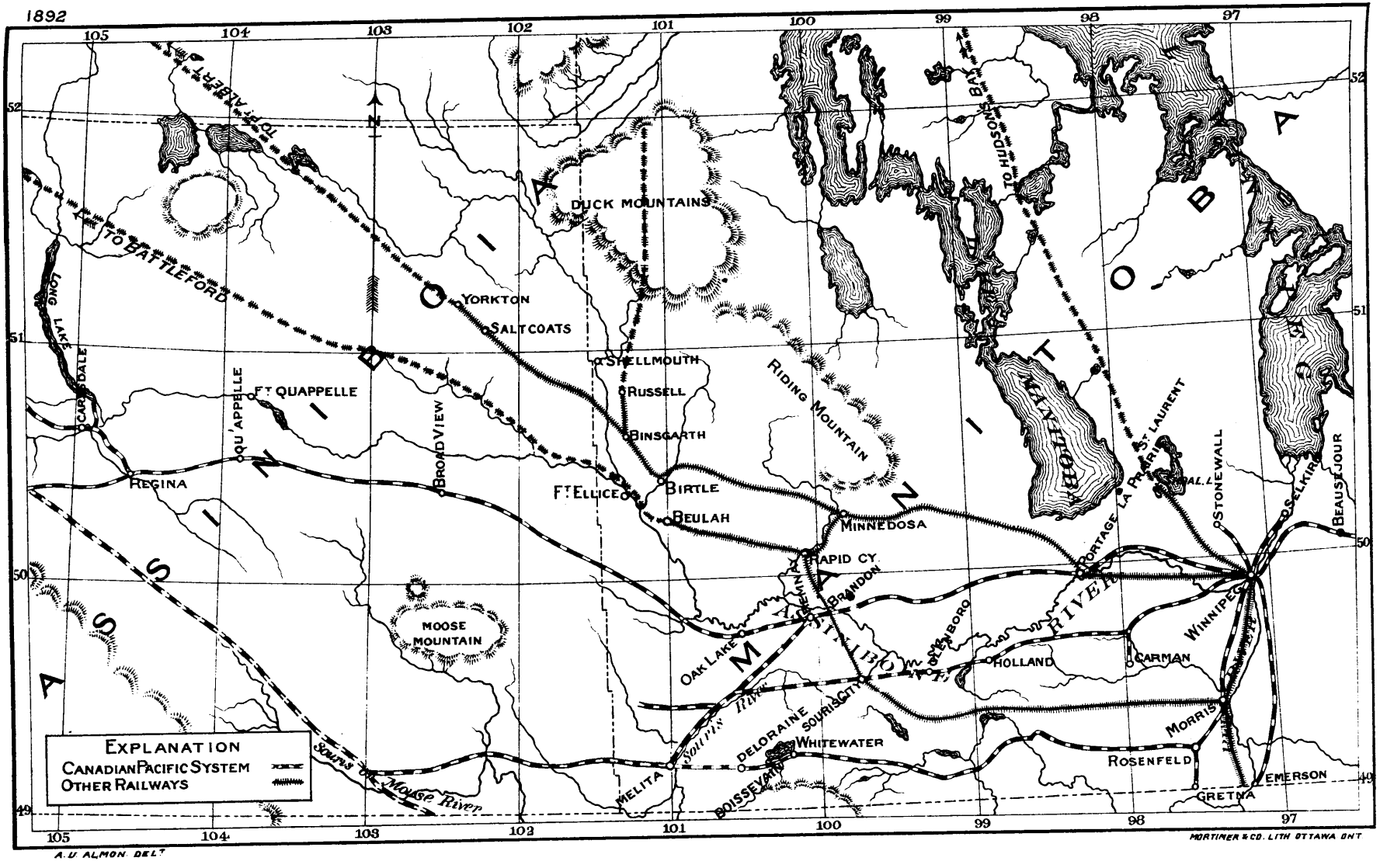
1892.

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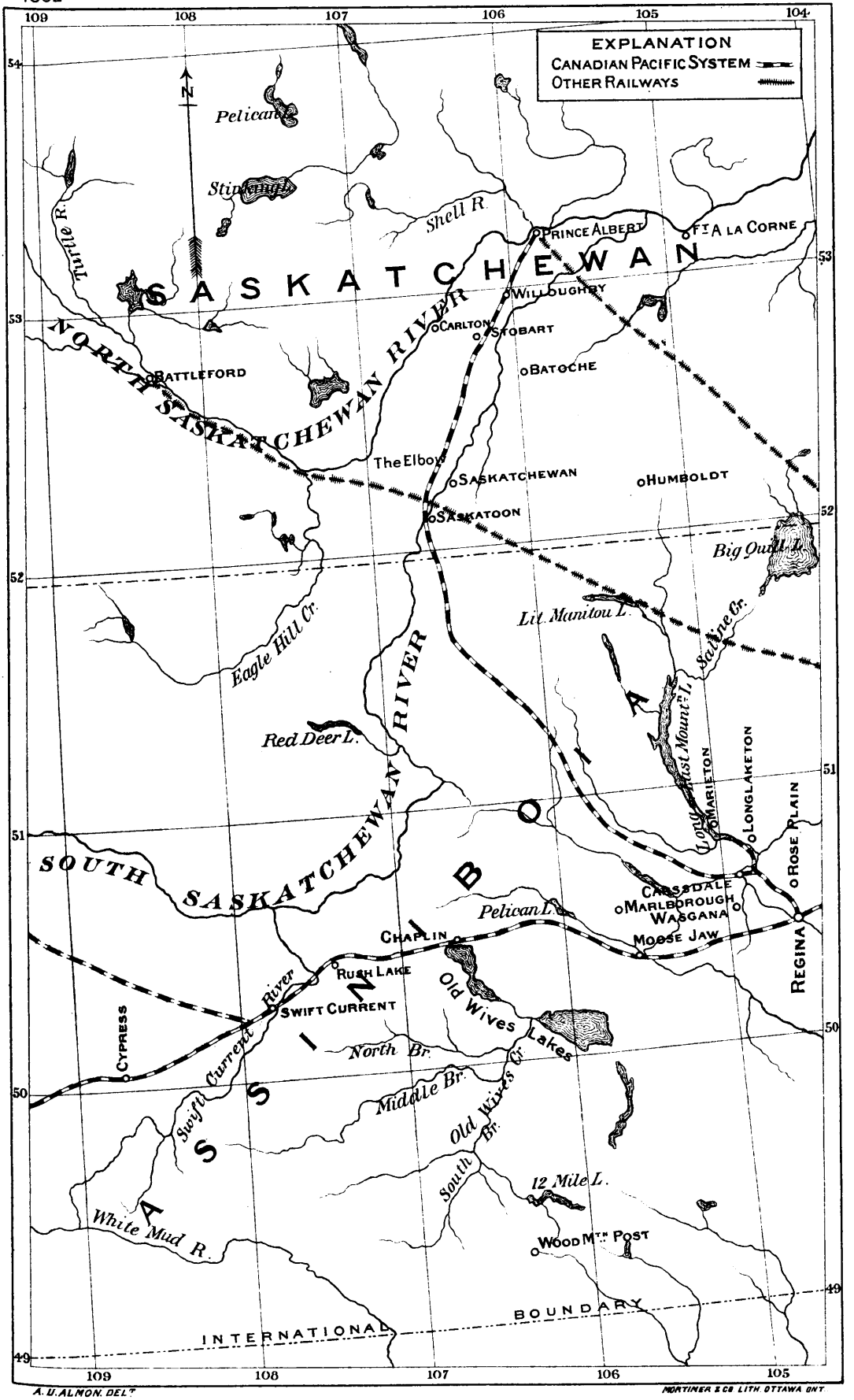
A.U. ALMON. DEL.T

MORTIMER & CO. LITH. OTTAWA ONT.



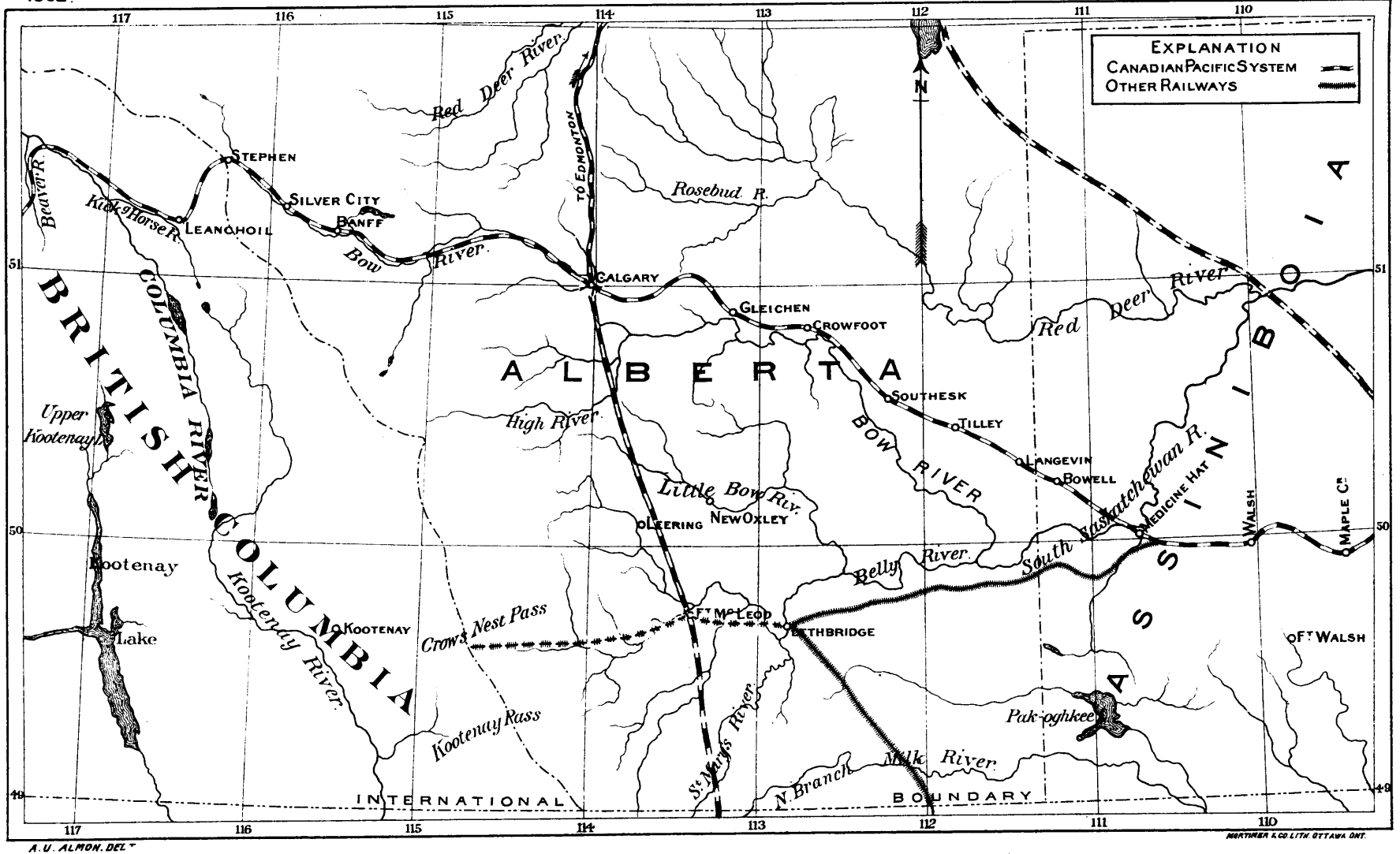
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MORTIMER & CO. LITH OTTAWA ONT



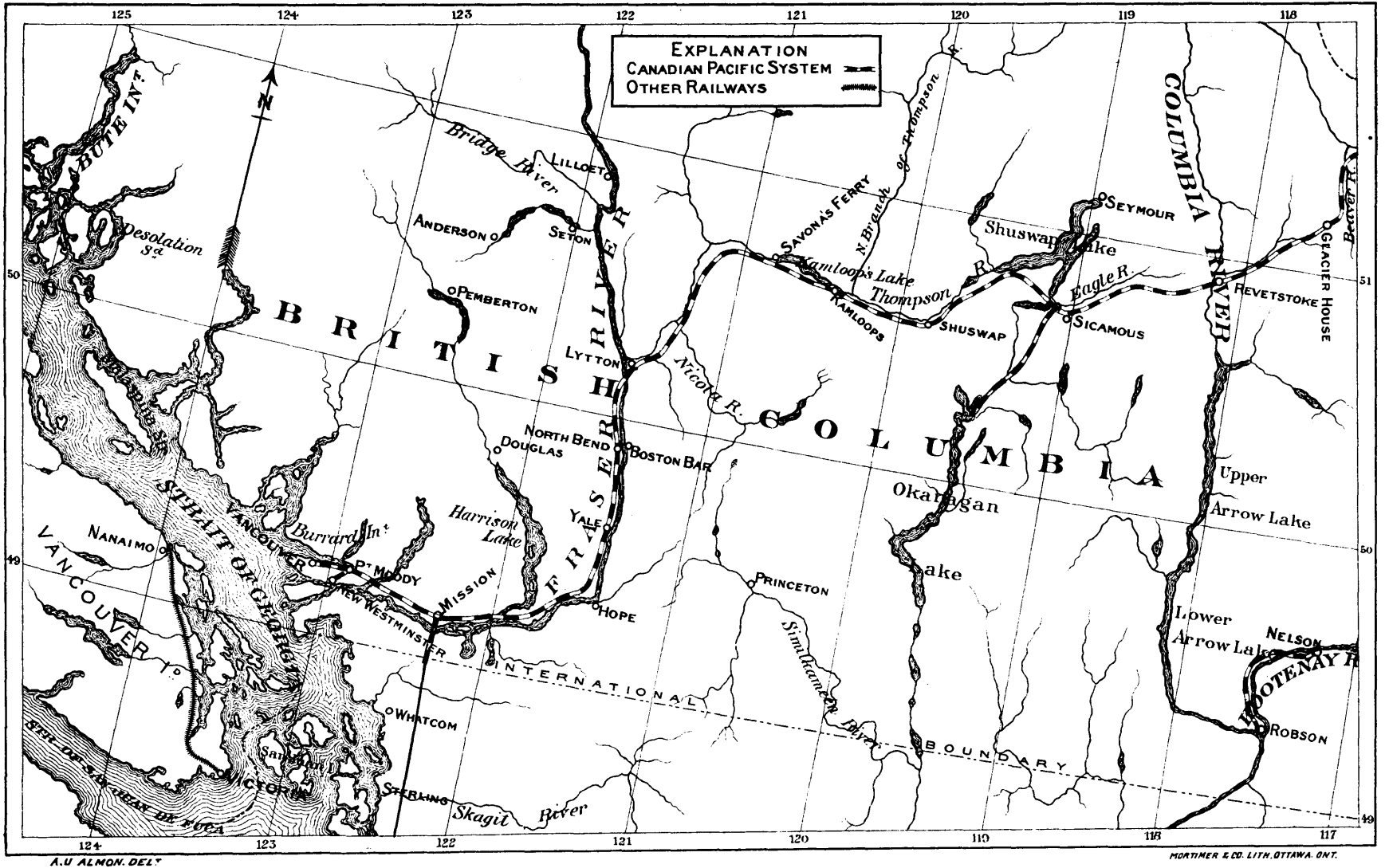
A. U. ALMON, DEL.

MORTIMER & CO. LITH. OTTAWA, ONT.



A. U. ALMON. DEL.

NORTHEY & CO. LITH. OTTAWA. ONT.



A.U ALMON. DEL.

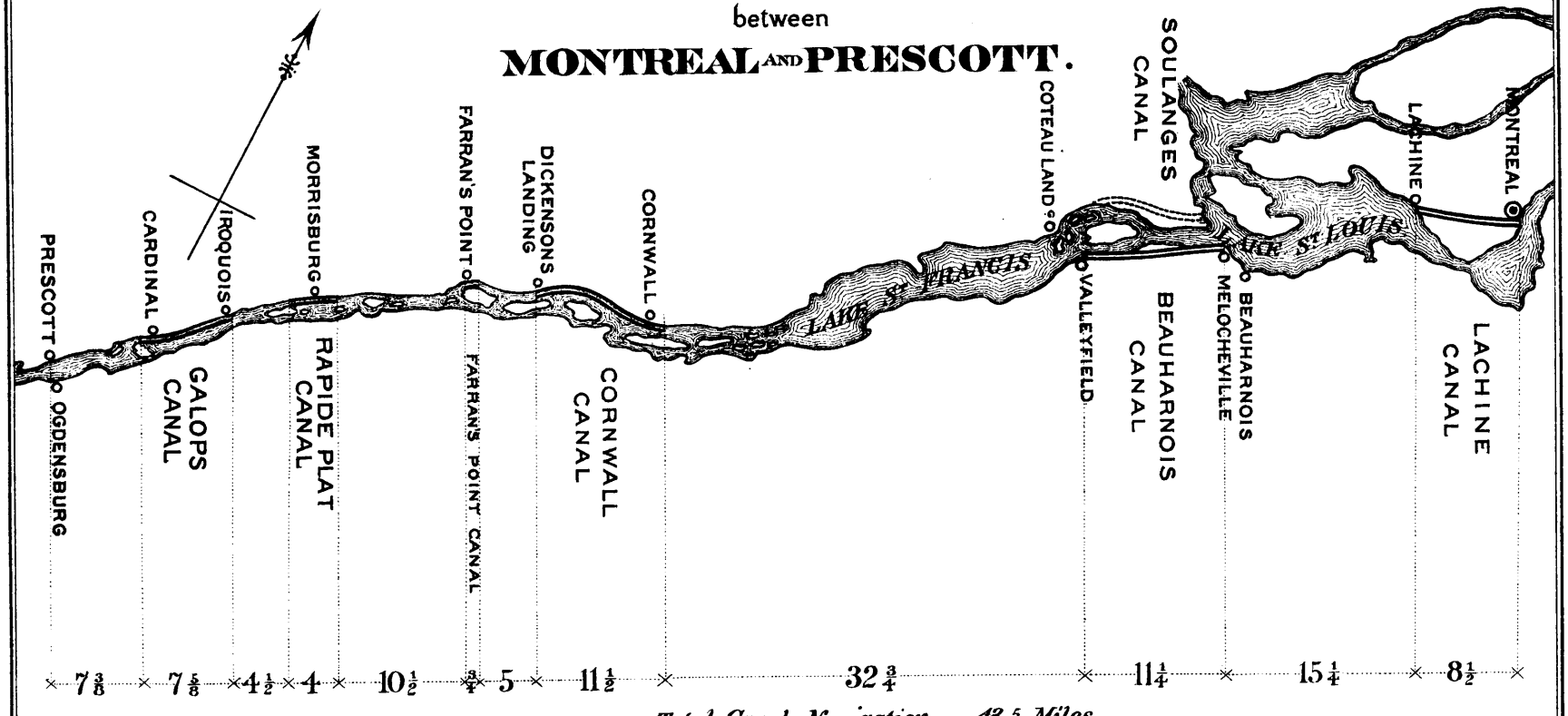
MORTIMER & CO. LITH. OTTAWA. ONT.

DIAGRAM

Shewing the Canals on the *St LAWRENCE RIVER.*

between

MONTREAL AND PRESCOTT.



Total Canal Navigation	43 5/8	*Miles*
" *River* "	75 3/8	"
" *Prescott to Montreal*	119	"

MORTIMER & CO. LITH. OTTAWA, ONT.

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, 1892.

Name of Work.	Construction.	Repairs.	Staff and Maintenance.
CANALS.	$ cts.	$ cts.	$ cts.
Beauharnois—Income	1,696 23	14,999 80	20,050 01
Carillon—Income	15,001 48		
Grenville—Capital	34,585 64		
Carillon and Grenville—Income	35 00	8,620 15	17,458 69
Chambly—Income	38,353 99	12,976 48	19,665 22
Cornwall—Capital	398,555 25	9,864 36	15,596 66
do —Income	2,345 26		
Culbute—Income	1,546 25		736 00
Lachine—Capital	87,852 35	67,499 62	52,729 37
do —Income	27,480 80		
Murray—Capital	5,964 22	3,505 15	5,803 48
Rideau—Income	31,363 23	21,507 16	35,500 82
Ste. Anne's—Income	25,471 61	1,666 21	2,571 28
St. Lawrence—Capital	59,779 31		
St. Ours—Income	3,585 34	1,944 33	2,168 44
St. Peter's—Capital	14,387 00	1,461 24	3,007 70
do —Income	30,936 82		
Sault Ste. Marie—Capital	341,474 31		
Soulanges—Capital	54,235 76		
Tay—Capital	29,771 65		
Trent—Capital	4,457 28	4,721 85	3,695 85
do —Income	6,506 97		
Welland—Capital	29,541 21	73,771 87	104,673 73
do —Income	9,008 80		
Williamsburg—Capital	376,545 32	8,551 32	9,458 33
do —Income	797 83		
Arbitrations and awards—Income	105 20		
Surveys—Income	6,359 29		
Gratuity as voted to Philip Stafford	76 00		
Miscellaneous staff			2,539 42
Dredge vessels		3,399 43	
do "Rideau", working		5,311 71	
Sunday labour			11,604 30
Salaries and contingencies, canal officers			42,219 21
Total on Canals	1,637,819 40	239,800 68	349,478 51
RAILWAYS.			
Canadian Pacific	66,211 39		
Intercolonial	171,536 65		3,439,377 02
Prince Edward Island	8,300 49		289,706 38
Cape Breton	99,936 96		
Oxford and New Glasgow	48,745 23		
Annapolis and Digby	26,129 89		
Surveys—Income	15,191 11		
do To provide estimate of cost of tunnel, Prince Edward Island	1,650 28		
Subsidies	1,061,615 93		
Statistics—Income	2,221 12		
Windsor Branch			19,514 37
Total on Railways	1,501,539 05		3,748,597 77
Total on Railways and Canals	3,139,358 45	239,800 68	4,098,076 28

Total amount expended $7,477,235 41

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

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, 1892.

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
do do do ..	1892	14,387 00	30,936 82	3,007 70	1,461 24
Total.....	.....	645,183 35	78,890 92	35,321 56	21,278 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Department of Railways and Canals.

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 00
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		
do do do	1892		
Total			44,387 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

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		1,852 70	13,742 05	10,431 51
do do do	1869	2,000 00		14,209 02	12,085 84
do do do	1870			15,834 49	13,302 39
do do do	1871		12,231 40	17,478 52	15,093 25
do do do	1872	36,708 15		16,076 93	12,334 69
do do do	1873	7,824 28	35,158 21	23,601 03	34,300 60
do do do	1874	158,618 35		25,811 07	22,828 66
do do do	1875	197,420 52		28,592 01	30,057 34
do do do	1876	327,769 39		33,797 73	29,103 65
do do do	1877	1,439,375 73		33,148 86	19,824 33
do do do	1878	1,484,619 63		39,062 97	13,646 41
do do do	1879	958,053 30		42,338 84	12,400 78
do do do	1880	369,566 74		38,950 90	10,223 62
do do do	1881	292,165 51		39,027 99	19,888 33
do do do	1882	252,821 33	2,978 66	41,158 90	17,116 46
do do do	1883	396,496 96	1,859 68	45,554 91	18,199 59
do do do	1884	188,266 18		48,624 51	19,683 24
do do do	1885	111,215 23		49,004 85	20,199 78
do do do	1886	210,509 42		50,969 10	19,199 18
do do do	1887	28,772 52	12,981 59	53,113 97	22,567 81
do do do	1888	19,414 34	7,996 38	52,229 61	19,999 64
do do do	1889	76,032 96	972 71	54,110 67	22,957 71
do do do	1890	7,448 03	8,238 46	53,114 34	22,999 38
do do do	1891	217 53	16,555 75	50,721 69	36,292 98
do do do	1892	87,852 35	27,480 80	52,729 37	67,499 62
Total		9,240,701 30	127,906 34	853,004 33	542,236 79

BEAUHARNOIS CANAL.

Government expenditure prior to Confederation		1,611,424 11			
do since do	1868		63,193 75	9,349 99	6,216 98
do do do	1869		55 00	9,626 99	6,498 57
do do do	1870		27 50	10,117 57	6,384 81
do do do	1871			12,316 53	5,722 36
do do do	1872		27 50	11,792 46	15,733 38
do do do	1873		5,122 50	12,210 73	9,882 06
do do do	1874		26 00	15,392 51	10,990 56
do do do	1875		36 00	14,399 32	12,253 01
do do do	1876			14,465 86	17,170 83
do do do	1877			14,377 63	15,207 36
do do do	1878			14,383 37	9,861 05
do do do	1879			15,015 86	10,370 71
do do do	1880	266 15		15,362 61	8,997 34
do do do	1881			17,659 93	10,770 67
do do do	1882			18,804 53	20,813 86
do do do	1883		6,727 44	18,287 77	15,826 71
do do do	1884		3,277 98	19,107 38	16,232 61
do do do	1885		7,999 79	18,960 40	14,637 70
do do do	1886		8,491 80	19,228 90	14,356 00
do do do	1887		3,633 57	18,867 45	14,999 88
do do do	1888		14,411 97	19,325 05	14,285 98
do do do	1889		10,993 52	20,019 11	14,982 54
do do do	1890			19,847 42	14,999 20
do do do	1891		17,085 68	18,886 86	12,537 39
do do do	1892		1,696 23	20,050 01	14,999 80
Total		1,611,690 26	142,806 23	397,856 24	314,731 36

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

LEONARD SHANNON,
Accountant.

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

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	8,163 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	58,205 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
do do do ..	1892	398,555 25	2,345 26	15,596 66	9,864 36
Total.....	.....	4,297,038 22	60,650 66	363,038 90	261,958 35

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	7,299 39
do do do ..	1884	2,473 44	.....	7,757 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
do do do ..	1892	376,545 32	797 83	9,458 33	8,551 32
Total.....	.....	2,568,357 84	3,488 50	181,756 49	172,577 91

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

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

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 85	98,378 46
do since do	1868	.....	.....
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	.....
do do do	1892	59,779 31	.....
Total	.....	890,534 97	98,378 46

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 30th November, 1892.

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

WELLAND CANAL.

——	Year ending 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 do	1868	12,097 84	.....	37,679 05	38,852 96
do do do do	1869	43,486 36	.....	39,060 61	50,773 03
do do do do	1870	.....	22,173 72	40,340 45	65,099 19
do do do do	1871	.....	48,569 10	42,383 33	53,381 02
do do do do	1872	53,680 32	6,022 44	37,085 37	50,276 90
do do do do	1873	82,282 20	47,876 27	45,382 99	66,550 73
do do do do	1874	746,420 61	.....	50,966 48	103,666 99
do do do do	1875	1,047,119 91	.....	52,595 00	88,539 99
do do do do	1876	1,569,478 19	700 00	57,623 31	81,376 12
do do do do	1877	2,199,962 61	.....	59,963 47	49,783 93
do do do do	1878	2,138,392 99	.....	60,138 59	66,393 53
do do do do	1879	1,552,697 41	.....	59,942 23	56,755 57
do do do do	1880	1,252,924 75	.....	63,198 10	76,535 25
do do do do	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
do do do do	1882	603,402 17	13,664 80	74,641 51	84,374 97
do do do do	1883	549,433 29	5,979 03	109,207 21	72,707 62
do do do do	1884	432,336 21	.....	113,276 87	90,926 97
do do do do	1885	463,505 38	6,150 21	112,670 00	91,534 66
do do do do	1886	215,380 75	1.359 00	111,660 22	69,507 48
do do do do	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
do do do do	1888	429,720 94	10,740 86	110,806 01	86,518 97
do do do do	1889	225,910 21	43,803 80	113,587 05	77,547 77
do do do do	1890	117,633 22	51,648 28	109,202 02	72,686 19
do do do do	1891	36,371 03	19,767 73	107,662 63	82,548 30
do do do do	1892	29,541 21	9,008 80	104,673 73	73,771 87
Total.....	.....	23,754,034 67	297,885 90	1,879,515 96	1,796,710 34

STE. ANNE'S LOCK AND CANAL.

Government expenditure prior to Confederation	.....	134,456 51	.....	.....	.....
do since do do	1868	.....	.....	778 16	432 47
do do do do	1869	.....	.....	1,062 96	1,873 51
do do do do	1870	.....	.....	1,136 54	1,280 36
do do do do	1871	.....	.....	1,285 84	1,539 02
do do do do	1872	.....	1,939 46	1,106 80	1,393 63
do do do do	1873	.....	540 11	2,199 64	1,264 40
do do do do	1874	12,753 27	.....	2,614 90	7,208 63
do do do do	1875	32,627 71	.....	1,859 20	4,506 68
do do do do	1876	24,935 85	.....	1,952 14	4,033 72
do do do do	1877	30,003 08	.....	1,982 65	1,756 93
do do do do	1878	14,618 85	.....	2,057 32	541 95
do do do do	1879	22,113 02	.....	2,202 03	3,259 70
do do do do	1880	3,054 68	.....	2,152 57	1,704 71
do do do do	1881	69,042 76	.....	2,553 02	3,257 92
do do do do	1882	193,158 36	.....	2,611 30	2,343 99
do do do do	1883	172,959 95	.....	2,569 86	3,448 83
do do do do	1884	142,006 25	.....	2,775 32	2,725 49
do do do do	1885	93,679 57	.....	2,618 60	4,042 04
do do do do	1886	129,681 67	.....	2,611 90	5,803 01
do do do do	1887	45,276 08	6,054 10	2,537 41	1,499 96
do do do do	1888	18,910 55	1,372 59	2,505 61	1,380 75
do do do do	1889	24,786 33	.....	2,569 22	1,730 79
do do do do	1890	6,151 14	.....	2,571 04	1,525 51
do do do do	1891	.....	8,173 69	2,505 69	1,503 56
do do do do	1892	.....	25,471 61	2,571 28	1,666 21
Total.	.....	1,170,215 63	43,551 56	53,391 00	61,723 77

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

STATEMENTS showing the amounts expended on Construction, Renewals, &c. – *Con.*

CARILLON AND GRENVILLE CANALS.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	63,053 64	.....	.....	.....
do since do ..	1868	.....	19,817 22	6,301 88	8,911 28
do do do ..	1869	.....	.....	6,549 38	10,157 42
do do do ..	1870	.....	4,167 96	6,617 81	9,852 09
do do do ..	1871	.....	23,119 37	8,676 90	8,218 24
do do do ..	1872	165,257 28	.....	8,324 51	17,235 31
do do do ..	1873	133,199 10	3,051 38	10,068 28	8,781 50
do do do ..	1874	245,258 38	.....	10,710 88	10,605 82
do do do ..	1875	339,864 76	.....	10,378 57	18,520 44
do do do ..	1876	326,203 16	.....	10,764 38	11,475 96
do do do ..	1877	245,738 04	.....	11,050 27	10,304 06
do do do ..	1878	22,676 20	.....	11,401 30	5,082 72
do do do ..	1879	243,141 24	.....	11,501 22	7,629 98
do do do ..	1880	281,514 27	.....	11,959 14	7,625 54
do do do ..	1881	336,707 53	.....	13,059 18	8,076 91
do do do ..	1882	433,084 39	.....	14,387 49	7,582 68
do do do ..	1883	433,575 10	.....	17,479 58	8,310 02
do do do ..	1884	399,267 16	.....	17,393 91	7,918 42
do do do ..	1885	157,187 72	.....	19,702 30	10,429 26
do do do ..	1886	104,973 24	75 00	20,597 82	9,303 31
do do do ..	1887	20,747 11	.....	20,011 36	10,554 41
do do do ..	1888	38,996 29	.....	21,531 12	10,036 62
do do do ..	1889	298 17	.....	22,098 88	10,135 66
do do do ..	1890	17 58	4,526 61	15,896 16	7,582 38
do do do ..	1891	.....	4,395 25	21,230 22	10,796 68
do do do ..	1892	34,585 64	15,036 48	17,458 69	8,620 15
Total.....	.....	4,025,346 00	74,189 27	345,151 23	243,746 86

CULBUTE LOCK AND DAM.

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
do do do ..	1892	.....	1,546 25	736 00	.....
Total.....	.....	379,494 46	49,892 82	9,592 43	5,993 89

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

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

RIDEAU CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government	.....	3,911,701 47	.....	.....	.....
Government expenditure prior to Confederation	.....	153,062 60	.....	.....	.....
do since do do	1868	.....	7,298 12	18,397 28	16,475 21
do do do do	1869	.....	.....	19,250 71	13,140 77
do do do do	1870	.....	13 16	20,022 37	19,469 33
do do do do	1871	.....	11,732 98	22,814 58	18,120 52
do do do do	1872	.....	4,967 50	22,139 48	14,005 32
do do do do	1873	.....	18,070 97	22,841 51	26,074 49
do do do do	1874	.....	5,793 13	26,815 44	22,957 40
do do do do	1875	9,310 85	.....	26,553 37	19,699 81
do do do do	1876	2,163 96	.....	26,430 77	14,428 25
do do do do	1877	214 11	.....	25,959 56	14,198 18
do do do do	1878	.....	.....	26,651 51	11,034 22
do do do do	1879	7,703 88	.....	26,042 52	7,134 55
do do do do	1880	.....	.....	26,463 88	11,434 05
do do do do	1881	.....	133 50	26,024 71	8,627 00
do do do do	1882	.....	.....	26,915 29	13,860 28
do do do do	1883	.....	70 65	27,322 81	23,524 84
do do do do	1884	.....	4,597 50	26,938 95	19,245 02
do do do do	1885	.....	2,098 76	26,971 32	18,189 55
do do do do	1886	.....	550 00	27,045 95	35,648 04
do do do do	1887	.....	20,823 96	29,440 46	18,565 34
do do do do	1888	.....	18,889 48	33,458 83	25,478 87
do do do do	1889	.....	6,665 22	33,801 77	18,106 36
do do do do	1890	.....	21,124 10	34,270 57	18,025 21
do do do do	1891	.....	20,967 25	34,641 98	21,537 56
do do do do	1892	.....	31,363 23	35,500 82	21,507 16
Total	.....	4,084,156 87	175,159 54	672,716 44	450,487 33

ST. OURS LOCK.

Government expenditure prior to Confederation	.....	121,537 65	.....	.....	.....
do since do do	1868	.....	.....	1,532 75	753 74
do do do do	1869	.....	.....	1,755 15	1,399 18
do do do do	1870	.....	.....	1,458 09	1,006 22
do do do do	1871	.....	.....	1,414 48	1,210 98
do do do do	1872	.....	.....	1,565 80	1,263 19
do do do do	1873	.....	.....	2,076 50	1,575 10
do do do do	1874	.....	.....	2,219 13	2,363 42
do do do do	1875	.....	.....	1,362 22	1,245 69
do do do do	1876	.....	.....	1,403 92	1,601 71
do do do do	1877	.....	.....	1,533 40	750 80
do do do do	1878	.....	.....	1,556 65	283 77
do do do do	1879	.....	.....	1,581 55	456 07
do do do do	1880	.....	.....	1,614 01	705 54
do do do do	1881	.....	.....	1,741 97	1,299 77
do do do do	1882	.....	.....	2,002 71	1,902 41
do do do do	1883	.....	17,230 32	2,361 65	2,188 08
do do do do	1884	.....	5,279 17	2,315 37	1,494 99
do do do do	1885	.....	4,700 64	2,271 57	3,952 63
do do do do	1886	.....	.....	2,311 70	4,143 47
do do do do	1887	.....	.....	2,175 37	5,864 78
do do do do	1888	.....	.....	2,216 04	2,801 17
do do do do	1889	.....	17,964 45	2,421 14	2 002 63
do do do do	1890	.....	24,571 96	2,138 40	1,935 44
do do do do	1891	.....	21,696 74	2,011 08	4,460 16
do do do do	1892	.....	3,585 34	2,168 44	1,944 33
Total	.....	121,537 65	95,028 62	47,209 09	48,305 27

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

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

CHAMBLY CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
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		759 00	10,390 44	11,789 27
do do do	1874		2,810 00	11,675 67	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 17
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
do do do	1892		38,353 99	19,665 22	12,976 48
Total		637,206 76	378,486 85	354,104 61	362,375 14

MURRAY CANAL.

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 68			
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
do do do	1892	5,964 22		5,803 48	3,505 15
Total		1,216,631 47	400 00	11,434 82	3,678 68

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Department of Railways and Canals.

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

TRENT CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		309,371 31			
do since do do	1868				
do do do do	1869				
do do do do	1870				
do do do do	1871				
do do do do	1872				
do do do do	1873				
do do do do	1874				
do do do do	1875				
do do do do	1876				
do do do do	1877				
do do do do	1878				
do do do do	1879				
do do do do	1880	561 50		1,188 92	3,568 89
do do do do	1881			2 489 93	2,233 50
do do do do	1882		5,836 51	2,011 92	8,115 50
do do do do	1883	40,767 16	9,303 66	2,235 50	3,047 42
do do do do	1884	120,393 91	6,198 57	2,208 64	5,264 35
do do do do	1885	121,382 84		3,303 87	4,653 50
do do do do	1886	75,103 30		1,639 75	5,917 88
do do do do	1887	179,541 63		1,938 08	6,008 88
do do do do	1888	114,879 35		1,770 29	5,151 42
do do do do	1889	47,592 13	29,677 92	3,242 05	5,935 94
do do do do	1890	58,644 50	11,522 65	3,450 99	730 55
do do do do	1891	9,826 49	3,164 81	3,803 66	4,888 98
do do do do	1892	4,457 28	6,506 97	3,695 85	4,721 85
Total		1,082,521 40	72,211 09	32,979 45	60,238 66

TAY CANAL.

Government expenditure since Confederation	1868				
do do do do	1869				
do do do do	1870				
do do do do	1871				
do do do do	1872				
do do do do	1873				
do do do do	1874				
do do do do	1875				
do do do do	1876				
do do do do	1877				
do do do do	1878				
do do do do	1879				
do do do do	1880				
do do do do	1881				
do do do do	1882		748 65		
do do do do	1883	4,831 80			
do do do do	1884	50,878 12			
do do do do	1885	92,473 97			
do do do do	1886	65,561 51			
do do do do	1887	49,617 92			
do do do do	1888	54,166 57			
do do do do	1889	89,486 18			
do do do do	1890	22,226 23			
do do do do	1891	17,114 78			
do do do do	1892	29,771 65			
Totla		476,128 73	748 65		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

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

SAULT STE. MARIE 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		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			
do do do	1892	341,474 31			
Total		885,543 20	949 35		

SOULANGES CANAL.

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				
do do do	1890				
do do do	1891				
do do do	1892	54,235 76			
Total		54,235 76			

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Department of Railways and Canals.

RECAPITULATION—EXPENDITURE ON CANALS.

——	Year ending 30th June.	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	1,783,698 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
do do	1892	1,437,149 30	194,129 61	293,115 58	231,089 54
Total	.....	57,140,558 54	1,745,012 29	5,317,072 55	4,346,042 58

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

INTERCOLONIAL RAILWAY.

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

	Year.	Construction.	Working Expenses, including 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
do do do	1892	*168,101 77	3,439,377 02
Total		†47,453,005 53	48,531,108 64

*Expenditure, for year 1891-92 ..... $171,536 65
Less refunds of previous year's expenditure 3,434 88

$168,101 77

†Including $296,872.90 charged to "Consolidated Fund."

Total cost of construction as above ..... $ 47,453,005 53
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	
	$ 208,509 72	$ 83,363 18	
		208,509 72	
			296,872 90

Agreeing with balance sheet, Public Accounts, 1891-92, page XIV ..... $ 47,156,132 63

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Department of Railways and Canals.

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	*
do do do	1892		*
Total		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		
do do do	1892		
Total		88,410 48	

LEONARD SHANNON.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

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	
do do do	1892	99,936 96	*
Total		3,641,131 19	

* Included in Intercolonial Railway working expenses.

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	
do do do	1892	48,745 23	*
Total		1,825,192 14	

* Included in Intercolonial Railway working expenses.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Department of Railways and Canals.

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	
do do do	1892		
Total		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
do do do	1892	8,300 49	289,706 38
Total		*3,750,565 38	3,952,363 35

*Agrees with Public Accounts balance sheet, 1891-92, page xiv.

Total expenditure as above	$3,750,565 38
do per Chief Engineer's report, page 31	3,750,081 38
Difference to be adjusted in next report	$ 484 00

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

CANADIAN PACIFIC RAILWAY.

——	Year.	Construction, including Subsidy of $25,000,000.	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	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	
do do do	1892	66,211 39	
Total		*62,044,159 08	318,216 30

*Agrees with Public Accounts balance sheet, 1891-92, 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
		$ 25,000,000 00	

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

Department of Railways and Canals.

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	
do do do	1892	26,129 39	
Total		614,789 27	

RECAPITULATION—RAILWAYS.

	Year.	Construction.	Working Expenses.
		$ cts.	$ cfs.
Government expenditure prior to Confederation		13,881,460 65	
do since do	1868	483,553 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
do do do	1892	417,425 73	3,748,597 77
Total		121,075,220 61	53,359,296 72

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

LEONARD SHANNON,
Accountant.

APPENDIX No. 3.

STATEMENT showing Subsidies voted for Railways as to which contracts have been entered into and payments made, up to 30th June, 1892.

Subsidies voted.		Railways.	Payments.									Total to 30th June, 1892.
Authority.	Amount.		1883-84	1884-85	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	
	$ cts.		$	$	$	$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
46 Vic., cap. 25 53 do 2	156,800 00	International Ry., Quebec...	144 000	.....	.....	.....	8,960 00	.....	3,840 00	.....	.....	156,800 00
45 do 14	384,000 00	Quebec and Lake St. John Ry., Quebec.....	32,000	37,027	186,745	202,219	232,013 00	19,911 00	38,440 00	70,350 00	26,222 73	844,927 73
46 do 25	80,000 00											
48-9 do 59	96,000 00											
49 do 10	186,295 00											
50-1 do 24	28,800 00											
51 do 3	96,000 00											
52 do 3	64,000 00											
53 do 2	30,000 00											
54-5 do 8	5,250 00											
46 do 25	89,600 00	Napanee, Tamworth and Quebec Ry., Ontario.....	32,000	57,600	.....	.....	.....	.....	95,744 00	7,600 00	.....	192,944 00
49 do 10	70,000 00											
50-1 do 24	12,800 00											
52 do 3	32,000 00											
47 do 8	272,000 00	Pontiac Pacific Junc. Ry., Que.	.....	49,090	41,000	60,580	24,158 00	.....	.....	.....	.....	174,828 00
46 do 25	115,200 00	Caraquet Ry., N B.....	.....	32,000	76,800	61,200	40,050 00	13,950 00	.....	.....	.....	224,000 00
47 do 8	76,800 00											
50-1 do 24	32,000 00											
47 do 8	32,000 00	Great Northern Ry., Que..	.....	25,088	.....	.....	.....	.....	20,000 00	9,500 00	24,100 00	78,688 00
49 do 10	57,600 00											
52 do 3	22,400 00											
53 do 2	48,000 00											
47 do 8	48,000 00	Kingston and Pembroke Ry., Ontario.....	.....	48,000	.....	.....	.....	.....	.....	.....	.....	48,000 00
45 do 14 46 do 26	660,000 00 660,000 00	Northern and Pacific Junc. Ry., Ontario.....	.....	154,440	1,051,590	78,370	.....	.....	35,000 00	600 00	.....	1,320,000 00
53 do 2												
47 do 8	128,000 00	Northern and Western Ry., N. B.....	.....	.....	128,000	18,200	159,400 00	6,300 00	100 00	.....	.....	312,000 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	Quebec Central Ry., Que.		60,342							60,342 00
51	do	3											
53	do	2	288,000 00										
48-9	do	59	72,000 00	Montreal and Sorel Railway, Quebec.		64,972	4,950			6,719 50	17,116 07		93,757 57
53	do	2	40,000 00										
48-9	do	59	30,000 00	Montreal and Champlain Junction Railway, Que.		30,000		16,400 00	36,700 00	5,400 00			88,500 00
50-1	do	24	64,000 00										
51	do	3	9,600 00										
46	do	25	38,400 00	Elgin, Petitcodiac & Havelock Railway, N.B		38,400						44,252 82	82,652 82
51	do	3	44,252 82										
47	do	8	22,400 00	St. Louis and Richibucto Railway, N. B.		22,400							22,400 00
48-9	do	59	96,000 00	Canada Atlantic Ry., Ont.		48,480	44,384		9,491 20	149,812 00	30,188 00		282,355 20
49	do	10	38,400 00										
50-1	do	24	180,000 00										
47	do	6	750,000 00	Esquimalt & Nanaimo Railway, B. C.		422,520	327,480						750,000 00
47	do	8	96,000 00	Erie and Huron Ry., Ont.			96,000						96,000 00
46	do	25	320,000 00	Baie des Chaleurs Railway, Quebec.			250,000	50,300 00	75,200 00	148,675 00			524,175 00
47	do	8	300,000 00										
52	do	3											
48-9	do	59	118,400 00	New Brunswick and Prince Edward Railway, N.B.			97,440	16,000 00					113,440 00
50-1	do	24	217,600 00	St. Lawrence, Lower Laurentian and Saguenay Ry., Que.			64,430	28,383 00			32,003 00	92,784 00	217,600 00
49	do	10	11,200 00	L'Assomption Ry., Quebec.			11,200						11,200 00
49	do	10	32,000 00	Great Eastern Ry., Que.			19,200				16,300 00	4,845 00	40,345 00
50-1	do	24	96,000 00										
47	do	8	160,000 00	Irondale, Bancroft and Ottawa Railway, Ont.			15,000						15,000 00
52	do	3											
49	do	10	96,000 00	Buetouche and Moncton Railway, N.B.			40,480	20,573 57		4,366 00	1,600 43		67,020 00
50-1	do	24	6,400 00										
47	do	8	51,200 00	Albert Southern Ry., N.B.			1,000	18,428 57	1,387 06		10,684 37	18,960 00	50,460 00
52	do	3											
48-9	do	59	65,200 00	Lake Témiscamingue Colonization Railway, Que.			14,400	3,000 00	9,000 00	26,360 00			52,760 00
50-1	do	24											
49	do	10	38,400 00	Joggins Railway, N.S.				26,138 78		9,761 22	1,600 00		37,500 00
50-1	do	24	4,000 00										
45	do	14	240,000 00	Témiscouata Railway, N.B. and Quebec				249,684 00	163,216 00	74,300 00	82,770 00	54,830 00	624,800 00
48-9	do	58	258,000 00										
51	do	3	100,000 00										
53	do	2	51,200 00										
48-9	do	59	44,800 00	Leamington and St. Clair Railway, Ontario				32,000 00	19,200 00				51,200 00
50-1	do	24	6,400 00										
49	do	10	16,000 00	Toronto, Grey and Bruce Railway, Ont.				14,656 00					14,656 00
50-1	do	24	22,400 00	Dominion Lime Co., Quebec.				11,840 00	3,520 00				15,360 00
49	do	10	256,000 00	West Ontario Pacific Ry., and Ont. and Quebec Ry.				60,000 00	800 00	189,200 00	6,000 00		256,000 00
53	do	2											

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

Subsidies voted.		Railways.	Payments.									Total to 30th June, 1892.
Authority.	Amount.		1883-84	1884-85	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	
	$ cts.		$	$	$	$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
50-1 Vic., c. 24	96,000 00	Drummond County Railway, Quebec					15,057 00	13,815 00	12,428 00	136,000 00	5,105 00	182,405 00
52 do 3	14,400 00											
53 do 2	76,800 00											
48-9 do 59	128,000 00	Brockville, Westport and Sault Ste. Marie Ry., Ont.						45,000 00		47,400 00	12,800 00	105,200 00
53 do 2												
49 do 10	32,000 00	Montreal and Lake Maskinongé Railway, Quebec						19,700 00	20,080 00	1,500 00		41,280 00
53 do 2	10,200 00							54,400 00				54,400 00
50-1 do 24	54,400 00	South Norfolk Railway, Ont						46,000 00				46,000 00
50-1 do 24	51,200 00	Guelph Junction Ry., Ont										
48-9 do 59	22,400 00	Belleville and North Hastings Railway, Ontario						21,888 00				21,888 00
49 do 10												
49 do 10	108,800 00	Hereford Railway, Quebec						63,900 00	91,300 00			155,200 00
52 do 3	48,000 00											
50-1 do 24	118,400 00	Lake Erie, Essex and Detroit River Railway, Ontario						106,500 00	11,900 00			118,400 00
50-1 do 24	96,000 00	Beauharnois Junction Railway, Quebec						54,650 00	4,250 00			58,900 00
50-1 do 24	38,400 00	St. Catharines and Niagara Central Railway, Ont						26,640 00		11,760 00		38,400 00
52 do 3	64,000 00											
52 do 3	30,000 00	Fredericton and St. Mary's Ry. Bridge Co., N.B						30,000 00				30,000 00
50-1 do 24	9,600 00	Harvey Branch Ry. Co., N.B						5,553 57				5,553 57
50-1 do 24	108,800 00	Nova Scotia Central Railway Co., N.S							219,100 00	3,300 00	8,300 00	230,700 00
51 do 3	147,200 00											
50-1 do 24	44,800 00	Cumberland Ry. and Coal Co., N. S							29,400 00	10,450 00		39,850 00
52 ao 3	19,200 00	Pontiac and Renfrew Railway Co., Ont							9,800 00	3,800 00		13,600 00
52 do 3	54,400 00	Thousand Islands Railway Co., Ontario							10,400 00			10,400 00
52 do 3	96,000 00	Quebec, Montmorency and Charlevoix Ry., Quebec							65,600 00			65,600 00
52 do 3	375,000 00	St. Clair Frontier Tunnel Co., Ontario							173,000 00	143,400 00	58,600 00	375,000 00
50-1 do 24	57,600 00	Brantford, Waterloo & Lake Erie Railway, Ontario							36,620 00	16,190 00		52,810 00

51	do	3	287,200 00	Port Arthur, Duluth and Western Ry., Ontario									87,000 00	70,075 00	157,075 00
53	do	2													
50-1	do	24	192,000 00	Montreal and Ottawa Railway, Ontario									49,960 00		49,960 00
53	do	2													
50-1	do	24	44,800 00	Cornwallis Valley Ry., N.S.									42,670 00	2,130 00	44,800 00
52	do	3													
52	do	3	320,000 00	Ottawa and Gatineau Valley Railway, Quebec									87,582 00	38,790 00	126,372 00
51	do	3	83,612 54	Central Railway, N.B.									75,639 00	83,612 54	159,251 54
52	do	3	142,400 00												
53	do	2													
53	do	2	361,270 00	Montreal and Western Railway, Quebec									76,143 00	32,253 00	108,396 00
52	do	3	128,000 00	Parry Sound Colonization Ry. Co., Ont.										30,400 00	30,400 00
52	do	3	163,200 00	Shuswap and Okanagan Ry. Co., B.C.										162,260 00	162,260 00
54-5	do	8	89,600 00	Tobique Valley Railway Co., N.B.										73,000 00	73,000 00
53	do	2	35,200 00												
53	do	2	112,000 00	Columbia and Kootenay Railway Co., B.C.										88,800 00	88,800 00
53	do	2	35,200 00	Waterloo Junc. Ry. Co., Que.										32,800 00	32,800 00
53	do	2	99,200 00	Orford Mountain Railway Co., Que.										32,000 00	32,000 00
53	do	2	57,600 00	St. Lawrence and Adirondack Ry. Co., Que.										40,256 00	40,256 00
51	do	3	24,439 84	Chatham Branch Railway Co., N.B.										24,439 84	24,439 84
					208,000	403,245	2,171,249	1,406,533	1,027,041 92	846,721 83	1,491,595 72	1,079,105 87	1,061,615 93	9,695,108 27	

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.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th November, 1892.

APPENDIX No. 4.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 10th October, 1892.

SIR,—I have the honour to submit my annual report in connection with the construction of the Canadian Pacific Railway, the Cape Breton Railway, the Oxford and New Glasgow section of the Intercolonial Railway, the Digby and Annapolis Railway, and also in connection with the subsidized railways, both to 30th June, 1892, and to the present date.

CANADIAN PACIFIC RAILWAY.

I stated in my last year's report that 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 (Kamloops) and Port Moody, awarded the company the sum of $579,255.20, of this amount the sum of $202,675.20 was awarded for works executed during the progress of the arbitration, leaving a balance of $376,580 for work remaining to be done to complete the road as required by the award. The award was dated July, 1891, since which the works of improvement under the award have been carried on under the supervision as to expenditure by Mr. Francis J. Lynch who carefully notes the progress being made, the character of the work being done and the expenditure, so as to enable him to send in monthly returns of the expenditure on each item named in the award. His returns show the following progress with the work.

From July, 1891, to February, 1892, amount expended and certified.....				$ 11,966 79
In February, amount expended and certified.....				188 15
In March	do	do	.....	9,160 77
In April	do	do	.....	16,674 16
In May	do	do	.....	16,010 86
In June	do	do	.....	21,696 89
In July	do	do	.....	21,907 15
In August	do	do	.....	19,477 77
				$ 117,082 54
Amount awarded for work done prior to July, 1891.				202,675 20
Total value of work done under the award up to 31st August, 1892..				$ 319,757 74

Leaving work to the value of $259,497.46 to be done. At the rate of progress which has been made up to the 31st August, 1892, it will take two more seasons to complete the work, but it is hoped that in future it will be prosecuted with greater vigour, and that the whole may be completed next season. The engineer in charge informs me that the works of their several kinds are well and substantially executed.

The two claims before the arbitrators in connection with some steel rails have not yet been finally disposed of, but it is probable the arbitrators will deal with these matters shortly. I stated in my report of last year that a number of claims for land and land damages remained unsettled, since which very little progress has been made towards settling them, a number of these being for land on the British Columbia

section, which cases are, I believe, before the Exchequer Court, and I understand a court has recently been held at Victoria, British Columbia, to hear them.

In addition to the works of improvements being made under the award of the arbitrators upon the Savona, Port Moody section, the company throughout their line are making large and heavy permanent improvements in the way of converting wooden trestle bridges into solid earthen embankments and by replacing wooden truss bridges with substantial steel structures, and for wooden grasshopper trestles and cribwork, solid masonry and concrete retaining walls have been substituted, these retaining walls ranging from 5 to 50 feet in height. By the close of the present working season it is expected there will be over 700 wooden structures replaced by solid earth embankments, steel structures, and about 7,500 lineal feet of solid masonry or concrete retaining wall.

In addition to these works some of the heavy grades on the eastern section of the road have been reduced with a view to increased efficiency and economy in operating the road, and on portions of the line where the traffic is specially heavy, the 56 lbs. steel rails have been lifted and replaced by 72 lbs. steel rails, so that what was originally a well constructed road with wooden structures, is being rapidly converted into a road of a very solid and substantial character.

I have mentioned all these matters relating to this road, feeling that the interests of the country are largely wrapped up in the success of this undertaking, which is doing more to develop its resources than any other railway enterprise in the country, as would naturally be the case with so extensive a road tapping, as it does, sections of the country in almost every point of the compass.

The president of the road who is very enterprising and evidently has the courage of his convictions, is still further extending several important branch roads and building others.

The traffic operations of this road continue to show astonishingly good results, which, considering the road passes through long stretches of undeveloped country, is very surprising, and as much of it is a fine agricultural district, while other sections are rich in minerals, leads to the belief that the road has a great future before it, as no doubt the traffic must rapidly develop year by year, as the country fills up with population, and its great resources are developed. The road has a length of 5,767 miles, and its operations for the year ended 30th June last, were as follows :—

Gross earnings	$21,032,120 13
Working expenses	12,654,498 42
Net earnings	$ 8,377,621 71

The value of this road as a great highway across this continent has been fully demonstrated during the past twelve months by the good despatch with which marines and others for the British Government have been transported over the road between the port of Halifax on the Atlantic Ocean and the port of Vancouver on the Pacific, and the comfort and ease with which they were enabled to make so long a journey, not only so, but it appears as if the Canadian Pacific Railway is fast becoming the favourite route between Europe, Japan and China. While this foreign trade is being developed, the local trade of Canada is also rapidly developing through the influence of the railway system of Canada, and especially the Canadian Pacific Railway.

TRAIN FERRY ACROSS STRAIT OF CANSO.

The cost of this work is estimated at about $120,000, up to this date very little progress has been made with the work, the grading of the approach to the ferry on the Cape Breton side of the Strait of Canso has been executed under contract by Messrs. Gray and McManus and is completed. Mr. William Starkey, the contractor for the construction of the floating gang-way, is making good progress with the work. The iron work is being made under contract by "The Truro Foundry and Machine Company." Messrs. McDonald and Moffat have contracted to build the train barge, but have made little or no progress with the work. Tenders

are now being invited for the construction of a ferry steamer upon plans and specifications prepared by Messrs. Carrier, Lainé & Co., of Lévis.

Expenditure up to 30th June, 1892		$10,297 65
do	from 30th June, 1892, to 31st August, 1892.	5,839 72
Total		$16,137 37

OXFORD AND NEW GLASGOW SECTION OF INTERCOLONIAL RAILWAY.

All the works of construction have been completed on this section of road excepting the water service, there remaining two water stations yet to complete, for which there is an appropriation available.

COST OF CONSTRUCTION AND EQUIPMENT.

Expenditure up to 30th June, 1892		$1,825,192 14
do	from 30th June, 1892, to 31st Aug., 1892..	129 75
Total		$1,825,321 89

CAPE BRETON RAILWAY.

The section of this road between Sydney, North Sydney and the Grand Narrows has been in operation since the 24th November, 1890, and the section between the Grand Narrows and Point Tupper, since 1st January, 1891, so that it will be observed the road has been under traffic bordering on two years. It was, however, opened for public traffic to accommodate the public before it was completed, and at the close of the fiscal year 1891–92, there still remained some accounts for works of construction and equipment unpaid, these accounts were principally owing to the Intercolonial Railway for the stations equipment, and for the transport of construction materials during the progress of the works in the year previous, there also remained some minor works of construction to be done, and some land claims to be settled. These are now in a fair way of being completed. The session before last, this road was by Act of Parliament made part and parcel of the Intercolonial Railway. The passenger traffic on the Cape Breton section of the Intercolonial Railway is very good during the summer season, and very light in winter, but the freight business is exceedingly light the year round, especially so during the season of navigation.

COST OF CONSTRUCTION AND EQUIPMENT.

Expenditure up to 30th June, 1892, was		$3,630,833 54
do	from 30th June, 1892, to 31st Aug., 1892..	1,341 49
Total		$3,632,175 03

DIGBY AND ANNAPOLIS RAILWAY.

This road was completed and handed over to the Western Counties Railway Company (for which it was built) in July, 1891, since which time it has been in continuous operation. The contractors for the construction of this road have made a claim on the Government in connection with this work in excess of the engineer's final estimate of $107,776.25, of this $1,925.61 has been allowed, leaving a balance of $105,850.64, to which it is considered the contractors are not entitled under the contract.

Expenditure up to 30th June, 1892		$614,789 27
do	from 30th June, 1892, to 31st August, 1892	
Total		$614,789 27

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, 1891, during the year ended 30th June, 1892, and during the three months ended 30th September, 1892, respectively; also, the total amount paid up to the last named date.

—	Name of Railway.	Estimated Length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1891.	Subsidy paid during the year ended 30th June, 1892.	Total Subsidy paid up to 30th June, 1892.	Total Subsidy paid up to 30th September, 1892.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Albert Southern	16	51,200 00	31,500 00	18,960 00	50,460 00	50,460 00
2	Baie des Chaleurs	70	620,000 00	524,175 00	.....	524,175 00	524,175 00
3	Beauharnois Junction	30	96,000 00	58,900 00	.....	58,900 00	58,900 00
4	Belleville and North Hastings	7	22,400 00	21,888 00	.....	21,888 00	21,888 00
5	Belleville and Lake Nipissing	30	96,000 00	.....	.....	.....	.....
6	Bracebridge and Baysville	15	48,000 00	.....	.....	.....	.....
7	Brantford, Waterloo and Lake Erie	18	57,600 00	52,810 00	.....	52,810 00	52,810 00
8	Brockville, Westport and Sault Ste. Marie	60	192,000 00	92,400 00	12,800 00	105,200 00	105,200 00
9	Buctouche and Moncton	32	102,400 00	67,020 00	.....	67,020 00	67,020 00
10	Canada Atlantic	53 & b'idge	314,400 00	282,355 20	.....	282,355 20	282,355 20
11	Canada Central	120	1,525,250 00	1,525,250 00	.....	1,525,250 00	1,525,250 00
12	Canadian Pacific	1,905	25,000,000 00	25,000,000 00	.....	25,000,000 00	25,000,000 00
13	For extension of C.P.R.	160	1,500,000 00	.....	1,500,000 00	1,500,000 00	1,500,000 00
14	Cap Rouge and St. Lawrence	12	38,400 00	.....	.....	.....	.....
15	For a line Cape Tormentine towards Murray Bay	20	64,000 00	.....	.....	.....	.....
16	Caraquet	67	224,000 00	224,00 000	.....	224,000 00	224,000 00
17	Central	44 50/100	142,400 00	75,639 00	.....	75,639 00	75,639 00
18	Cobourg, Northumberland and Pacific	49	156,800 00	.....	.....	.....	.....
19	Cornwallis Valley	14	44,800 00	42,670 00	2,130 00	44,800 00	44,800 00
20	Columbia and Kootenay	35	112,000 00	.....	88,800 00	88,800 00	88,800 00
21	Cumberland	14	44,800 00	39,850 00	.....	39,850 00	39,850 00
22	Dominion Lime Co	7	22,400 00	15,360 00	.....	15,360 00	15,360 00
23	Drummond County	63 10/100	201,920 00	177,300 00	5,105 00	182,405 00	182,405 00
24	Elgin, Petitcodiac and Havelock	12	38,400 00	38,400 00	.....	38,400 00	38,400 00
25	Erie and Huron	52	166.400 00	96,000 00	.....	96,000 00	96,000 00
26	Esquimalt and Nanaimo	71	750,000 00	750,000 00	.....	750,000 00	750,000 00
27	For a line Fredericton *vid* Oromocto and Gagetown to New Brunswick	30	96,000 00	.....	.....	.....	.....
28	Fredericton and St. Mary's	1	30,000 00	30,000 00	.....	30,000 00	30,000 00
29	Goderich and Wingham	31	99,200 00	.....	.....	.....	.....
30	Grand Trunk, Georgian Bay and Lake Erie	15	48,000 00	.....	.....	.....	.....
31	Great Eastern	60	229.500 00	35.500 00	4.845 00	40,345 00	40,345 00

LIST of Railways receiving a Cash Subsidy per mile, in a lump sum, or 15 per cent on cost, &c., up to 30th June, 1892—*Concluded.*

—	Name of Railway.	Estimated Length in Miles.	Subsidy granted.	Subsidy paid up to 30th June, 1891.	Subsidy paid during the year ended 30th June, 1892.	Total Subsidy paid up to 30th June, 1892.	Total Subsidy paid up to 30th September, 1892.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
32	Great Northern	50	160,000 00	54,588 00	24,100 00	78,688 00	78,688 00
33	Guelph Junction	16	51,200 00	46,000 00	.....	46,000 00	46,000 00
34	Harvey Branch	3	9,600 00	5,553 57	.....	5,553 57	5,553 57
35	Hereford	49	156,800 00	155,200 00	.....	155,200 00	155,200 00
36	International	49	156,800 00	156,800 00	.....	156,800 00	156,800 00
37	Inverness and Richmond	25	80,000 00	.....	.....	.....	.....
38	Irondale, Bancroft and Ottawa	50	160,000 00	15,000 00	.....	15,000 00	15,000 00
39	Joliette to St. Jean de Matha	8	25,600 00	.....	.....	.....	.....
40	Joggins	$18\frac{25}{100}$	58,400 00	37,500 00	.....	37,500 00	37,500 00
41	Kingston and Pembroke	15	48,000 00	48,000 00	.....	48,000 00	48,000 00
42	Napanee, Kingston and Western	78	268,400 00	192,944 00	.....	192,944 00	192,944 00
43	L'Assomption	$3\frac{50}{100}$	11,200 00	11,200 00	.....	11,200 00	11,200 00
44	For a line from Lachine Bank to Rivière des Prairies	15	48,000 00	.....	.....	.....	.....
45	Lake Erie and Detroit River	85	342,400 00	118,400 00	.....	118,400 00	118,400 00
46	Lake Témiscamingue Colonization	$68\frac{50}{100}$	240,200 00	52,760 00	.....	52,760 00	52,760 00
47	Leamington and St. Clair	16	51,200 00	51,200 00	.....	51,200 00	51,200 00
48	Lindsay, Bobcaygeon and Pontypool	32	102,400 00	.....	.....	.....	.....
49	Lotbinière and Mégantic	15	48,000 00	.....	.....	.....	.....
50	Manitoulin and North Shore	30	96,000 00	.....	.....	.....	.....
51	Massawippi Junction	25	80,000 00	.....	.....	.....	.....
52	Maskinongé and Nipissing	30	96,000 00	.....	.....	.....	.....
53	Montreal and Sorel	45	112,000 00	93,757 57	.....	93,757 57	93,757 57
54	Montreal and Champlain Junction	63	103,600 00	88,500 00	.....	88,500 00	88,500 00
55	Montreal and Western	70	361,270 00	76,143 00	32,253 00	108,396 00	186,031 00
56	Montreal and Lake Maskinongé	$13\frac{50}{100}$	42,200 00	41,280 00	.....	41,280 00	41,280 00
57	Montreal and Ottawa	60	192,000 00	.....	49,960 00	49,960 00	49,960 00
58	Montford Colonization	21	67,200 00	.....	.....	.....	.....
59	New Brunswick and Prince Edward	37	118,400 00	113,440 00	.....	113,440 00	113,440 00
60	Nicola Valley	25	80,000 00	.....	.....	.....	.....
61	Nipissing and James Bay	25	80,000 00	.....	.....	.....	.....
62	New Glasgow Iron, Coal and Railway Co.	$12\frac{50}{100}$	40,000 00	.....	.....	.....	.....
63	Northern and Western	100	320,000 00	312,000 00	.....	312,000 00	312,000 00
64	Northern Pacific Junction	110	1,320,000 00	1,320,000 00	.....	1,320,000 00	1,320,000 00
65	Nova Scotia Central	80	256,000 00	222,400 00	8,300 00	230,700 00	230,700 00
66	Ontario and Pacific	$53\frac{57}{100}$	172,400 00	.....	.....	.....	.....
67	Ontario, Belmont and Northern	10	32,000 00	.....	.....	.....	.....
68	Orford Mountain	31	99,200 00	.....	32,000 00	32,000 00	32,000 00

69	Oshawa Railway and Navigation Company	7	22,400 00				
70	Ottawa and Gatineau Valley	62	320,000 00	87,582 00	38,790 00	126,372 00	176,192 00
71	Ottawa, Arnprior and Parry Sound	107	430,400 00				
72	For a line from Ottawa to Morrisburg	52	166,400 00				
73	Parry Sound Colonization	40	128,000 00		30,400 00	30,400 00	30,400 00
74	Pontiac Pacific Junction	92 50/100 and bridge.	337,100 00	174,828 00		174,828 00	174,828 00
75	Philipsburg Junction	6 75/100	21,600 00				
76	Pontiac and Renfrew	6	19,200 00	13,600 00		13,600 00	13,600 00
77	Port Arthur, Duluth and Western	89 75/100	287,200 00	87,000 00	70,075 00	157,075 00	157,075 00
78	Quebec Central	15 50/100	60,342 00	60,342 00		60,342 00	60,342 00
79	Quebec and Lake St. John	248	1,003,495 00	818,705 00	262,227 73	844,927 73	844,928 73
80	Quebec, Montmorency and Charlevoix	30	96,000 00	65,600 00		65,600 00	65,600 00
81	Restigouche and Victoria	15	48,000 00				
82	For a line Revelstoke to head of Arrow Lake	25	80,000 00				
83	For a line Sand Point, Shelburne Harbour to Annapolis Royal and to a point at or near Glasgow to Liverpool	75	240,000 00				
84	Shuswap and Okanagan	51	163,200 00	162,260 00		162,260 00	162,260 00
85	South Norfolk	17	54,400 00		54,400 00	54,400 00	54,400 00
86	South Ontario Pacific	49	158,400 00				
87	St. Catharines and Niagara	12	38,400 00	38,400 00	38,400 00	38,400 00	38,400 00
88	St. Eustache to a point on C.P.R. to Isle Jésus	12	38,400 00				
89	St. Eustache to St. Placide	18	57,600 00				
90	Ste. Flavie or Little Métis to Matane	50	160,000 00				
91	St. Césaire to St. Paul d'Abbotsford	5	16,000 00				
92	St. Clair Frontier Tunnel	2.50 & tunnel	375,000 00	316,400 00	58,600 00	375,000 00	375,000 00
93	St. Lawrence and Lower Laurentian	38 88/100	217,600 00	124,816 00	92,784 00	217,600 00	217,600 00
94	St. Lawrence and Adirondack	25 82/100	82,624 00		40,256 00	40,256 00	64,704 00
95	St. John to Ste. Rosalie	32	102,400 00				
96	St. Louis to Richibucto	7	22,400 00	22,400 00		22,400 00	22,400 00
97	St. John Valley and Rivière du Loup	59	188,800 00				
98	St. Placide to St. Andrews	8	25,600 00				
99	St. Rémi to St. Cyprien	12	38,400 00				
100	St. Stephen and Mill-Town	3 50/100	11,200 00				
101	Stewiacke and Lansdowne	74	236,800 00				
102	Summerside to Richmond Bay	3	9,600 00				
103	Sydney to Louisburg	28	89,600 00				
104	Témiscouata	119	670,800 00	569,970 00	54,830 00	624,800 00	645,950 00
105	Thousand Island	18	54,400 00	10,400 00		10,400 00	10,400 00
106	Tilsonburg, Lake Erie and Pacific	16	51,200 00				
107	Tobique Valley	28	134,400 00		73,000 00	73,000 00	73,000 00
108	Toronto, Grey and Bruce	5	16,000 00		14,656 00	14,656 00	14,656 00
109	Waterloo Junction	11	35,200 00		32,800 00	32,800 00	32,800 00
110	Western Counties	20	500,000 00	500,000 00		500,000 00	500,000 00
111	Woodstock *vid* London to Chatham	80	256,000 00	256,000 00		256,000 00	256,000 00
112	Woodstock and Centreville	26	83,200 00				
	Total	6,253 88/100	44,968,501 00	35,701,986 34	2,404,466 73	38,068,053 07	38,241,106 07

It will be observed the above table includes the Canada Central, 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.	Miles.	Amount payable each ½ year for 20 years.	Remarks.
		$ cts.	
Atlantic and North-western	252	93,300 00	Road completed and in operation.
Chignecto Marine Transport	16·85	85,301 00	
Kingston, Smith's Falls and Ottawa	56	3,136 00	
Quebec Central	90	10,595 77	
St. Catharines and Niagara	34	1,890 00	
Provincial Government of Quebec (Q. M. O. and O. R.) and North Shore Ry	279	59,850 00	Road completed and in operation, NOTE.—160 miles of this road between Stewarton Junction and Quebec appears in the statement of railways receiving a cash subsidy per mile.

Amount paid annually to the Province of Quebec is entered upon subsidy granted to Quebec, Montreal, Ottawa and Occidental Railway, and North Shore Railway; 5 per cent on the sum of $2,394,000, equal to $119,700 annually.

The railway subsidized from Montreal to St. Andrew's, St. John and Halifax, to the amount of $250,000 per annum, for 20 years, and contracts by the Atlantic and North-western Railway Company was divided into three sections as follows:—

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

This latter section has not been built and the amount of subsidy applicable thereto has lapsed, amounting to $63,400.

The two first-named sections are completed and under traffic, entitling the company to receive the sum of $93,300 each half year for 20 years.

On the Chignecto Marine Transport Railway, the works of construction have made no progress since my last year's report.

Cost of railway lines built by the Dominion Government and transferred to the Canadian Pacific Railway Company up to 30th June, 1892	$30,404,577 65
From 30th June 1892, to 30th September, 1892	292,334 44
Total up to 30th September, 1892	$30,696,912 09

COST of Dominion Government Railways to 30th June and 30th September, 1892.

Name of Railway.	Cost up to 30th June.	Expended from 30th June to 31st August 1892.	Total expended up to 31st August 1892.
	$ cts.	$ cts.	$ cts.
Intercolonial Railway	53,949,933 65	131,039 11	54,080,972 76
Prince Edward Island Railway	3,750,081 38	484 00	3,750,565 38
Total	57,700,015 03	131,523 11	57,831,588 14

Department of Railways and Canals.

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, Petitcodiac and Havelock	44,252 82	do do
Kent Northern	58,334 27	
Halifax Cotton Co	4,335 00	
Steel Company of Canada	11,964 66	
Total	241,604 58	

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 Arthabaska	300	1,920,000	
Brandon and South-western	17	108,800	
Calgary and Edmonton	340	2,176,000	
Canadian Pacific (Trunk Line)	1,905	25,000,000	
Canadian Pacific Branches	245	1,568,000	
Esquimalt and Nanaimo	78	1,900,000	Completed and in operation.
Great North-west Central	450	2,880,000	50 miles completed and in operation.
Lake Manitoba Railway and Canal Co	142	902,000	
Lake Seul	18	115,200	
Manitoba North-western	456	2,918,400	
Manitoba South-western Colonization	218¼	1,396,500	
Manitoba South-eastern	110	704,000	
Medicine Hat Railway and Coal Co	8	51,200	
North-western of Canada	330	3,300,000	
North-west Coal and Navigation Co	209½	1,089,180	109 miles constructed and in operation.
Qu'Appelle, Long Lake and Saskatchewan	348½	2,229,333	248 miles constructed and in operation.
Red Deer Valley Railway and Coal Co	55	352,000	
Winnipeg and Hudson Bay	No distance given.	...	6,400 acres per mile in Manitoba; 12,800 in North-west Territories.
Wood Mountain and Qu'Appelle	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 quantities of land conveyed to the companies.

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

To the Secretary,
Department of Railways and Canals.

APPENDIX No. 4*a*.

DEPARTMENT OF RAILWAYS AND CANALS, GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 10th October, 1892.

SIR,—I have the honour to submit to you as usual my annual report upon the working of the Government railways for the year ended 30th June, 1892, and I attach hereto the reports of the Chief Superintendent, Chief Engineer and Mechanical Superintendent of the Intercolonial Railway and also those of the Superintendent and the Mechanical Superintendent of the Prince Edward Island Railway together with statement of accounts prepared by the accountants of these roads.

TABLE showing the length of the Government railways on the 30th June, 1892.

INTERCOLONIAL RAILWAY.

	Miles.	Total 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, *viâ* Harlaka	14	
Dalhousie Junction to Dalhousie	7	
Derby Junction to Indiantown	14	
Painsec Junction to Point du Chêne	11	
Pugwash Junction to Pugwash	5	
Stellarton Junction to Brown's Point	12	
North Sydney Junction to North Sydney	5	
New Glasgow to Pictou Landing	7	
Richmond to Dartmouth	5	
Total miles showing a regular train service		1,142

FREIGHT BRANCHES.

Rivière du Loup	Wharf Branch	4	
Rimouski	do	2	
New Castle	do	2	
Dorchester	do	1	
Courtney Bay	do	1	
Sackville	do	½	
Stewiacke	do	1	
Halifax Cotton Factory	do	1	
			12½
Total length of the Intercolonial Railway			1,154½

WINDSOR BRANCH.

Windsor Junction to Windsor	32

PRINCE EDWARD ISLAND RAILWAY.

	Miles.	Total 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		1,397½

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

Name of Railway.	Mileage in operation.	—	Amount.	Profit.	Loss.
			$ cts.	$ cts.	$ cts.
Intercolonial Railway	1,142	Earnings	2,945,441 97		
		Working expenses	3,439,377 00		493,935 03
Windsor Branch Railway	32	⅓ earnings	33,508 85		
		Maintenance	19,514 37	13,994 48	
Prince Edward Island Railway.	211	Earnings	157,442 69		
		Working expenses	289,706 38		132,263 69
					626,198 72
					13,994 48
Total miles	1,375			Net loss	612,204 24

In the first half of the year appearances indicated that the loss in the year's operations would assume greater proportions than for the year previous, and had not the Honourable the Minister adopted vigorous measures to reduce the cost of working the road, without impairing its efficiency, the loss would probably have exceeded that of the year previous, but as a result of his determined action upon taking charge of the department in the early part of the last half of the fiscal year, in adopting the measures of economy the loss of working the road for the year is $155,170.93 less than for the year previous, the loss being $612,204.24, as against a loss in the previous year of $767,375.17, and this result has been achieved in the face of a dull season's traffic and a consequent falling off in the earnings as compared with the earnings of the year previous.

The gross earnings of the Government railways for the last two years, compared as follows:—

	1890-91.	1891-92.
Intercolonial Railway	$2,977,395 38	$2,945,441 97
Windsor Branch Railway	30,235 13	33,508 85
Prince Edward Island Railway	174,258 05	157,442 69
	$3,181,888 56	$3,136,393 51

Showing a decline in the gross earnings for the year as compared with those of the year previous of $45,495.05.

This falling off in the gross earnings is almost entirely due to dulness in the freight traffic, especially in the local traffic (which commands the best rates), it having decreased by about 46,000 tons as compared with the previous year, whilst the through freight (which is carried at low rates) increased by about 6,000 tons, so that if the local freight traffic had been as favourable as the year previous an even better result in the net earnings would have been obtained. However, the adoption of these measures of economy began to take effect too late in the year to bring about any near approach to an equilibrium between earnings and working expenses, but it is confidently expected that if the determined policy of economy in the working of these roads is continued in future, the Honourable Minister will be able to show at the close of the current year a greatly improved state of affairs as regards the net results.

INTERCOLONIAL RAILWAY.

I mentioned in my report of last year, that the Eastern Extension and the Cape Breton Railways were by Act of Parliament merged into the Intercolonial Railway. As this is the first year in which the cost of these road and the Oxford and New Glasgow section appear in the capital account of the Intercolonial Railway, they are each shown separately, but hereafter, they will be in one sum as the cost of the Intercolonial Railway. The accounts for the operations of these sections of road are blended with those of the other sections of the Intercolonial Railway and form one great whole.

The grain traffic from the west for shipment at Halifax was greatly in excess of that of previous years, but it was continued to be carried over the road at the exceedingly low rate of $\frac{19}{100}$ of a cent per ton per mile. The quantity of grain so carried was 1,265,497 bushels, and as a quantity of this grain came forward weeks before it was required for shipment, and the grain elevator at Halifax was full, awaiting the arrival of ships to take it away, the sidings stood full of loaded cars not only in Halifax, but along the line between Truro and Halifax, much to the inconvenience and displacement of the ordinary business of the road. No doubt if such a volume or a greater volume of grain traffic was to continue, the facilities for handling it at Halifax would be insufficient, if it is to be sent forward weeks and, indeed, months before it is required for shipment; but the question which arises is, in ordinary seasons, will the port of Halifax be sought as an outlet for the surplus grain of the country? This is a question which has yet to be solved, if it is, it can only be done by providing greater facilities for the traffic, and if this is done the grain rate, it appears to me should be raised to such a figure as would at least pay the cost of transportation, it being an undisputed fact that $\frac{19}{100}$ of a cent per ton per mile will not, especially in the winter season, when the cost of transport is increased, pay the cost. There are occasions, no doubt, when it is an advantage to furnish loads for cars, which would otherwise run light, at a very low figure.

The through coal traffic has been lighter this year than for some years past, attributable in some degree I am informed by reason of the coal companies having failed to secure contracts from the trunk lines of the same magnitude they had for some years past.

The system of heating the passenger trains by steam direct from the locomotive has given great satisfaction, and has contributed very much to the comfort of the travelling public, as well as to their safety, and the fitting up of the engines and cars with these heating appliances has been continued during the year until at the close of the year there were 62 locomotives and 190 cars so fitted up.

The interest of the employees of the road has not been neglected, the Westinghouse automatic air brake having been fitted to 13 locomotives and 61 freight cars during the year, making a total of 70 locomotives and 677 freight cars so fitted up, but the full advantage of the application of this brake will not be realized until all the freight cars running over the road are furnished with them.

No portion of the appropriation of $150,000 for increased accommodation at Halifax has as yet been expended.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to 30th June, 1892 :—

	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 Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	206	15	92	6	95	24	99	2071	2130	999	44	10	21	2
		5	....	...	....	39	....	103	....	471	....	....	....	....
										794				
		20				63		2174		2264				

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 Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	1	....	4	....	2	4	2	17	40	38	1	....	6	....
										42				
										29				
										109				

I may here remark that in last year's report the clerk who abstracted the statement of rolling stock rebuilt during that year from the Mechanical Superintendent's report made an error by taking out the number to be rebuilt, instead of those rebuilt during the year.

The statement for that year should have been as follows, viz.:—

	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.								
	....	.....	5	....	....	2	....	73	157	159	3	4	....	....
										10				
										169				

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since 1st July, 1876, when the road was first opened as a through line to the west.

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77	714	1,661,673 55	1,154,445 33	.....	507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78	.....	432,326 78	522,710	618,957
1878-79	714	2,010,183 22	1,294,009 69	.....	716 083 53	510,861	640,101
1879-80	829	1,603,429 71	1,506,298 48	.....	97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65	.....	725,777	631,245
1881-82	840	2,069,657 48	2,079,262 66	9,605 18	.....	838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	10,547 83	.....	970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30	.....	1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66	.....	78,547 90	989,936	957,228
1885-86	946	2,583,999 67	2,450,093 88	.....	133,905 79	1,023,788	932,880
1886-87	966	2,922,369 62	2,660,116 93	.....	262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05	.....	383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00	.....	276,846 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87	.....	547,835 87	1,368,819	1,219,233
1890-91	1,094	3,662,341 94	2,977,395 38	.....	684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97	.....	493,935 03	1.264,575	1,297,732

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

Calendar Year.	For the West.		To Local Stations.	Total.
	Viâ Chaudière.	*Viâ* St. John.		
1876-77	.....	.....	103,420	103,420
1877-78	.....	.....	97,043	97,043
1878-79	300	.....	112,232	112,532
1879-80	1,097	.....	135,369	136,466
1880-81	6,102	4,022	174,483	184,607
1881-82	18,015	11,779	218,364	248,158
1882-83	12,837	22,206	227,380	262,423
1883-84	22,014	19,534	252,014	293,562
1884-85	133,440	1,773	213,791	349,004
1885-86	171,170	21,150	215,272	407,592
1886-87	192,871	27,536	233,178	453,585
1887-88	183,704	36,228	309,727	529,659
1888-89	160,026	27,923	338,538	526,487
1889-90	164,453	25,126	366,967	556,546
1590-91	113,996	39,213	344,829	498,038
1891-92	35,447	5,918	392,441	433,806

In thus appears that the largest tonnage of coal carried over the road from the west was in the year 1886–87, when it reached 192,022 tons, since which the through coal traffic for points west of the Intercolonial Railway has been on the decline.

TABLE showing the number of bushels of grain carried during each year for shipment at Halifax since the road was opened as a through line to the west.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Viâ Chaudière.	*Viâ* St. John.			*Viâ* Chaudière.	*Viâ* St. John.	
				Brot. forward	104,400	.....	104,400
1876-77	.....	.....	.....	1884-85	300,901	.....	300,901
1877-78	.....	.....	.....	1885-86	389,122	.....	389,122
1878-79	.....	.....	.....	1886-87	575,880	.....	575,880
1879-80	.....	.....	.....	1887-88	69,021	.....	69,021
1880-81	.....	.....	.....	1888-89	129,725	.....	129,725
1881-82	.....	.....	.....	1889-90	502,012	.....	502,012
1882-83	31,011	.....	31,011	1890-91	148,803	69,534	218,337
1883-84	73,389	.....	73,389	1891-92	745,997	519,500	1,265,497
Carried forward	104,400	.....	104,400	Total	2,965,861	589,034	3,554,895

TABLE showing the number of barrels of flour carried during each year since the road was first opened as a through line to the west.

Year.	Barrels.	Year.	Barrels.
1876-77	254,710	1884-85	935,977
1877-78	657,778	1885-86	761,127
1878-79	630,329	1886-87	763,894
1879-80	533,248	1887-88	871,838
1880-81	672,310	1888-89	948,514
1881-82	692,095	1889-90	1,116,050
1882-83	983,916	1890-91	1,013,129
1883-84	817,134	1891-92	954,015

TABLE showing the number of bushels of grain carried during each year since the road was first opened as a through line to the west.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1884-85	734,902
1877-78	331,170	1885-86	849,800
1878-79	302,921	1886-87	1,018,395
1879-80	534,021	1887-88	1,219,035
1880-81	565,678	1888-89	1,526,158
1881-82	560,253	1889-90	2,610,202
1882-83	1,195,601	1890-91	2,890,921
1883-84	654,673	1891-92	3,776,677

TABLE showing the quantity of lumber in feet carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Feet.	Year.	Feet.
1876-77	58,096,474	1884-85	138,493,675
1877-78	56,626,547	1885-86	117,186,512
1878-79	55,626,696	1886-87	161,801,763
1879-80	55,462,654	1887-88	197,755,272
1880-81	72,841,388	1888-89	199,507,777
1881-82	78,356,418	1889-90	210,886,071
1882-83	104,633,417	1890-91	184,188,324
1883-84	131,120,948	1891-92	175,474,340

TABLE showing the number of live stock carried during each year over the road since it was first opened for traffic as a through line to the west.

Year.	Number.	Year.	Number.
1876-77	34,414	1884-85	70,785
1877-78	46,498	1885-86	74,498
1878-79	47,584	1886-87	82,896
1879-80	70,990	1887-88	98,302
1880-81	61,574	1888-89	85,960
1881-82	73,479	1889-90	86,771
1882-83	68,338	1890-91	95,529
1883-84	60,090	1891-92	87,889

TABLE showing the number of tons of ocean borne goods to and from Europe, *viâ* the Port of Halifax carried over the road during each year since it was first opened for traffic as a through line.

Year.	To Chaudière for the West.	To St. John for the West.	To local stations.	Total.
	Tons.	Tons.	Tons.	Tons.
1876-77				
1877-78	14,949		3,405	18,354
1878-79	21,628		2,643	24,271
1879-80	21,073		4,952	26,025
1880-81	15,454		3,334	18,788
1881-82	21,607		4,168	25,775
1882-83	24,875		7,911	32,786
1883-84	19,696		6,533	26,229
1884-85	22,787		8,405	31,192
1885-86	13,464		8,216	21,680
1886-87	16,923		9,811	26,734
1887-88	41,864		8,878	50,742
1888-89	17,340		11,481	28,821
1889-90	9,895		11,730	21,625
1890-91	9,923		10,764	20,687
1891-92	9,719	17	23,835	33,571

TABLE showing the number of tons of raw and refined sugar carried over the road during each year since it was first opened as a through line.

Year.	Raw Sugar.				Refined Sugar.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.
1876-77	340			340				
1877-78	186			186				
1878-79	1,041			1,041				
1879-80	12,220			12,220				
1880-81	13,872			13,872	4,022		2,902	6,924
1881-82	14,256		1,290	15,546	7,146		3,607	10,753
1882-83	9,465		508	9,973	11,126		5,497	16,623
1883-84	13,778		3,068	16,846	14,543		7,265	21,808
1884-85	10,381		3,661	14,042	18,024		8,445	26,469
1885-86	4,394		3,998	8,392	7,660		5,858	13,518
1886-87	20,450		8,500	28,950	15,044		8,395	23,439
1887-88	14,320		14,085	28,405	21,641		7,133	28,774
1888-89	24,358		7,160	31,518	12,955		11,120	24,075
1889-90	7,390		8,913	16,303	6,778		6,125	12,903
1890-91	5,088	4,670	8,215	17,973	10,130	468	5,996	16,594
1891-92	7,142	3,960	10,535	21,637	12,633	7,674	12,414	32,721

TABLE showing the number of tons of Fresh and Salt Fish carried over the road during each year since it was opened as a through line.

Year.	Fresh Fish.				Salt Fish.			
	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	530	921	527	1,978	551	1,848	802	3,201
1877-78	596	1,015	474	2,085	898	1,644	805	3,347
1878-79	471	1,336	817	2,624	988	1,038	1,048	2,974
1879-60	519	1,362	453	2,334	1,612	2,238	959	4,809
1880-81	498	1,879	920	3,297	2,418	937	1,051	4,406
1881-82	475	1,619	957	3,051	4.031	1,066	2,487	7,584
1882-83	542	384	393	1,319	3,299	759	1,354	5,412
1883-84	838	1,682	412	2,932	1,322	1,143	1,224	3,689
1884-85	1,062	1,885	484	3,431	3,563	3,600	1,596	8,759
1885-86	1.669	1,645	902	4,216	1,680	2,047	3,376	7,103
1886-87	1,278	1,572	2,008	4,858	3,236	569	1,747	5,552
1887-88	1,533	1,477	1,031	4,041	2,617	476	1,099	4,193
1888-89	2,474	2,000	1,870	6,344	3,070	7,746	2,994	13,810
1889-90	2,235	1,787	2,111	6,223	2,449	847	3,288	6,584
1890-91	2,029	2,788	1,848	6,665	1,953	1,917	3,236	7,106
1891-92	1,367	1,746	547	3,660	1,946	928	1,889	4,763

Forty-three miles of the 56-lb. steel rails have been lifted and replaced at the cost of revenue by 4,560 tons of 67-lb. steel rails, and 500,374 ties have been renewed, being considerably in excess of the number renewed in any previous year.

About 1,000 feet of the trestle bridge which spans the "Narrows" of the Halifax harbour was carried away in a very severe storm, thus cutting off railway communication with Dartmouth. Prompt action was taken to rebuild it, but as the

water ranges in depth from 50 to 60 feet in deep sections, it was a work which took some time to carry out; however, the traffic was interrupted as short a time as possible. The cost of rebuilding it amounted to about $32,000, which may be considered an extraordinary charge against revenue for the year and which it is trusted may not have to be repeated for many years. The same storm which destroyed the bridge across Halifax harbour carried away the trestle on the deep-water wharf at Halifax along which the grain is conveyed from the elevator to the vessels. The cost of replacing this work was an unforeseen expense. However, from year to year we have found such items of expenditure over which we have no control, arising unexpectedly from the action of the elements, and we are never able to calculate upon what destruction of property may take place during a year, from the effects of fire, wind and water. It is, however, confidently believed, that a continuance of the policy of economy inaugurated by the Honourable the Minister will result at an early day in an equilibrium between earnings and working expenses, but to accomplish this, the expenses will require to be kept down to the lowest degree possible consistent with efficiency, and that can only be brought about by the head of each department of the railway having full control of the men working under him, and by his looking closely after the work to see that no unnecessary expenditure is incurred.

CAPITAL ACCOUNT.

Total cost of road and equipment to 30th June, 1891.	$53,629,714 81
Add expenditure during year 1891-92.....	320,218 84
Total cost up to 30th June, 1892.....	$53,949,933 65

Which is made up as follows, viz.:—

——	Road.	Rolling Stock.	Total.
	$ cts.	$ cts.	$ cts.
Intercolonial Railway.....	40,106,073 45	7,053,494 06	47,159,567 51
Eastern Extension Railway.....	1,127,859 02	196,183 79	1,324,042 81
Oxford and New Glasgow Section.....	1,488,567 62	336,624 52	1,825,192 14
Cape Breton Railway.....	3,490,118 65	151,012 54	3,641,131 19
	46,212,618 74	7,737,314 91	53,949,933 65

These roads being now merged into one by Act of Parliament, in future the capital account will appear as the cost of the road and rolling stock of the Intercolonial Railway.

Both the road and rolling stock are in very efficient condition and as the grades and general alignment of the trunk line are specially favourable for fast time, a good rate of speed is made with the through express trains.

WINDSOR BRANCH RAILWAY.

The traffic of this road has been worked by the Windsor and Annapolis Railway Company under an agreement dated the 21st September, 1871, and which agreement will expire on the 1st January next, to be renewed on the same conditions or such other conditions as may be mutually agreed to. Under this agreement the Windsor and Annapolis Railway Company worked the traffic and the Government maintained the way, and works, the former receiving two-thirds and the latter one-third of the gross earnings. The road has been well maintained, 4¼ miles of worn-out iron rails having been removed and replaced by 4¼ miles of 56-lb. steel rails with angle fish-plates, and is in good running condition.

TABLE showing the earnings and its division between the Windsor Branch and the Main Line of the Intercolonial Railway between Windsor and Halifax, the maintenance, expenses and net earnings of the Windsor Branch for each year since 1880.

Year.	Miles in Operation.	⅓ Gross Earnings.	Proportion of ⅓ Gross Earnings credited to Line Western Junction to Halifax.	Proportion of ⅓ Gross Earnings credited to the Windsor Branch.	Maintenance Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880-81..	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	.....
1881-82..	32	28,461 07	7,407 88	21,053 19	13,099 55	7,953 64	.....
1882-83..	32	32,199 77	8,085 88	24,113 89	23,103 93	1,009 96	.....
1883-84..	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	.....
1884-85..	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	.....
1885-86..	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	.....
1886-87..	32	33,564 58	8,237 00	25,327 58	26,042 33	.....	714 75
1887-88..	32	32,242 85	7,689 30	24,553 55	24,040 33	513 22	.....
1888-89..	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	.....
1889-90..	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	.....
1890-91..	32	39,519 56	9,284 43	30,235 13	28,931 71	1,303 42	.....
1891-92..	32	42,891 23	9,382 38	33,508 85	19,514 37	13,994 48	.....

If the renewal of the agreement of the 21st September, 1871, is made I suggest that one of the conditions should be that the Windsor and Annapolis Railway Company, both work the traffic and maintain the way and works, such arrangement will, I am convinced, be more satisfactory both to the Government and to the company.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

Total cost of road and rolling stock up to 30th June, 1891		$3,741,780 89
Expenditure during the year :—		
Removal of Summerside Station buildings	$4,995 42	
Land at Charlottetown Station	3,305 07	8,300 49
Total cost up to 30th June, 1892..		$3,750,081 38
Made up as follows, viz.:—		
Cost of road		$3,291,352 38
Cost of rolling stock		458,729 00
Total cost up to 30th June, 1892		$3,750,081 38

The rolling stock provided on capital account, and representing the sum of $458,729 as above consists of—

Engines.	Passenger Car Stock.				Box and Cattle Cars.	Platform Cars.	Conductors' Vans.	Pay Cars.	Snow Ploughs	Flangers
	1st Class Cars.	2nd Class Cars.	Baggage and Smoking Cars	Official Cars.						
21	17	15	3	1	175	125	3	1	8	7

Statement of rolling stock rebuilt during the year :—1 box car.

REVENUE ACCOUNT.

The traffic for the year under consideration has been very dull, both the passenger and freight traffic having decreased, there having been 6,119 less passengers, and 8,446 less tons of freight, carried over the road than during the previous year, the amount earned from passenger traffic being $1,333.02; for freight traffic $11,677.59, and for mails and sundries $3,804.75 less than in the year previous, making an aggregate decrease in the earnings of the year of $16,815.36 over that of the previous year.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of passengers carried each year since the 30th June, 1875, when the road was first open for traffic:—

Year.	Miles in Operation.	Working Expenses.	Gross Earnings.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		$ cts.	$ cts.	$ cts.		
1875-76	199	214,930 43	118.060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 49	135,899 60	85,699 89	38,923	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,668	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	203,122 88	131,131 43	71,991 45	45,336	102,937
1881-82	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1882-83	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1883-84	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1884-85	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1885-86	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1886-87	211	204,237 37	155,303 37	48,934 00	53,589	103,067
1887-88	211	229,639 95	158,363 62	71,276 33	59,603	131,246
1888-89	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1889-90	211	266,485 85	160,971 78	105,514 07	51,604	133,099
1890-91	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1891-92	211	289,706 38	157,442 69	132,263 69	51,065	139,389

A partial cause of the loss in 1891–92 being in excess of that of the year previous, was that the vessel carrying the new steel rails, which were to have been laid in the track in 1890–91, was wrecked off Cape Breton, as a consequence no rails were laid in the track that year, but the new steel rails provided for the two years were all laid in 1891–92, and charged against revenue in that year, the total charge being $36,175.19, the half of which would, in the ordinary course, have been a charge against revenue for 1890–91, which would have shown a loss in each of these two last years as follows, viz., 1890–91, $101,819.62, and in 1891–92, $114,176.10.

During the year 11½ miles of 40-lb. iron rails were lifted and replaced by a like length of 50-lb. steel rails.

	Miles.
The road now has a length of steel track of	85
And iron track of	126
Total length of road	211

It is proposed to continue year by year to replace about 8 or 9 miles of old iron rails by new steel rails, until the whole line is steeled, using the best of the old iron rails for repairs.

The road and rolling stock have been maintained in a good state of repair.

I have the honour to be, sir,
Your obedient servant,
COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

To the Secretary,
Department of Railways and Canals.

INTERCOLONIAL RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,
MONCTON, N.B., 26th September, 1892.

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, 1892.

I inclose the reports of the chief engineer and 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 accounts.
9. General balance.
10. Comparative statement of averages.

The mileage of railway in operation during the year was the same as stated in last year's report, 1,142 miles.

CAPITAL.

The total cost of road and equipment on 30th June, 1891, by last report was		$ 46,988,163 13
Less refund on account of previous year's expenditure		132 29
Total cost on 30th June, 1891		$ 46,988,030 86
Cost of the following railways and their equipment to 30th June, 1891:—		
Eastern Extension Railway by last report	$1,321,986 89	
Add payments made at Ottawa	2,055 92	
	$1,324,042 81	
Oxford and New Glasgow Railway	1,776,446 91	
Cape Breton Railway	3,541,194 23	
		6,641,683 95
Total		$ 53,629,714 81

The additions during the year were as follows:—

Foot bridge at Truro	$ 5,983 70
Stairs at Halifax	691 00
Halifax Cotton Company's Siding	3,184 09
Increased accommodation at Moncton	710 00
do do New Glasgow	11,107 91
do do St. John	1,086 65
Extension along front of City of St. John	176 15
Additional property accommodation at St. John	79,960 42
Dartmouth Branch	796 46
Indian Town Branch	642 75
St. Charles Branch	45,171 27
Rolling stock	22,026 25
	$171,536 65

Cape Breton and Eastern Extension Ry—		
Train Ferry between Mulgrave and Point Tupper	$ 10,297 65	
Oxford and New Glasgow Railway	48,745 23	
Cape Breton Railway	89,639 31	
		$ 320,218 84
		$ 53,949,933 65

The foot bridge at Truro is an iron structure, 300 feet in length, across the railway yard. The above amount is the total cost.

Stairs at Halifax.—This is the total cost of a covered stairway leading from the front of the Halifax passenger station to Lockman street.

Increased accommodation, Moncton.—This is the cost of some new machine tools purchased for the workshops.

Increased accommodation, New Glasgow.—This is a part of the cost of a new station and offices and extension of the freight shed and yard.

Increased accommodation, St. John.—This is for land taken some years ago for railway purposes.

Extension along front of City of St. John.—This is for surveys of the route.

Additional property accommodation, St. John.—This is a part of the cost of the Harris property adjoining the railway station.

Dartmouth Branch.—This is for the payment of land taken at the time of construction.

Indian Town Branch.—This is for the payment of land claims and expenses of settling them.

St. Charles Branch.—This is for the payment of land claims and the legal expenses connected with them.

Rolling Stock.—This is the cost of applying the Westinghouse automatic air brake to 61 freight cars and 13 locomotives, and fitting 41 passenger-train cars and 5 locomotives with steam-heating apparatus.

The total number of freight cars fitted with the Westinghouse automatic air brake is now 661.

The total number of passenger-train cars fitted with apparatus to heat them by means of steam from the locomotive is 190, and the total number of locomotives fitted to give steam to heat the cars is 62.

Train Ferry between Mulgrave and Point Tupper.—This is for work done on the approaches, and for material supplied.

Oxford and New Glasgow Railway, and Cape Breton Railway.—These amounts are for expenditures by the construction department.

Revenue Account.

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

Expenditure	$3,439,377 00
Earnings	2,945,441 97
	$ 493,935 03

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

In 1890-91	$2,977,395 38
In 1891-92	2,945,441 97
	$ 31,953 41

The earnings from passenger traffic compare as follows:—

In 1890–91	$962,316 88
In 1891–92	961,427 94
	$ 888 94

The earnings from freight traffic compare as follows:—

In 1890–91	$1,854,629 88
In 1891–92	1,803,529 03
	$ 51,100 85

The earnings from mails and sundries compare as follows:—

In 1891–92	$180,485 00
In 1890–91	160,448 62
	$ 20,036 38

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

In 1890–91	1,298,304
In 1891–92	1,297,732
	572

The weight of freight carried compares as follows:—

	Tons.
In 1890–91	1,304,534
In 1891–92	1,264,575
	39,959

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.	1890–91.	1891–92.	Increase.	Decrease.
Barrels of flour	1,013,129	954,015	.....	59,114
Bushels of grain	2,890,921	3,776,677	885,756	.....
Lumber, in feet	184,138,324	175,474,340	.....	8,663,984
Head of live stock	95,529	87,889	.....	7,640
Other goods, in tons	899,724	858,635	.....	41,089

There was a decrease in the quantity of almost all classes of freight carried.

The increase in grain carried was in oats, barley and pease for shipment at Halifax.

The quantity of coal carried from the mines in Nova Scotia to the Upper Provinces, compares as follows with the previous year:—

	Tons *Vid* Chaudière Junction and Quebec.	Tons *Vid* St. John
In year ended 31st December, 1890	137,355	137
do do 1891	116,005	7,663

Working Expenses.

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

In 1890–91	$3,662,341 94
In 1891–92	3,439,377 00
	$222,964 94

They compare with last year as follows :

	Cents.
Per mile run by engines—	
In 1890–91	60·23
In 1891–92	60·96
Per mile by trains—	
In 1890–91	72·84
In 1891–92	73·13
Per mile of railway—	
In 1890–91	$3,347 66
In 1891–92	3,011 71

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 used was 500,374 ; 160 miles of track were re-ballasted, 43 miles of track were relaid with heavier steel rails, 67 lbs. to the yard, and 3 miles of new sidings were constructed at various places.

The bridge across the " Narrows " of Halifax harbour at Richmond, was carried away by a storm and was rebuilt at a cost of $32,000.

Three new steel bridges were put in to replace wooden ones.

Seven new and stronger steel bridges, 20 spans in all, were put in to replace iron ones.

The floors of a large number of bridges were renewed and improved.

Two new iron over-head bridges were built to replace wooden ones.

The fences received necessary repairs, and 103 miles of new fences were built.

In addition to the repairs of snow fences, 14,000 lineal feet of snow fences were rebuilt.

The snow sheds received necessary repairs and 1,600 lineal feet of snow sheds were rebuilt.

The buildings on all parts of the line were kept in good repair. One station house and agent's dwelling, two dwelling houses for agents, two freight houses, two large coal sheds each 300 feet long, one brick building 51 feet by 42 feet, besides several smaller buildings were erected. Extensive alterations and improvements were made at Amherst station.

The wharves and trestles received extensive repairs.

A large amount of dredging was done at Pictou Landing and St. John.

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

Four new and powerful locomotives for freight traffic were purchased to maintain the stock, and one locomotive was rebuilt in the railway shops.

Ten passenger train cars, one hundred and sixty-eight freight cars, one snow plough and six flanger cars were purchased, or rebuilt in the railway shops to replace those taken out of service.

The water service was maintained in a state of efficiency.

Stores.

The value of stores purchased was	$ 1,022,186 70
The value of stores used was	1,420,683 21
The value of old material sold was	81,644 04

The value of stores on hand at the end of the year was:—

Ordinary stores including fuel.....$	471,826 38
Iron and steel rails and fastenings.....	120,556 21
Old material for sale.....	131,482 03
	$723,864 62

GENERAL.

The winter of 1891-92 was mild and the trains were seldom delayed by snow. The cost of cleaning snow and ice was much less than in the previous year.

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.

DR. CAPITAL ACCOUNT, Year ending 30th June, 1892. CR.

1891.		$ cts.	$ cts.	1891.		$ cts.
June 30...	To Cost of Intercolonial Railway	46,988,030 86		June 30...	By Dominion of Canada	53,629,714 81
	Eastern Extension Railway	1,324,042 81				
	Oxford and New Glasgow Railway	1,776,446 91				
1892.	Cape Breton Railway	3,541,194 23				
			53,629,714 81			
June 30...	Expenditure for current year—					
	Intercolonial Railway	3,184 09				
	Halifax Cotton Company Siding	45,171 27				
	St. Charles Branch—					
	Rolling stock	22,026 25				
	Extension of front of St. John City	176 15				
	Increased accommodation, New Glasgow	11,107 91				
	Indian Town Branch	642 75				
	Stairs from Halifax Station	691 00				
	Increased accommodation, Moncton	710 00				
	do St. John	1,086 65				
	Additional property, St. John	79,960 52				
	Dartmouth Branch	796 46				
	Footbridge, Truro	5,983 70				
		171,536 65				
	Eastern Extension, Cape Breton Railway—					
	Train Ferry, Strait of Canso	10,297 65				
	Oxford and New Glasgow Railway	48,745 23				
	Cape Breton Railway	89,639 31				
			320,218 84			320,218 84
			53,949,933 65			53,949,933 65

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

Department of Railways and Canals.

No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ending 30th June, 1892. CR.

Previous Year.	Expenditure.	Year ending 30th June, 1892.	Previous Year.	Earnings.	Year ending 30th June, 1892.
$ cts.		$ cts.	$ cts.		$ cts.
1,281,800 32	Locomotive power, Abstract No. 1.	1,148,199 20	962,316 88	Passenger traffic..	961,427 94
808,212 35	Car expenses, Abstract No 2.....	703,557 89	1,854,629 88	Freight do ..	1,803,529 03
955,293 68	Maintenance of way and works, Abstract No. 3.....	1,007,935 40	160,448 62	Mails and sundries	180,485 00
396,320 22	Station expenses, Abstract No. 4.	393,569 74	2,977,395 38		2,945,441 97
197,006 56	General charges, do No. 5.	189,263 60	684,946 56	Balance.....	493,935 03
3,638,633 13		3,442,525 83			
23,708 81	Car mileage.....	3,148 83			
3,662,341 94		3,439,377 00	3,662,341 94		3,439,377 00

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Previous. Year.	——	Year ending 30th June, 1892.
$ cts.		$ cts.
11,851 10	Mechanical superintendent's salary, clerks, office and travelling expenses...	11,985 68
274,281 45	Wages, drivers, firemen and cleaners.....	273,946 11
555,848 04	Fuel.....	485,123 87
52,172 11	Oil, tallow, waste and small stores.....	47,324 88
304,550 77	Repairs to engines, tenders and engine tools.....	273,548 23
51,496 55	Water, including pump and tank repairs.....	33,979 92
31,600 30	Miscellaneous.....	22,290 51
1,281,800 32		1,148,199 20

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

No. 4.—INTERCOLONIAL RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year.	——	Year ending 30th June, 1892.
$ cts.		$ cts.
102,388 24	Repairs to passengers cars	89,811 00
24,627 52	do postal, express and baggage cars	24,656 74
283,029 80	do freight cars and vans	210,149 12
21,181 51	do snow ploughs and flangers	8,297 98
259,940 94	Wages of conductors, train baggage masters and brakesmen	247,725 93
27,101 53	Oil and waste for packing	25,643 02
64,975 67	Small stores and fuel	63,524 71
24,967 14	Miscellaneous	33,749 39
808,212 35		703,557 89

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1892.

No. 5.—INTERCOLONIAL RAILWAY.

Maintenance of Way and Works—(Abstract No. 3).

Previous Year.	——	Year ending 30th June, 1892.
$ cts.		$ cts.
7,864 26	Chief and assistant engineers, salaries, clerks, office and travelling expenses	7,753 96
396,937 65	Wages in repairing roadway, fences and semaphores, including new sidings laid in	425,053 54
181,364 70	Rails and fastenings, including new sidings laid in	150,649 59
45,975 39	Ties	112,912 04
159,894 31	Timber, lumber, &c., for repairs to bridges, cattle-guards, sheds, fences, &c.	169,378 31
5,345 04	Repairs to wharves	9,588 00
68,755 29	Repairs to buildings and platforms	87,836 88
13,020 80	Repairs to tools	11,410 52
74,055 07	Clearing ice and snow	30,340 43
2,081 17	Miscellaneous	3,012 10
955,293 68		1,007,935 40

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1892.

Department of Railways and Canals.

No. 6.—INTERCOLONIAL RAILWAY.

Station Expenses—(Abstract No. 4).

Previous Year.	——	Year ended 30th June, 1892.
$ cts.		$ cts.
297,226 60	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yard masters, switchmen, watchmen and labourers	306,068 66
99,093 62	Fuel, oil, light, stationery, tickets and other incidental expenses	87,501 08
396,320 22		393,569 74

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1892.

No. 7.—INTERCOLONIAL RAILWAY.

General Charges—(Abstract No. 5).

Previous Year.	——	Year ended 30th June, 1892.
$ cts.		$ cts.
73,338 73	Chief superintendent, district superintendents, train despatchers, general freight agent, general passenger agent, clerks, office and travelling expenses	76,366 77
25,248 67	Accounting department—salaries of the chief accountant and treasurer, traffic auditor, paymaster, cashier, clerks, office andtravelling expenses	25,578 91
16,964 06	Damages to men, animals and goods	6,758 26
26,674 42	Ferry service	29,922 20
1,298 51	Telegraph expenses (not including pay to operators)	2,766 13
38,901 19	Miscellaneous—printing, advertising, &c	32,699 79
14,580 98	Agency expenses	15,171 53
197,006 56		189,263 60

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1892.

No. 8.—INTERCOLONIAL RAILWAY.

DR. GENERAL STORES ACCOUNT, Year ending 30th June, 1892. CR.

1891.		$ cts.	$ cts.	1892.		$ cts.	$ cts.
June 30.	To Balance		933,436 20	June 30.	By Issues during year	1,420,683 21	
1892.					Sales of material, fuel, &c., to other railways, &c.	30,633 25	
June 30.	Purchases during year	1,022,186 70			Sales of old material	81,644 04	
	Charges from other departments	235,072 12					1,532,960 50
	Labour	53,176 03			Balance—		
	Staff pay-rolls	12,954 07			Ordinary stores, including fuel	471,826 38	
			1,323,388 92		Iron and steel rails and fastenings	120,556 21	
					Old material for sale	131,482 03	
							723,864 62
			2,256,825 12				2,256,825 12

MONCTON, N.B., 30th June, 1892.

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

DR. GENERAL BALANCE, Year ending 30th June, 1892. CR.

		$ cts.		$ cts.
Cash		849 72	Dominion of Canada	1,018,252 07
General stores—			Unclaimed freight	218 82
Ordinary stores, fuel	$471,826 38		Suspense	3,513 50
Iron and steel rail fastenings	120,556 21		Chatham Railway	0 07
Old material for sale	131,482 03		Canadian Pacific Railway, New Brunswick division—traffic account	0 06
		723,864 62	Prince Edward Island Railway	36 65
Stations		62,004 70	Grand Trunk Railway—general	8,806 45
Rents		1,795 09	I.C.R. Employees' Relief and Insurance Association	1 85
Departmental accounts—			Prince Edward Island Steam Navigation Co.	0 81
Agriculture	$ 6,287 42		Albert Southern Railway	13 45
Post Office	29,810 00		Intercolonial Coal Co.	22 69
Marine	16 30			
Militia and Defence	3,144 16			
		39,257 88		
Canada Eastern Railway—traffic account	$ 6,318 56			
do general account	651 45			
		6,970 01		
Western Counties Railway—general account	$ 15,893 35			
do do traffic account	1,657 42			
		17,550 77		
Grand Trunk Railway—traffic account		6,040 99		
Quebec Central		5,381 85		
C.P.R. rolling stock		22,446 90		
Oxford and New Glasgow		4,240 75		
Windsor and Annapolis Railway—general account		341 06		
Joggins Railway		3 74		
New Brunswick and Prince Edward Island Railway		19 28		
Caraquet Railway		314 09		
Kent Northern Railway		1 41		
Témiscouata Railway		7 33		
Canadian Pacific Railway—general		9,090 19		
Buctouche and Moncton Railway		102 80		
Western Counties Railway		3 15		
Cap Breton Railway		15,914 09		
Baie des Chaleurs Railway		90 50		
Nova Scotia Central Railway		10 82		
Canadian Pacific Railway—New Brunswick division		4,316 80		
Salisbury and Harvey Railway		54 60		
Maine Central Railway		15 70		

DR. GENERAL BALANCE, Year ending 30th June, 1892.—*Continued.* CR.

	$ cts.		$ cts.
South-eastern Railway	12 50		
New York and New England Railway	9 89		
Springhill and Parrsboro' Railway	3,161 99		
Halifax and Cape Breton Railway	1,151 42		
Elgin Branch Railway	726 10		
Elgin Petitcodiac and Havelock	12 40		
Chicago and Grand Trunk Railway	10 50		
Canada Atlantic Railway	2 64		
Hamilton and Dayton Railway	1 60		
Ann Harbour and Michigan Railway	0 57		
Central Railway	1 28		
Cumberland Railway and Coal Co	53 19		
St. John Street Railway Co	20 00		
Pullman Palace Car Co	403 55		
Canadian Express Co	1,500 00		
Allan Steamship Line	1,892 13		
Acadia Coal Co	823 93		
International Coal Co	19 32		
Londonderry Iron Co	15 10		
Union Bearing Co	928 18		
Halifax Cotton Co.—Siding	10,802 78		
Polson Iron Work	273 25		
Town of Dartmouth	24,000 00		
Western Union Telegraph Co	1,565 17		
Ontario Car and Foundry Co	1,276 00		
Steamer "Admiral"	7,516 22		
do "Contest"	2,213 75		
do "Labrador"	23 50		
do "Sarnia"	12 50		
New Glasgow Coal and Iron Co	27,558 43		
Remittances destroyed	788 81		
Nauwigewauk Station	3 00		
Glengarry Station	5 00		
Bloomfield Station	25 21		
Coal Branch Station	65 84		
Welford Station	55 00		
Ste. Luce Station	80 00		
Bic Station	22 00		
St. Arsène Station	107 12		
Valley Station	6 65		
Iona Station	72 71		
Nappan Station	40 00		
Kent Junction Station	28 38		

Derby Junction Station	231 04		
Gloucester Junction Station	78 87		
Dalhousie Station	19 69		
Campbellton Station (freight)	25 00		
Isle Verte Station	25 00		
Schooner "Mary Jane"	71 30		
Cold Brook Rolling Mills	1,967 41		
Canada Meat Packing Co.	6 50		
Truro Foundry and Machine Co.	231 67		
Nova Scotia Glass Co	20 03		
Halifax Cotton Co	19 80		
Individual accounts	20,193 59		
Total	1,030,866 39	Total	1,030,866 39

E. O. E.

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1892.

No. 10.—INTERCOLONIAL RAILWAY.

Comparative Statement of Averages, Year ending 30th June, 1892.

——	1892.	1891.
Mileage of railway	1,142	1,094
Engine mileage	5,641,888	6,080,791
Train do	4,703,151	5,027,791
Car do	51,940,141	56,492,801
Receipts per engine mile....Cents.	52·21	48·96
do mile of railway....Dollars.	2,519·19	2,721·57
Percentage of passenger earnings to gross earnings	32·64	32·32
do freight do do	61·23	62·29
do other do do	6·13	5·39
Expenses per engine mile—		
Drivers, firemen and cleaners' wages....Cents.	4·85	4·51
Fuel	8·60	9·14
Oil, tallow, waste and small stores	·84	·86
Repairs to engines	4·85	5·01
Water and tank repairs	·60	·84
Miscellaneous	·40	·52
Total	20·14	20·88
Mechanical superintendent's salary, office and travelling expenses	·21	·20
Total	20·35	21·08
Locomotive power per engine mile	20·35	21·08
Car expenses do	12·47	13·29
Maintenance of way and works do	17·87	15·71
Station expenses do	6·98	6·52
General charges do	3·35	3·24
	61·02	59·84
Car mileage....Cr.	·06	·39
Total per engine mile	60·96	60·23
Locomotive power per train mile	24·41	25·49
Car expenses do	14·96	16·08
Maintenance of way and works do	21·43	19·00
Station expenses do	8·37	7·88
General charges do	4·02	3·92
	73·19	72·37
Car mileage....Cr.	·06	·47
Total per train mile	73·13	72·84
Working expenses per mile of railway	3,011·71	3,347·66

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1892.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
MONCTON, 21st September, 1892.

SIR,—I have the honour to submit my report of the Engineering Department for the year ending 30th June, 1892.

TRACK.

The mileage of the main line and branches maintained under my charge, has been increased from 1,048 to 1,144 miles, by the addition of the Cape Breton Division extending from Point Tupper to Sydney and North Sydney, in all 96 miles.

During the year, 43¾ miles of old steel rails (4 inch), have been taken up and replaced with new 4½ steel rails, weighing 67 pounds to the yard.

TIES.

During the year, 500,374 ordinary ties, and 113 sets of switch ties, were renewed.

BALLASTING.

About 125,000 cubic yards of ballast were used during the year throughout the whole line. The cost of this service amounted to $44,818.24. A new pit containing 15 acres was purchased at Anagance, and a branch line 2⅙ miles was built into it, at a cost of $9,500.

SEMAPHORE SIGNALS.

One electric semaphore was erected at Amherst, and another ordinary semaphore at Shubenacadie. Ordinary semaphore signals were also erected at all stations on the Oxford and New Glasgow Division. This latter was done at the expense of capital account.

SIDINGS.

During the year, three miles of additional accommodation was provided throughout the line.

FENCING.

One hundred and three and a-third miles of new barbed wire and woven wire fencing were erected during the past year, and a large quantity overhauled and repaired throughout the line.

The expenditure for this service amounted to $40,405.70.

SNOW SHEDS AND SNOW FENCES.

During the year, 1,600 feet of snow shedding was renewed on Northern Division No. 3, and large repairs made to other sheds on this division.

14,023 feet of snow fencing was renewed, and a large quantity overhauled and repaired. The cost of this work amounted to $15,801.42.

WHARVES AND TRESTLES.

At the Deep Water Terminus, Halifax, 950 feet of the old hemlock trestle approach to the coal shed on the south side of the freight shed, was renewed with Georgia pitch pine at a large cost.

A heavy wind storm on the 7th of September carried away about 400 feet of the grain elevator gallery, and badly damaged the belt and other machinery in connection therewith. These repairs were all made good at an expense of about $1,500.

A hoisting gang-way connecting the Deep Water Terminus freight house and the immigrant shed, was erected for the more convenient handling of baggage. Large repairs were made to the trestle approaches leading to the freight house.

At Richmond, 200 lineal feet of the hemlock approach to coal trestle on the outside wharf at Richmond, was renewed in pitch pine.

About 1,000 lineal feet of the bridge across the harbour at Richmond, was carried away by the heavy wind storm of the 7th of September. This was replaced, and opened for traffic before the close of the season.

The expenditure for this service amounted to $32,000.

At Stewiacke the wharf for the accommodation of the Maitland business, was considerably damaged by the ice run in April last. A portion of this wharf was taken down and the balance of it properly secured with piling and capping, so that it is now more efficient than previous to being damaged.

At Truro the high level coal shed and the trestle approach were thoroughly overhauled and repaired.

Necessary repairs were made to the wharves at Mulgrave and Point Tupper.

At Dorchester a large portion of the top of wharf was renewed. Thirty new fenders were also provided.

At St. John very heavy repairs were made to the Deep Water Terminus wharf on the Courtenay Bay Branch. Six additional mooring posts were also provided for this wharf.

A heavy storm in October last carried away about 300 feet of the wharf at Pointe du Chêne, and badly damaged other portions of the same wharf. These damages have all been made good.

Buildings and Platforms.

At North Street Station a new hardwood floor was laid in the waiting room, and a new office was provided for the ticket agent.

An extension of 12 by 9 feet was made to the freight checker's office, and the switchman's house overhauled and repaired.

At Richmond 8 sets of cattle-guard stringers were renewed. The approach to the cattle shed, 60 by 30 feet, was renewed.

The high level coal shed was roofed over with a building 300 feet long, 50 feet wide, and 14 feet posts, which admits now of the coal being dumped under cover. This renders the flat roof and hatches unnecessary.

At Rockingham the platform was extended 50 feet.

At Bedford the platform was extended 50 feet.

At Enfield a new loading platform was provided, and a pair of cattle-guards renewed.

At Elmsdale the passenger platform was renewed.

At Shubenacadie the station platform, 340 feet long and 12 feet wide, was renewed. The roof of station was recovered with metallic shingles. The cattle pen was renewed and the loading platform repaired.

At Brookfield a set of cattle-guards and the cattle-pen were renewed.

At Truro the sills of station building were renewed. The restaurant was thoroughly overhauled and large repairs made; the drainage from this restaurant was also very much improved. The track blacksmith shop, situated at the west end of the yard, was moved over and placed beside the roundhouse, so that the blacksmiths might be more efficiently supervised by the mechanical foreman. This necessitated the rebuilding of the forges, chimneys, &c. A new tool-house was provided for the section foreman. General repairs were made to the roundhouse, coal shed, and other buildings in Truro yard.

At Riverside the station was thoroughly overhauled and repaired. The office was sheathed the full height of the walls. Two sets of cattle-guards were renewed at this place.

At Lorne Siding a new flag-station was erected.

At Campbell's Siding a tool house was erected for the section men.

At New Glasgow contracts were let for a new brick passenger station, a large addition to the freight house, and a large baggage-room.

The yard and sidings were also rearranged and extended. These improvements are now about completed.

At Pictou Landing, the station platform 116 feet long by 9 feet wide was renewed. A portion of the west end of the station was fitted up as a freight shed.

At West Merigomish the roof of station was recovered with metallic shingles.

At Piedmont the roof of station was recovered with metallic shingles and painted.

At Avondale the station was overhauled and repaired.

At Marshy Hope a small kitchen was built to the rear of station for the agent's use, and the roof of station recovered with metallic shingles and painted.

At Antigonish the front of station was painted. The agent's office was enlarged and painted, and the passenger platform extended a distance of 80 feet by 6 feet wide.

At Pomquet and Heatherton, the stations were overhauled, and necessary repairs made.

At Tracadie one side of the roof was recovered with metallic shingles and painted.

At Harbour au Bouche the station was overhauled and repaired.

At Mulgrave a hardwood floor was put in the ladies' waiting-room.

At Pictou the engine shed was overhauled and repaired.

At Ross Road a freight platform was erected.

At Henderson's Siding a freight platform was erected.

The building formerly used as a car shed at Pictou Landing was removed to Pugwash, and converted into a freight shed on the Deep Water Wharf for the accommodation of freight shipped by water. A suitable slip for landing freight and passengers was provided.

At Wentworth the sills of station were renewed, a new hardwood floor was laid in the waiting-room, and the platforms of station and freight house renewed.

At River Phillips the sills of station and freight house, also the station platform, were renewed. A new floor was laid in the station master's office, and the loading platform recovered.

At Salt Springs the station platform was renewed.

At Spring Hill Junction and Maccan Stations, the waiting-rooms were sheathed and necessary repairs made to the station platforms.

At Amherst the dwelling apartments of present stone station were converted into a large general waiting-room. The floor of the whole building was lowered about two feet. The masonry of the windows and door was cut down to suit the new level, and the windows enlarged correspondingly. The ticket office, general waiting, and ladies' waiting-rooms, were sheathed with hardwood. A first class hot-water heating apparatus was provided to heat the whole building. Flush water-closets were also provided for the ladies' and general waiting-rooms. These improvements cost about $2,000.

At Aulac the station building was painted.

At Sackville the baggage-room was sheathed, and the roof of freight house painted.

At Rockland the station building and platform were repaired, and the waiting room sheathed.

At Meadow Brook a new flag-station was erected, and a new loading platform provided.

At Memramcook the old freight-house was converted into an office for the agent and a ladies' waiting-room. The building was thoroughly overhauled and painted, the sills were renewed, and the old spruce floors replaced with hardwood floors. A new freight shed, 50 by 20 feet, was built to replace the old one.

At Shediac new floors were laid in the station and dwelling apartments, and necessary repairs made to plaster, &c. The station platform, 420 feet by 16 feet, was renewed.

At Pointe du Chêne the station building was sheathed and a new floor laid. The platform, 187 feet by 9 feet, was renewed.

At Moncton a large brick addition was made to the erecting shop, 201 feet long by 110 feet wide. It was covered with an iron roof.

A new brick round-house, with accommodation for 27 locomotives, was built.

These buildings cost about $75,000, and were charged to capital account. A brick building, 51 feet by 42 feet, for the accommodation of the electric light plant and machinery, was erected at a cost of $3,413.60.

The Government cottages occupied by employees were overhauled and repaired. Necessary repairs were made to the baggage room. The sills and floors in the old erecting shop were renewed. The station building was overhauled, and some slight repairs made to same.

At Salisbury the walls of office were sheathed, and outside sashes provided for the building.

At Petitcodiac the roof of station was recovered with metallic shingles, and necessary repairs made where required.

At Sussex two new doors were provided for the roundhouse and the roof of freight shed was recovered with metallic shingles.

At Apohaqui a new top was put on the loading platform.

At Hampton the platform was extended 100 feet.

At Bloomfield a new floor was laid in the station, and a new top put on the loading platform.

At Saunder's Crossing a new platform, 100 feet long by 7 feet wide, was erected.

At Riverside the platform was renewed.

At Coldbrook the platform, 300 feet long by 7 feet wide, was renewed.

At St. John, a coachman's shelter, 30 by 15 feet, was erected at a cost of $695. The train shed received a coat of Sparham roofing, and extensive repairs were also made to sky-lights of same. The paint shop, which was partially destroyed by fire, was rebuilt.

At Berry's Mills the waiting-room and office were sheathed.

At Coal Branch the station office was sheathed.

At Birch Ridge an addition of 50 feet was made to the station platform.

At Harcourt the station platform, 234 feet long by 9 feet wide, was renewed; a new cellar wall was also put under the agent's house.

At Kent Junction a new station and freight house were erected by contract to replace those destroyed by heavy bush fires. Storm porches and outside sashes were also provided for the station.

At Rogersville storm porches and outside sashes were provided for the station.

At Newcastle a new catch basin was built in the roundhouse, and necessary repairs made to the pits and floor of same. A new building was put over the gas meter. Necessary repairs were made to the station.

The coal sheds at the following stations were covered with sheet iron and painted:—Canaan, Coal Branch, Barnaby River, Chatham Junction and Derby Junction.

Necessary repairs were made to all station platforms between Moncton and Newcastle.

At Bartibogue the tank-house was repaired.

At Red Pine the roof of station was repaired, and a new chimney built. A well and pump were provided for the station agent's use, and the platform was extended 30 feet.

At Petite Roche the roof of station building and dwelling-house were recovered with metallic shingles.

At Belledune the cellar was lined with plank, and the walls filled with saw-dust to make it frost proof. The tank-house was painted and the loading platform recovered.

At Jacquet River the roof of the dwelling-house and station was recovered with metallic shingles, and a new door put in the station.

The tank-house was painted, and the station platform repaired.

At Nash's Creek necessary repairs were made to the foundation of station.

At New Mills the roof of station and dwelling-house was recovered with metallic shingles, and the doors and platform of freight-house repaired. The station platform, 250 feet long by 8 feet wide, was renewed.

At Charlo a dwelling-house was built for the agent, repairs were made to the station building and the tank-house painted.

At Eel River repairs were made to the foundation of station, and the waiting-room and office painted.

At Dalhousie Junction the water was put into the station for the agent's use, and a w.c. provided in the station. A cedar box drain, 200 feet long, was made from

the station to the river. Two new doors were put in the baggage-room, and other repairs made. The tank-house was painted.

At Dalhousie the roof of tank-house was recovered with metallic shingles, and repairs made to doors and windows of station.

At Campbellton a new roof was put on the coal shed and other repairs made to the building. Necessary repairs were made to the baggage-room and icehouse, and one pit in the roundhouse was renewed.

The round house was provided with an automatic water closet for the use of the employees. An 18-inch sewer was put in to connect the station, roundhouse and other buildings, with the river. Three flush closets were provided for the station.

At Flat Lands a new kitchen was built for the accommodation of the agent.

At Metapedia outside sashes were provided for the station, and 400 feet of the platform renewed.

At Millstream, a kitchen was built to the station and the coal-shed repaired.

At Causapscal the roof of kitchen was recovered with metallic shingles.

At Amqui the roofs of station and freight shed were recovered with metallic shingles. A water closet was provided, and 350 feet of the platform renewed.

At Cedar Hall the coal-shed was repaired.

At Sayabec an addition was made to the station to provide dwelling apartments for the agent.

At St. Moïse the kitchen roof was recovered with metallic shingles.

At Little Metis 500 feet of the platform was renewed.

At St. Octave 50 feet of the platform was renewed.

At Ste. Flavie the rooms of dwelling apartment were sheathed. The building heaved badly with the frost, and the plaster was constantly coming down. The roof of station was recovered with metallic shingles. Necessary repairs were made to the round-house and coal-shed.

The iron frame of snow shed west of Ste. Flavie was painted, and the woodwork whitewashed.

At Rimouski the waiting-room was sheathed and painted. The platform was repaired. The snow shed near this station was whitewashed.

At Bic the roof of station was recovered with metallic shingles, and the platform repaired.

At St. Fabien the ironwork of snow-shed was painted, and the woodwork whitewashed.

At Trois Pistoles the station and restaurant were painted.

At Isle Verte the snow-shed was whitewashed.

At St. Arsène the roof of station was partially recovered and the snow-shed white washed.

At Rivière du Loup, a coal shed, 300 feet long and 23 feet wide, was erected to replace the shed burned down. Necessary repairs were made to the roundhouse and floors of machine shop. A new water-closet was provided in the general waiting-room of station.

At St. Roch slight repairs were made to the interior of station.

At St. Jean Port Joli a new hardwood floor was laid in the kitchen.

At Cap St. Ignace, St. Thomas, St. Valier and St. Charles, the waiting-rooms were sheathed.

At St. François a new hardwood floor was laid in the waiting-room and office, and the station platform was renewed.

At St. Henri a station platform was renewed.

At Chaudière repairs were made to the freight-shed. Three new hardwood floors and new storm porches were provided for the dwelling-houses at this station.

At Hadlow the floor of the engine-house was repaired.

Bridges and Culverts.

An iron stairway was erected to enable passengers to reach Lockman street from the exit of North street station at Halifax. It cost about $700.

Two of the stone pedestals under the columns of overhead bridge at North street were rebuilt.

The masonry of the centre pier of Stewiacke bridge has been in bad order for some years, and it was necessary to strap it with iron bands to keep it together. A proper foundation was prepared, and the pier was cased from low water to the top with two feet of concrete, which to date has proved a very satisfactory job. The abutments of this bridge were also overhauled and pointed, and the parapet walls taken down to the level of the bridge seats.

A new paving was put in a box culvert one and a half miles east of Stewiacke. Two other box culverts within a mile of Stewiacke station received large repairs.

At Johnson's one abutment of Meadow Brook bridge was taken down and rebuilt, one pier and the other abutment were overhauled and pointed.

At Truro a new iron overhead foot bridge of three spans, 1 span 92 feet, 1 span 105 feet, and 1 span 106 feet, was erected between the station and the freight-shed, to connect Inglis street on the north side with Exhibition street on the south side. It is expected that the erection of this bridge will accommodate a large number of foot passengers that have heretofore used the level crossings at either end of Truro station ground.

The track scale at this station was out of order, as was also the masonry foundation of it. A more convenient site for this scale was selected, and the foundation and scale moved to it.

A gang of masons was employed throughout the season, repairing, pointing and overhauling masonry structures between Halifax and Pictou.

At Sutherland's River a new steel span 160 feet long was put in to replace the old wooden Howe truss bridge at that place, at a cost of $10,953.

At Pine Tree a new creosote pine bent was put in to replace a hemlock bent cut out by sea-worms.

The wooden Howe trusses at South River West River, and Pomquet, were overhauled and thoroughly repaired. A number of spruce braces were put in each bridge. These bridges will all have to be replaced in two or three years.

At Yankee Grant a 75 feet through steel plate girder was put in to replace a Howe truss span of the same length.

These new bridges have all been fitted with Georgia pitch pine floors, well chocked, and provided with guard rail.

Eighteen pairs of timber cattle-guards at public crossings between New Glasgow and Mulgrave were renewed with flatted cedar during the year. These guards were originally built of hemlock and spruce.

A gang of masons was employed in general repairs between Truro and Painsec Junction during the working season.

A 15 feet arch culvert was put in to replace a wooden trestle at Frosty Hollow, near Sackville, at a cost of $9,200.

The 100-feet Howe truss at Missequash was replaced with a steel span of the same length, at a cost of about $5,000. The abutments of this bridge were thoroughly overhauled and pointed.

A wooden bridge of three spans of about 20 feet each, on the Shediac Branch, about three miles east of Painsec Junction, was renewed.

A large arch culvert about five miles east of Moncton, was badly damaged by a washout, and the necessary repairs were made.

A gang of masons was engaged throughout the season overhauling, pointing and repairing masonry structures between St. John and Pointe du Chêne.

The masonry piers of the Miramichi bridge were overhauled and pointed.

A pile trestle at Loch Broom, near Pictou, was filled in with a solid embankment through which a suitable culvert was provided. This trestle lifted with the ice in winter and gave a great deal of trouble.

A new overhead bridge of 60 feet clear span was built near Rogersville to connect the public roads on either side of the track, and thus avoid two level crossings. This bridge cost $1,360.

The old wooden overhead bridge, near Charlo, of three spans was replaced with an iron bow-string girder of 86 feet clear span, placed on a substructure of first class masonry, at a cost of $1,685.

Between Campbellton and Ste. Flavie, the stringers of 30 beam culverts were renewed.

A large culvert west of Campbellton was overhauled and thoroughly repaired.

For some years we have had a great deal of trouble with the Tartague tunnel near St. Moïse, which was frequently broken down at the lower end. About two years ago a portion of it was lined. Last year a piece between the lining and the mouth of the tunnel broke down, and obstructed the stream for about 100 yards. A large expenditure was necessary to remove the obstruction and put the tunnel in a state of efficiency.

A very heavy expenditure was made on the line between Rivière du Loup and Lévis, putting in new spans and strengthening the old iron spans, which have been found entirely too light for the heavy rolling stock on that division.

At Rivière Ouelle 8 spans of new 44 feet steel plate girders were put in and fitted with standard floor and guard rails.

Another pair of new 44 feet steel plate girders were put in three-quarters of a mile west of Rivière Ouelle.

At West St. Thomas two new 64 feet steel plate girders were provided, and six pairs of 64 feet plate girders at East St. Thomas.

The six old spans of East St. Thomas, and seven old spans of West St. Thomas were doubled up and provided with steel hangers and new steel floor beams. They were also fitted with new standard floors, painted and put in first class shape.

At Boyer River a pair of 54 feet steel plate girders replaced a pair of old-fashioned plate girders. The old plate girders will be doubled up and used later on.

A new pair of steel plate girders 44 feet span, were put in three-quarters of a mile east of L'Islet. This bridge was changed from a through to a deck, and fitted with standard floor and guard rails.

Two new spans of 44 feet each, steel deck plate girders, fitted with a standard floor and guard rails, were put in one mile east of St. Roch.

Three 12 feet beam culverts near St. Philippe de Néri were provided with double rail girders.

The overhead bridge near Etchemin was provided with a new floor.

The cutwaters of the West St. Thomas bridge were banded and strapped with old iron rails, to prevent their being damaged by the ice.

The following bridges were painted :—

Etchemin bridge	The tubular span 170 feet long was painted outside, also 55 feet plate girder span, and the ties and hand rails of whole bridge.				
St Romuald bridge	28 feet long, iron and ties.				
St. Thomas do	Iron work of seven 60 feet spans, and ties of fifteen 60 feet spans.				
Isle Verte do	2	span	100	feet,	Iron and ties.
Trois Pistoles do	5	do	100	do	Ties only.
Amqui do	1	do	100	do	Iron work only.
Indian Brook do	3	do	40	do	Ties only.
Kane's Brook do	1	do	23	do	do
Gilmour's Brook bridge	1	do	60	do	Ties only.
Restigouche bridge	1	do	200	do	Iron and ties.
North Branch Charlo bridge	3	do	50	do	do
South do do	2	do	50	do	do
New Mills bridge	2	do	80	do	Ties only.
Moreton's Millrace bridge	1	do	30	do	do
Benjamin River bridge	3	do	50	do	do
Dickie's undercrossing	1	do	40	do	do
Nash's Creek bridge	1	do	80	do	do
Louison's Brook bridge	1	do	60	do	do
Jacquet River do	3	do	100	do	do
Elm Tree do	1	do	80	do	Iron and ties.
Nigadoo do	1	do	80	do	do
Mill Stream do	1	do	80	do	do
Grant's Brook do	1	do	80	do	do
Tête-à-Gauche do	5	do	100	do	Ties only.
Middle River do	2	do	80	do	do
Little River do	1	do	60	do	do
Red Pine do	3	do	40	do	Iron and ties.
North-west Miramichi bridge	6	do	200	do	do

South-west Miramichi bridge	6 span	200	feet.	Iron and ties.
Undercrossing west of Moncton	1 do	46	do	Ties only.
Hayward's bridge	1 do	30	do	Iron and ties.
Sproul's do	1 do	30	do	do
Moosehorn do	1 do	30	do	do
Lakeside overhead bridge				
Otty's do do				
Gondola Point road (undercrossing)				Stringers and ties.
Davidson's Cove bridge	1 do	30	do	Iron and ties.
McCulloch's (undercrossing)	1 do	30	do	do
Lawlor's Lake, overhead	1 do	70	do	do
4 mile undercrossing	1 do	50	do	Iron only.
Hall's Creek bridge	1 do	50	do	Iron and ties.
Mountain Road overhead bridge				
Scadouc bridge		350	do	Ties only.
La Planche bridge	1 do	80	do	Iron and ties.
Memramcook River bridge	1 do	60	do	do
McManus's bridge	1 do	50	do	Ties only.
Nappan bridge	1 do	100	do	do
Experimental Farm, overhead bridge				
North River bridge	2 do	100	do	Iron and ties.
Mud Creek do	1 do	50	do	Ties only.
Bible Hill do	1 do	23	do	Iron and ties.
Truro do	1 do	40	do	Ties only.
Shubenacadie do		325	do	do
Draw span, Narrows bridge				Iron only.
Barney's River do	1 do	70	do	Iron and ties.
Yankee Grant do	1 do	60	do	do

The iron and ties of 40 spans from 10 feet to 20 feet, old rail girders, at various points on the line were painted.

The following bridges had standard floors put on of Georgia pine ties, full chocked, and iron guard rails:—

Nash's Creek bridge	1 span	80	feet.	Through.
Louison's Brook bridge	1 do	60	do	do
Dickie's undercrossing	1 do	40	do	Deck.
Middle River bridge	2 do	80	do	Through.
Scadouc River bridge		350	do	Deck.
La Planche do	1 do	80	do	Through.
North River do	2 do	100	do	do
Bible Hill do	1 do	23	do	Deck.
Shubenacadie do	3 do	100	do	do
Riversdale do	3 do	40	do	do

The following bridges had the ties placed 4 inches apart, full chocked, and iron guard rails put on:—

Amqui bridge	1 span	100	feet.	Through.
Indian Brook bridge	3 do	60	do	Deck.
Clarke's Brook bridge	1 do	60	do	do
Doyle's do do	1 do	13	do	do
Gordon's do	1 do	40	do	do
Trout Creek do	3 do	86	do	Through.
Hamond River do	3 do	100	do	do
Walker's undercrossing	1 do	25	do	Deck.
Matthew's Cove bridge	1 do	25	do	do
Robinson's Meadow bridge	20 do	30	do	do
Humbery's Mill Stream bridge	4 do	25	do	do
Musquash bridge	4 do	20	do	do
Fowler's Creek bridge	8 do	15	do	do
Rodger's bridge	3 do	15	do	do

The wood stringers of the following beam culverts were renewed with old rail girders and standard tops:—

1	20	feet	clear span.	1	12	feet	clear span.
1	14	do	do	4	10	do	do
1	15	do	do				

The wood trestle near Pointe du Chêne had new stringers and ties of Georgia pine, chocked, and iron guards put on. Three spans 14 feet.

Turner's pile bridge, 1 span 14 feet, had new caps and stringers of Georgia pine, with standard top put on.

An extra trestle was put in temporary bridge at Palmer's Pond. The ties were chocked, and iron guard rail put on.

A crib work of timber filled with stone was built around the piles at late arch culvert, two and a half miles east of Truro, to prevent scouring.

Two escapes were built on River Phillip bridge.

A box culvert of cedar was built under Loch Broom bridge, and the bridge filled in.

Full sized chocks were put between the ties on the bridges between Oxford Junction and Brown's Point.

The riveting of the following bridges was thoroughly overhauled and all loose rivets renewed:—

Riversdale bridge	3 spans	40 feet.	Third Crossing bridge	1 span	80 feet.
Richibucto River bridge	3 do	50 do	Bartibogue bridge	1 do	80 do
Second Crossing Barnaby River	1 do	80 do	Rimouski bridge	5 spans	80 do

The following bridges had a system of lateral bracing put in:—

Richibucto River bridge	3 spans	50 feet.	Bartibogue bridge	1 span	80 feet.
Rimouski bridge	5 do	80 do			

At Windsor Junction, 410 feet of 2-in. wrought iron pipe were laid to connect the station with a spring and furnish a domestic water supply for the station agent. A suitable pump was also provided.

Between New Glasgow and Mulgrave, 12 new public crossing sign posts and boards were put up. Sixty-two sign boards on this division were also painted and relettered.

At Pictou Landing, a large amount of dredging was done on the west side of the wharf. A berth 400 feet long by 40 feet wide, and from 24 feet deep at the outer end, to 12 feet deep at the shore end, was provided.

The east side of this wharf was dredged last year, so that now there is accommodation for four large ships.

The north side of the Deep Water Wharf at St. John, was also dredged to a depth of 25 feet.

A working train was employed for about six weeks on each division, cleaning out cuttings, widening embankments, and taking down loose and dangerous rocks from cuttings.

Ten sets of cattle-guards within the limits of the town of Campbellton, were taken up and placed at the boundaries of the streets, making the roadways over the track 50 feet instead of 20 feet.

On the division between Rivière du Loup and Lévis, 16 stone culverts were taken down and rebuilt. Many others were overhauled, repaired and pointed.

I have the honour to be, sir,
Your obedient servant,

P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
Chief Superintendent, Intercolonial Railway,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 6th September, 1892.

SIR,—I beg to submit for your information the following statements of the operations of the Mechanical Department for the year ending 30th June, 1892:—

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.

Four large new locomotives were purchased and charged to revenue to replace 4 old ones taken off the list; 1 engine was rebuilt; 3 engines received heavy repairs, amounting almost to rebuilding.

One new boiler, 2 new fire-boxes, 22 new cylinders, 8 new saddles, 13 new extensions, 204 new driving tires, 9 new cabs, 63 new smoke-stacks, 26 new pilots, and 6 new tenders complete were supplied.

The Westinghouse brake was applied to 7 engines, and the American steam brake to 2. Sewell's heating apparatus was placed on 13 engines.

Five first-class cars were transferred from the Oxford and New Glasgow to the Intercolonial Railway. Four first-class, 2 second-class, 4 baggage and express, 15 box, 2 cattle, 40 platform, 38 6-ton hoppers, 42 20-ton gondolas, 29 20-ton platform, and 2 conductors' vans were rebuilt. One common snow-plough and 6 flangers were rebuilt also.

There are now 190 steam-heated cars, and 82 lighted with electricity. Sixty-five engines are now equipped with steam-heating devices.

Seven parlour cars, 11 sleeping cars, 50 first-class cars, 13 second-class sleepers, and 19 vans were thoroughly overhauled and renovated. Lighter repairs were put on 1 sleeper, 1 parlour car, 50 first-class, 58 second, 15 postal, 10 baggage, and 47 vans. Extensive repairs were put on 2 wing and 1 common plough, and four flangers; 464 freight cars had very heavy repairs put on them, almost amounting to rebuilding. Sixty-six freight cars were strengthened to increase their capacity ten thousand each. Steam heating was applied to 15 first-class, 6 second-class, and 4 baggage cars. Upwards of 150 passenger, baggage and postal, and 632 vans and freight cars, passed through the paint shop and were cleaned and painted to a more or less extent, generally thoroughly.

Water Service.

Tank-house at Elmsdale was burned in October, 1891, and a temporary tank and house put up.

At Alton repaired reservoir and put in new boiler.

Londonderry pump, hot air, received repairs several times. I would advise that a steam pump be erected there.

The tank at Folleigh was painted. Amherst tank was painted.

At Moncton 1 crane was taken off the water company pipe and put on the railway line, and another one was put up near the roundhouse.

A breakwater was built at Peticodiac to prevent sawdust from getting in the suction pipe.

The boiler and reservoir at Canaan were repaired. A new trestle was put under tank at Newcastle.

The reservoir at Jacquet River was cleaned.

The boiler at Charlo was repaired.

At Campbellton 175 feet of 2½-inch pipe was laid to wash out ashpans.

Cleaned and fenced reservoir at Metapedia.

Reservoir at Ste. Flavie was cleaned and repaired.

Reservoir at Trois Pistoles was cleaned out.

Two hundred and fifty feet 1-inch pipe was laid from tank to station at L'Islet.

At Oxford Junction 250 feet 2½-inch pipe was laid from tank to engine-house.

Hoops on tank at Antigonish reset and tank painted.

A new windmill pump was put up at River John.

A new 50,000 gallon tank was erected at Pugwash Junction.

I have the honour to be, sir,
Your obedient servant,

H. A. WHITNEY,
Mechanical Superintendent.

D. Pottinger, Esq.,
Chief Superintendent.

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars on the 1st July, 1891, and on the 30th June, 1892.

	Locomotives.	The Various Classes of Cars.																			
		First Class Sleepers.	Second Class Sleepers.	Parlour.	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.	Coal Cars, 20 tons.	Vans.	Total.	Snow Ploughs.	Wing Ploughs.	Flangers.	Steam Ploughs.	Total.
On hand, 1st July, 1891, serviceable	206	15	5	5	84	95	24	36	2,067	96	2,109	890	513	794	97	6,830	43	10	20	2	75
do do condemned	....	....	1	....	3	....	....	3	4	7	14	5	....	7	2	46	1	....	1	....	2
Total	206	15	6	5	87	95	24	39	2,071	103	2,123	895	513	801	99	6,876	44	10	21	2	77
Purchased and charged to revenue	4	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
Received from Oxford and New Glasgow Railway	....	....	....	....	5	....	....	....	....	....	....	....	....	....	....	5	....	....	....	....	.....
Changed from gondola to hopper	....	....	....	....	....	....	....	....	....	....	....	104	*42	....	....	62	....	....	....	....	.....
do large coal to platform	....	....	....	....	....	....	....	....	....	....	7	....	....	7	....	....	....	....	....	....	.....
Taken off register, replaced by new	4	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	.....
Total	206	15	6	5	92	95	24	39	2,071	103	2,130	999	471	794	99	6,943	44	10	21	2	77
Condemned, July, 1891	....	....	1	....	3	....	....	3	4	7	14	5	....	7	2	46	1	....	1	....	2
do during the year	1	....	....	....	2	2	1	1	55	3	72	33	42	34	....	245	2	....	5	....	7
Total condemned	1	....	1	....	5	2	1	4	59	10	86	38	42	41	2	291	3	....	6	....	9
Rebuilt	1	....	....	....	4	2	....	4	15	2	40	38	*42	29	2	178	1	....	6	....	7
	....	....	1	....	1	....	1	....	44	8	46	....	..	12	....	113	2	....	....	....	2

MONCTON, N.B., 30th June, 1892.

J. SUTTON,
Mechanical Accountant.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage for the Year ending 30th June, 1892.

Months.	Locomotive Mileage.		Car Mileage.						
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Snow Plough Mileage.	Average Passenger.	Average Freight.
1891—July	147,123	254,016	549,880	275,681	3,355,880	4,181,441	.....	5·60	13·21
August	142,711	266,378	555.195	268,906	3,526,831	4,350,932	.....	5·77	13·24
September	139,799	255,757	559,295	265,965	3,419,984	4,245,244	343	5·90	13·37
October	119,635	302,170	489,242	255,266	4,008,208	4,752,716	999	6·22	13·26
November	94,534	309,048	408,149	216,952	4,145,478	4,770,579	2,963	6·61	13·41
December	102,839	347,345	442,565	233,350	4,484,190	5,160,105	2,219	6·57	12·92
1892—January	104,598	279,326	417,021	215,755	3,253,947	3,886,723	7,080	6·04	11·64
February	95,792	263,366	380,228	198,575	3,121,439	3,700,242	16,894	6·03	11·85
March	108,726	302,708	423,519	225,822	3,828,155	4,477,496	11,545	5·96	12·64
April	99,623	279,853	422,801	223,438	3,809,884	4,456,123	2,227	6.48	13·61
May	98,835	250,881	391,800	222,862	3,456,652	4,071,314	1,985	6·23	13·77
June	101,678	236,410	436,847	243,641	3,206,738	3,887,226	.....	6·68	13·56
Total	1,355,893	3,347,258	5,476,542	2,846,213	43,617,386	51,940,141	46,255	6·14	13·03

MONCTON, N.B., 30th June, 1892.

J. SUTTON,
Mechanical Accountant.

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for the Year ending 30th June, 1892.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Pints of Valve Oil and Pounds Tallow.	Pounds Waste.	Miles Run to hour in Steam.	Pounds Coal.	Pounds Coal.	Valve Oil and Pounds Tallow.	Pounds Waste.
1891—July	43,054	478,967	14,147	29,345	28,099	12,991	11·12	6,616	6.12	5·84	2·71
August	43,380	485,174	13,958	29,433	27,169	12,675	11·18	6,441	6·06	5·60	2·61
September	42,091	468,458	14,072	25,424	25,119	12,041	11·12	6,728	5·42	5·36	2·57
October	46,634	506,208	16,084	27,004	25,855	12,549	10·85	7,117	5·33	5·11	2·47
November	44,955	483,200	15,731	25,277	23,075	10,883	10·74	7,541	5·23	4·94	2·25
December	50,557	540,033	18,323	29,432	26,117	12,489	10·68	7,600	5·45	4·76	2·31
1892—January	42,851	464,114	15,378	25,624	21,983	10,602	10·83	7,505	5·52	4·73	2·06
February	40,243	432,943	14,579	24,924	21,285	10,205	10·75	7,543	5·75	4·91	2·35
March	45,247	491,288	16,497	28,718	23,377	11,639	10·85	7,521	5·84	4·75	2·36
April	42,324	456,989	14,330	26,356	22,847	10,679	10·79	7,024	5·77	4·99	2·33
May	38,744	426,514	12,990	24,605	21,900	9,956	11·01	6,822	5·76	5·11	2·33
June	36,831	408,000	11,600	23,919	21,327	9,154	11·07	6,368	5·86	5·22	2·24
Total	516,911	5,641,888	177,689	320,061	288,153	135,863	10·91	7,054	5·67	5·10	2·40

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1892.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month, from 1st July, 1891, to 30th June, 1892.

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.							
										Mechanical Supt., &c.	Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.	Eng.-houses & Turntab.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.								
1891—July..	478,967	928 26	23,557 23	38,310 82	4,584 00	31,496 50	2,713 29	1,579 55	103,169 65	19	4·92	7·99	·96	6·58	57	33	21·54
Aug..	485,174	1,099 03	20,438 58	37,628 96	4,370 98	32,782 20	1,946 52	1,261 64	99,527 91	23	4·22	7·76	·90	6·76	41	23	20·51
Sept..	468,458	978 31	22,617 72	38,172 32	3,996 08	29,395 34	2,271 94	1,486 72	98,918 43	21	4·83	8·15	·85	6·27	48	32	21·11
Oct...	506,208	1,029 60	23,851 68	43,836 23	4,154 73	33,564 89	2,767 19	2,015 26	111,219 58	20	4·71	8·66	·82	6·63	54	40	21·96
Nov..	483,200	1,018 98	23,342 48	42,737 04	3,705 23	25,571 87	2,638 06	2,549 39	101,563 05	21	4·83	8·84	·77	5·29	54	53	21·01
Dec...	540,033	1,108 29	25,545 69	49,800 78	4,316 60	24,019 83	4,061 89	2,727 23	111,580 31	21	4·73	9·22	·80	4·45	75	50	20·66
1892—Jan ..	464,114	964 42	23,286 00	41,858 18	3,672 21	18,560 07	3,499 04	2,785 14	94,625 06	21	5·02	9·02	·79	3·99	75	60	20·38
Feb..	432,943	962 27	22,108 59	40,322 68	3,709 75	14,771 20	2,421 72	2,545 95	86,842 16	22	5·11	9·29	·87	3·41	56	59	20·05
Mar..	491,288	1,052 55	24,753 51	45,536 91	4,076 66	15,320 19	3,101 70	2,183 62	96,025 14	21	5·04	9·26	·83	3·12	63	45	19·54
April.	456,989	954 69	23,330 58	39,898 36	3,755 14	20,764 38	2,628 86	1,109 41	92,441 42	20	5·11	8·73	·82	4·54	58	24	20·22
May.	426,514	941 13	21,516 75	35,761 45	3,607 10	14,361 90	3,130 61	912 73	80,231 67	22	5·05	8·39	·84	3·36	73	22	18·81
June..	408,000	948 15	19,597 30	31,260 14	3,376 40	12,939 86	2,799 10	1,133 87	72,054 82	23	4·80	7·66	·83	3·17	68	29	17·66
Total....	5,641,888	11,985 68	273,946 11	485,123 87	47,324 88	273,548 23	33,979 92	22,290 51	1,148,199 20	21	4·85	8·59	·84	4·84	60	39	20·35

J. SUTTON,

Mechanical Accountant.

MONCTON, N.B., 30th June, 1892.

Department of Railways and Canals.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ended 30th June, 1892.

The miles run by trains	4,703,151
do engines	5,641,888
do cars	51,940,141
do snow ploughs	46,255
	$ cts.
The cost of locomotive power	1,148,199 20
The cost of car repairs :	
Repairs to passenger cars	89,811 00
do postal, express and baggage cars	24,656 74
do freight cars and vans	210,149 12
Oil and waste for packing	8,297 98
Miscellaneous	25,643 02
Total cost of car expenses	358,557 86
The cost of locomotive power per 100 miles run by trains	24 41
do do do engines	20 33
do do do cars	2 21
The cost of repairs to cars and ploughs per 100 miles run by trains	7 09
do do engines	5 91
do do cars	0 64
The cost of oil and waste for packing per 100 miles run by trains	0 54
do do do engines	0 45
do do do cars and ploughs	0 04
The cost of repairs to cars per 100 miles run by them :	
do passenger, per 100 miles run by them	1 64
do express and baggage, per 100 miles run by them	0 86
do freight cars and vans do	0 48
do ploughs and flangers do	17 93

J. SUTTON.
Mechanical Accountant.

MONCTON, N.B., 30th June, 1892.

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1891.						
July 2..	8.30	.....	Shunting.....	.....	J. Phinney	124
do 2..	10.00	Special.	Freight	Jno. McDonald.....	Jas. Sproull.....	88
do 4..	5.00	do ..	do	J. B. Crockett.....	J. Gilfillan.....	30
do 6..	10.00	.....	Pilot.....	T. Bellemare.....	Geo. Findlay.....	193
do 8..	5.00	.....	Shunting.....	.....	J. Phinney.....	124
do 9..	9.30	Special.	Freight	W. Welling	F. W. Welling.....	30
do 10..	19.20	do ..	do	T. C. Ayer.....	S. W. Carson.....	178
					A. Fryers.....	33
do 17..	9.00	.....	Shunting.....	.....	J. Cole.....	18
do 18..	.....	.....	.....	.....	.....	.....
do 20..	15.30	Special.	Working.....	W. F. Ferguson.....	J. Howie.....	40
do 24..	15.20	25	Express	W. Gunn.....	R. McDonald.....	198
do 27..	10.12	59	Accommodation...	E. S. Vye	F. H. Moore.....	70
do 27..	13.30	31	Express	Jno. McFadzen.....	J. H. Moore.....	74
Aug. 7..	14.08	Special.	Working.....	W. W. Gordon	Geo. Anderson.....	32
do 8..	.....	76	Freight	M. Cummings	W. Gross.....	182
do 12..	9.45	33	Express	M. Letarte	E. Parsons.....	157
do 12..	11.00	83	Accommodation...	Jno. Casey	W. F. Hicks	52
do 12..	16.20	Special.	Freight	W. Bovard.....	Geo. Spears	160
do 13..	16.00	do ..	Working	W. F. Ferguson	J. Howie.....	181
do 14..	18.00	do ..	do	— McKinnon.....	L. King.....	167
do 20..	9.30	.....	Shunting.....	.....	P. Fogarty.....	190
do 21..	.....	.....	.....	.....	.....	.....
do 27..	8.00	16	Freight	W. J. Dickson.....	Geo. Feetham.....	136
do 28..	7.30	Special.	Working	J. B. Crockett.....	P. McKenna.....	117
Sept. 1..	5.00	34	Express	A. McLellan.....	A. Donald.....	150
do 1..	5.10	104	Freight	Geo. C. Keys.....	A. Prowse.....	72
do 4..	7.00	34	Express	Jno. Coffey.....	Jno. Nairn.....	197
do 14..	2.00	Special.	Freight	F. Guinan.....	J. G. McDonald..	125
do 17..	.....	.....	.....	.....	.....	.....
do 17..	15.00	Special.	Working	C. Beswhanger.....	B. Titus.....	19
do 18..	18.12	do ..	Freight	Geo. McGinn.....	N. Copeland.....	112
do 22..	7.00	42	do	.....	L. Michaud.....	134
do 22..	3.45	Special.	do	Geo. Couchy.....	J. Cloutier.....	85
do 29..	19.35	do ..	Working	Louis Belanger	A. Connell.....	176
Oct. 2..	8.55	18	Accommodation...	J. W. Miller.....	D. Duncan.....	56
do 9..	23.30	.....	Shunting.....	.....	M. O'Brien.....	99
do 24..	5.20	67	Freight	A. B. Vance.....	Ben. Cook.....	113

Department of Railways and Canals.

RAILWAY.

Line of the Intercolonial Railway during the Year ended 30th June, 1892.

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Truro	Daniel Hendas.	Employee.	While coupling	Thigh injured.	
Stellarton	Samuel Gray.	do	do	Foot injured.	
St. John	Jos. Stockford.	do	While oiling engine.	do	
Levis	V. Delisle	do	While coupling	Slightly injured.	
Truro	Jno. Glenfield	do	Stepped off engine while in motion.	Foot sprained.	
Amherst	E. Esterbrooks.	do	While coupling	Thumb injured.	
Newcastle	T. C. Ayer.	do	Fell while getting on train.	Shoulder injured	
Moncton	OnésimeBourque	do	Car under which he was working, collided by shunter.	Leg broken.	
Near Westchester.	Chas. Seifert.	Neither.	Found alongside of track with feet cut off.	Fatal	Accidental.
Near Charlo	Jas. Dagle	Employee.	While loading rails	Hand smashed.	
Truro	— Philips. (Deaf and dumb Indian).	Neither.	Walking on track	Slightly injured.	
Derby Junction.	Robt. Swetman.	Employee.	While shunting	Foot amputated.	
Pointe du Chêne.	Dan. McNevin.	Passenger	Slipped while getting on train.	Hip dislocated.	
Harbour au Bouche.	Samuel Gray.	Employee.	While coupling	Hand injured.	
Moncton	Jno. Budd	do	Jumped off train while in motion.	Face scratched.	
Near St. Roch.	Christine Fournier.	Neither.	Walking on track	Fatal	No inquest.
Moncton	R. Donnelly	do	Crossing track in wagon	Slightly injured.	
Campbellton	Miss Letellier	do	do do	do do	
	—Vermette, 6 yrs	do	do do	Eye do	
	Lacasse, girl 12 "	do	do do	Arm do	
	" " 10 "	do	do do	Head do [en	
	" boy 8 "	do	do do	Collar-bone brok-	
	" girl 3½ "	do	do do	Arm amputated.	
Jacquet River	A. Barreau.	Employee.	While loading lumber	Thumb injured.	
Near Iona	John McNeil	do	Fell off train	Fatal	Accidental.
Moncton	Angus Cormier.	do	While coupling	Slightly squeezed	
Near Sussex	Wel'gton Linden	Neither.	Walking on track (intoxicated).	Fatal	Accidental.
Brookfield	Jacob Harvey.	do	Attempting to go between cars.	Foot injured.	
Near Sussex	Jude Legère	Employee.	While taking cable off car.	do	
Moncton	Ed. Breau	do	While uncoupling hose.	Hand injured.	
North Sydney Junction.	J. T. McDonald	do	Fell while getting off car.	Wrist sprained.	
Amherst	Mrs. Stokes.	Neither.	Struck by engine while driving cow off track.	Side injured.	
Riversdale	Jno. Spain.	Employee.	Fell off train	Slightly injured.	
Salt Springs	O. C. Cummings	Neither.	Found dead on track, supposed to have been struck by train.	Fatal	Accidental.
North Sydney Junction.	S. McCormick.	Employee.	Knocked off car by cable.	Arm broken.	
Red Pine	Edgar Steeves.	do	Slipped off pilot of engine.	Leg injured.	
River du Loup.	Wilfred Soucy.	do	While coupling	Hand crushed.	
do	Jos. Paquet.	Neither.	Walking on track	Fatal	Accidental.
Sayabec	Ant. Berubé.	Employee.	While coupling	Finger crushed.	
Valley	— Sutherland (child).	Neither.	Standing on crossing.	Slightly injured.	
Moncton	J. H. Cochrane.	Employee	While coupling	Hand injured.	
Stewiacke	D. Mahar	Neither.	Found dead on track, struck by No. 26 train.	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.
1892.						
Oct. 29..	10.25	50	Accommodation...	Jos. Guay.....	W. Brock.....	141
do 31..	4.15	45	do ...	X. Langlais.....	Geo. Morrison	38
do —..	.....	Special.	Freight	J. L. Hébert.....	Jas. Fohy.....	.....
do 31..	12.30	.....	Shunting.....	.....	J. Walsh.....	93
do 31..	13.30	.....	do	.....	M. Tobin.....	98
Nov. 3..	21.20	.....	do	.....	J. Leonard.....	95
do 4..	19.20	74	Accommodation...	Jas. McDonald.....	A. Scott.....	105
do 7..	12.00	.....	Shunting.....	.....	J. Cole.....	18
do 13..	4.50	40	Freight	W. M. Thompson.....	W. Gross.....	203
do 13..	14.55	74	Accommodation...	James McDonald.....	A. Scott.....	27
do 16..	7.45	.....	Shunting.....	.....	D. Sullivan.....	24
do 21..	20.30	6	Freight	Jno. Hughes.....	S. Wilson.....	48
do 30..	10.00	.....	W. & A. Railway.	.....	R. Stewart	6
do 30..	16.10	Special.	Freight	J. L. Chisholm	T. Hennessey.....	160
Dec. 2..	18.00	do ..	do	W. L. Broad	P. McKenna.....	209
do 2..	21.00	.....	Shunting.....	.....	C. McHugh.....	18
do 2..	21.30	15	Freight	Geo. Margeson.....	J. G. McDonald.....	175
do 3..	21.00	Special.	do	Geo. Keys.....	do	175
do 5..	1.30	do ..	do	A. Gamache.....	A. Connell.....	176
do 9..	7.33	2	Express	G. H. Trueman.....	T. Prince.....	148
do 10..	1.00	.....	Shunting.....	.....	E. Stockall.....	87
do 14..	14.00	Special.	Freight	J. Buchanan.....	H. Stewart.....	5
do 18..	7.15	do ..	do	J. R. Fisher.....	L. Starratt.....	171
do 18..	15.45	do ..	do	R. A. McDonald.....	A. Sproull.....	186
do 21..	15.00	.....	Shunting.....	.....	W. Lovett.....	44
					W. Appleton.....	87
do 25..	14.00	24	Freight	W. McDermott.....	N. Sinclair.....	79
do 28..	11.30	Special.	do	J. H. Richardson.....	J. W. Nairn.....	197
do 28..	21.00	.....	Shunting.....	.....	G. Currie	93
1892.						
Jan. 11..	7.10	21	Accommodation...	D. McIntosh.....	Jno. Campbell.....	14
do 21..	9.10	Special.	Snow-plough.....	L. N. Letarte.....	Jos. Collett.....	76
Feb. 5..	7.30	do ..	Freight	W. W. Irving	Jno. McCracken.....	26
do 13..	14.45	do ..	Snow-plough.....	Jas. Card.....	J. Hackett.....	6
					G. Spear.....	40
do 13..	23 45	46	Accommodation...	M. Audet	E. B. Price.....	181
do 17..	9.40	.....	Shunting.....	.....	J. Walsh.....	128
do 18..	17.40	81	Express	C. Upham.....	W. Lovett	68

RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Continued.*

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Near St. Charles Junction.	Mendel Wagner.	Passenger ..	Jumped off train while in motion.	Fatal	Accidental.
Ste. Luce.....	Geo. Morrison..	Employee ..	No. 45 and special trains colliding.	Considerably injured.	
do	Alph. Berubé...	do	do do	Slightly injured.	
Richmond	John Munroe...	do	Deal falling off car	Head injured...	
do	L. Bezanson....	do	While coupling..... ...	Hand injured...	
Truro	Fred. Fowlie....	do	do	do ...	
Scotsburn.....	Jno. Carmichael	do ...	While stepping off engine, fell between train and platform.	Fatal	Accidental.
Moncton	N. Stableford...	do	While coupling.....	Hand injured...	
Chatham Junc..	Frank Jonah ...	do	do	do ...	
Oxford.....	Jno. Mockler...	Neither.....	Walking alongside of track.	Slightly injured.	
Campbellton....	A. Dickie.....	Employee ..	Stepping off van.....	Ankle sprained .	
Salisbury.....	Walter Clark...	do	While coupling.....	Hand injured...	
Halifax.....	David Kennedy.	Neither.....	Crossing track with team ..	Fatal	Accidental.
Shubenacadie...	Arthur Purdy ..	Employee ..	Fell off engine while in motion.	Seriously injured	
Spring Hill Junc	George Mills....	do	While coupling.....	Slightly injured.	
Moncton	H. S. Cutten...	do	While going to engine, stepped on edge of rail.	Ankle sprained.	
Londonderry....	A. Philips.....	do	While coupling.....	Hand jammed..	
Greenville	Jno. Leahy.....	do	Slipped while stepping on engine.	Foot injured....	
Ste. Flavie	Jos. Poirier.....	do	Fell off train while in motion.	Leg amputated.	
Rothesay.....	Mrs. Hogan	Passenger ..	Jumped off train while in motion.	Leg broken.....	
Richmond	Thos. Fenerty ..	Employee ..	While coupling	Hand crushed...	
Stewiacke	B. Ripley.....	do	do	do ...	
Brookfield	A. Langille.....	do	Link falling off tender of engine.	Head injured....	
New Glasgow...	— Conolly	Neither.....	While crossing track in team.	Slightly injured.	
Richmond....	R. Riger (sailor).	do	Cars shunted against one on which he was working, knocking him off.	Leg broken.....	
Oxford Junction	W. H. Manship.	Employee ..	While coupling.....	Hand injured...	
Truro	J. H. Richardson	do	While coupling, foot caught between platform and rails.	Foot amputated.	
Richmond shop..	Hy. Colter.....	do	Caught between car and old engine standing in shop.	Fatal	Accidental.
Stellarton	B. D. Rogers...	Neither.....	While crossing track in team.	Slightly injured	
¾ mile east of Lévis.	Jos. Bacon	do	Walking on track..... ...	do ..	
Newcastle.....	W. W. Irving ..	Employee ..	While coupling, wood fell off car on him.	Foot and back injured.	
2 miles west of Newcastle.	H. Thomson....	do	Chain broke in wing plough	Leg injured.....	
Near St. Morse..	Nap. Levesque..	do	While coupling.....	Slightly squeezed	
Richmond.....	Abram Rumbolt	Neither.....	Cars colliding with the one in which he was loading sugar.	Seriously injured	
Rockingham....	Wm. Parks.....	do	Attempting to get on No. 94 train, slipped and struck by engine.	Ankle sprained and hip 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.
1892.						
Feb. 20..	19.30	46	Accommodation...	M. Audet	A. J. Sharpe	139
do 21..	17.55	Special.	Mail	J. B. Paulet	W. Bastin	162
Mar. 7..	9.00	37	Freight	E. L. Watts	C. Langley	25
do 13..	.....	.....	Shunting	.....	D. Sullivan	94
do 20..	13.10	75	Freight	L. Proulx	O. Brock	17
					F. Cloutier	111
do 24..	10.00	.....	.....	.....	.....	.....
do 26..	10.30	Special.	Freight	W. McClafferty	D. Peterson	210
April 1..	11.00	.....	Shunting	.....	Jas. McDermott	18
do 1..	17.30	Special.	Freight	T. W. Johnson	C. Saunders	49
do 5..	7.45	34	Express	Y. C. Campbell	H. McAuley	199
do 5..	22.35	45	Accommodation...	J. B. Dubé	J. McNutt	185
do 9..	15.30	Special.	Freight	Geo. Couchy	E. Ouellett	195
do 15..	16.45	do ..	do	E. L. Watts	S. W. Carson	47
do 22..	15 45	do ..	do	J. B. Pollock	H. Stewart	126
do 23..	18.40	do ..	do	F. Brown	D. Youlds	172
May 23..	12.15	28	Accommodation...	A. Grant	J. H. Campbell	107
do 24..	12.50	Special.	Freight	R. A. McDonald	Geo. W. Anderson	52
do 26..	19.17	1	Express	A. Rainnie	Jno. Stewart	36
June 2..	8.25	Special.	Freight	J. B. Crockett	E. Rushton	91
do 2..	18.15	104	do	A. C. McLean	D. McLennan	24
do 12..	20.00	Special.	do	E. Rioux	T. Matheson	40
do 21..	15.20	do ..	do	W. W. Gordon	A. Sproull	124
do 24..	10.45	37	do	M. Cummings	E. S. White	25
do 29..	6.00	56	do	Jas. Holmes	A. Dunbar	13

Department of Railways and Canals.

RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Concluded.*

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident,	Extent of Injury.	Verdict of Coroner's Jury.
3 miles east of Ste. Flavie.	— Godbout	News agent.	Fell from train	Fatal	Accidental.
6 miles west of Mill Stream.	W. Bastien	Employee	Run into snow slide	Slightly injured.	
	H. Sharpe	do	do do	do	
Harcourt	J. H. Haines	do	While coupling	Finger smashed.	
Campbellton	D. Sullivan	do	Fell off tender of engine	Slightly injured.	
¾ mile east of Lévis.	Marie Forgues	Neither.	While walking on track	Fatal	Accidental.
Halifax	Thos. Delaney	Employee	While unloading an anchor, hand caught in crane.	Hand injured	
Stellarton	John Brown	do	While coupling	Finger amputated.	
Moncton	Albert Weldon	do	Struck by engine while checking cars.	Slightly injured.	
Near Belmont	T. W. Johnson	do	Fell out side door of van, chain broke.	do	
Sackville	Chas. Bass	do	While loading baggage	Finger jammed.	
Mill Stream	Chas. Audet	do	Fell off train while slacking brake.	Considerably injured.	
Point Lévis	Godfrey Bontin	Neither.	Attempting to get on train.	Leg broken	
Newcastle	Frank Williams.	Employee	While cleaning window of engine cab.	Hand cut	
Alton	G. Herbert	do	While getting off train	Leg injured.	
Spring Hill Junc	A. G. Cormier	do	do do engine	Ankle sprained.	
Pictou	Jno. Avery, 4 yrs	Neither.	Crossing track	Slightly injured.	
New Glasgow	Jno. McNeil	do	do	Fatal	Accidental.
Jardine's Bridge, near St. John.	Thos. Hunter	do	Walking on track	do	do
Spring Hill Junc	Jas. Melanson	Employee	Lump of coal falling on hand	Fingers smashed	
Sydney	A. Cameron	do	While shunting	Foot injured.	
Rimouski	A. J. McDonald	do	While feeling eccentric, engine backed up.	Arm broken	
1 mile east of Hopewell.	C. Sullivan	Neither.	Lying alongside of track (intoxicated).	Slightly injured.	
Barnaby River	— McDonald	Passenger	While closing door of car, train started.	Fingers jammed.	
Girrior's	Jno. Pushie	Employee	Fell off van	Considerably injured.	

WINDSOR BRANCH RAILWAY.

OFFICE OF THE CHIEF SUPERINTENDENT,
MONCTON, N.B., 27th September, 1892.

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, 1892:—

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 1891-92	$33,508 85
1890-91	30,235 13
	$3,273 72

The expenses of maintenance were considerably less than last year:—

In 1890-91	$28,931 71
1891-92	19,514 37
	$9,417 34

The earnings and expenses compare as follows:—

Earnings	$33,508 85
Expenses	19,514 37
	$13,994 48

The necessary repairs and renewals were made and some improvements, including, among others, the laying of a siding, four hundred feet long, at Newport.

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.

No. 1.—WINDSOR BRANCH RAILWAY.

DR. REVENUE ACCOUNT, Year ending 30th June, 1892. CR.

Previous Year.	Expenditure.	Year ending 30th June, 1892.	Previous Year.	Receipts and Earnings.	Amount, Year ending 30th June, 1892.
$ cts.		$ cts.	$ cts.		$ cts.
28,931 71	Maintenance of way and works, Abstract No. 1....	19,514 37	10,746 38	Passenger traffic.....	12,187 76
			18,336 91	Freight traffic.....	20,165 57
			1,151 84	Mails.....	1,155 52
1,303 42	Balance.....	13,994 48			
30,235 13		33,508 85	30,235 13		33,508 85

Certified correct,

T. WILLIAMS,
Chief Acct. and Treas., I. C. R.

MONCTON, N.B., 30th June, 1892.

R. B. BOGGS,
Acct., W. B. Ry.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Works.

Previous Year.	Particulars.	Amount.
$ cts.		$ cts.
12,642 04	Repairs to track	11,284 50
4,052 02	Rails and fastenings	1,395 38
3,529 30	Ties	3,709 10
5,422 36	Bridges	456 13
3 00	Signals	.....
12 60	Switch locks	12 60
467 49	Culverts and cattle-guards	124 53
.....	Wharf at Windsor	5 10
463 09	Buildings and platforms	241 90
27 45	Hand cars and trollies	2 10
134 95	Snow ploughs and flangers	203 52
173 31	Tools and repairs	200 45
850 59	Fencing	690 23
1,104 72	Accountant's office and expenses	1,111 49
48 79	Miscellaneous	77 34
28,931 71		19,514 37

R. B. BOGGS,
Acct., W. B. Ry.

Certified correct,

T. WILLIAMS,
Chief Acct. and Treasurer, I.C.R.

MONCTON, N. B., 30th June, 1892.

Department of Railways and Canals.

No. 3.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts—One-third Earnings.

Month.	Passengers.	Freight.	Mails.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
1891—July	1,169 84	96 91	1,383 72	2,650 47
August	1,714 82	96 91	1,345 56	3,157 29
September	1,993 35	96 90	2,078 38	4,168 63
October	1,026 61	96 91	2,413 29	3,536 81
November	825 02	96 91	2,086 79	3,008 72
December	902 42	96 90	1,830 99	2,830 31
1892—January	637 43	95 68	1,292 50	2,025 61
February	678 26	95 68	1,248 07	2,022 01
March	664 22	95 68	1,733 97	2,493 87
April	796 54	95 68	1,609 01	2,501 23
May	806 14	95 68	1,496 81	2,398 63
June	973 11	95 68	1,646 48	2,715 27
	12,187 76	1,155 52	20,165 57	33,508 85

R. B. BOGGS,
Acct., W. B. Ry.

Certified correct,
T. WILLIAMS,
Chief Acct. and Treasurer, I. C. R.

MONCTON, N.B., 30th June, 1892.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
27th September, 1892.

SIR,—I have the honour to submit the following report for the maintenance of the Windsor Branch for the year ending 30th June, 1892.

TRACK.

The mileage remains the same as last year. Seven miles of the iron rails in track which were badly worn, were replaced with new 4½ steel rails with angle fish-plate joints.

BALLASTING.

During the year, 7,320 cubic yards of ballast were put on the branch.

TIES.

During the year, 19,137 ordinary ties, and seven sets of switch ties, have been renewed.

SIDINGS.

A siding 400 feet long was put in at Newport for the Plaster Company. The sidings at Hibbert's and Fenerty's were relaid with the old iron rails taken out of the main line.

FENCING.

During the year, 500 rods of barbed wire and woven wire fencing have been erected, and large repairs made to the old fence.

BUILDINGS AND PLATFORMS.

At Windsor Junction a portion of the platform was renewed, and the freight house repaired.

At Mount Uniacke the station building was painted.

At Ellershouse necessary repairs were made to the doors and windows of station, and the building painted.

At Newport the station building was overhauled, repaired and painted.

At Windsor necessary repairs were made to the station building, and the roof was recovered with metallic shingles and painted. The engine-house roof was overhauled and repaired, necessary repairs were also made to the doors and windows of same.

One cattle-guard was also renewed.

At South Uniacke the cattle-guards were renewed.

BRIDGES AND CULVERTS.

Three piers of Jordan bridge were strapped with old rails and iron screw rods fitted with turnbuckles.

Bulkheads of timber were built at the ends of abutments of Big Bog bridge to retain embankments.

The masonry of Sackville, Big Bog and Ste. Croix bridges was overhauled and pointed.

A new top of Georgia pine was put on Carrel's bridge, and iron guard rails provided.

Two cedar culverts 3 by 4 were put in at Fenerty's siding.

At Ellershouse a cedar culvert 3 by 4 was put in.

A cedar culvert 3 by 4 was also put in west of Ellershouse station.

I have the honour to be, sir,
Your obedient servant,
P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
Chief Superintendent, Intercolonial Railway,
Moncton, N.B.

Department of Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., 26th August, 1892.

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, 1892.

I also inclose the following statements prepared by the accountant and auditor:—

No. 1. Capital account.
2. Revenue account.
3. Locomotive power. (Abstract No. 1.)
4. Car expenses. (do 2.)
5. Maintenance of way and works. (do 3.)
6. Station expenses. (do 4.)
7. General charges. (do 5.)
8. Statement of general stores account.
9. General balance.
10. Comparative statement of averages.

CAPITAL ACCOUNT.

The total expenditure on capital account to 30th June, 1891, was		$3,741,780 89
The additions during the year are as follows:—		
Removal of Summerside Station	$4,995 42	
Expropriation of land from R. McMillan	3,305 07	
		8,300 49
Total expenditure on capital account to 30th June, 1892		$3,750,081 38

Removal of Summerside Station.—This is the cost of moving the station from the wharf to Water street, and moving the freight shed one hundred feet east.

Expropriation of land from R. McMillan.—This is a payment for land expropriated and legal expenses, in connection with the extension of the track to the Charlottetown Steam Navigation Company's wharf at Charlottetown.

REVENUE ACCOUNT.

The gross earnings for the year amounted to	$157,442 69
Previous year	174,258 05
Decrease	$16,815 36

The earnings per mile of railway compare with the previous year as follows:—

1890-91	$829 80
1891-92	749 72
A decrease per mile of	$ 80 08

The length of road operated in each year was the same, namely, 210 miles.

Since the opening of navigation this spring, traffic has been unusually dull, owing to the poor market for the staple farm products; also the increased competition by water against which we have to contend this year. Nearly $10,000 of the shortage in this year's receipts is due to the late closing and early opening of navigation, the steamers "Stanley" and "Northumberland" taking large quantities of freight and numbers of passengers to and from Charlottetown and Pictou direct, which, had the winter been an ordinary one, would have passed over the road to and from Georgetown.

STATEMENT.

	Passengers carried.	Earnings.
1890–91	145,508	$72,292 23
1891–92	139,389	70,959 21
Decrease	6,119	$1,333 02

	Tons of freight carried.	Earnings.
1890–91	59,511	$81,660 82
1891–92	51,065	69,983 23
Decrease	8,446	$11,677 59

Mails and sundries, 1890–91	$20,305 00
do 1891–92	16,500 25
Decrease	$3,804 75

The engine mileage compared with last year was:—

1890–91	335,202
1891–92	307,421
Decrease	27,781

The train mileage as compared with last year was:—

1890–91	272,475
1891–92	245,102
Decrease	27,373

The car mileage as compared with last year was:—

1890–91	1,420,425
1891–92	1,304,659
Decrease	115,766

EXPENDITURE.

The working expenses as compared with last year were as follows:—

Renewals.

	Ordinary.	Rails and Fastenings.	Rolling Stock.	Total.
1890–91	$257,039 13	.....	$950 95	$257,990 08
1891–92	252,970 37	$36,175 19	560 82	289,706 38
Increases	.....	$36,175 19	.....	$ 37,716 30
Decreases	$ 4,068 76	.....	$390 13	.....

Included in the above ordinary expenditure are the following amounts for new works:—

Harper's bridge	$1,155 74
Pig Brook bridge	2,353 08
Moore's bridge	264 68
Blushank bridge	255 40
Baldwin's bridge	470 79
Total new works	$4,499 69

Track.

The mileage remains the same as last year—125 miles laid with iron rails, and 85 miles laid with steel rails.

During the year 11½ miles iron rails were replaced with steel rails weighing 50 lbs. to the yard.

Ties.

During the year 77,052 ties, 36 sets switch ties, and 22 head-blocks were renewed.

Ballasting.

During the year about 7,098 cubic yards of ballast were distributed.

Fencing.

Twenty-six miles of new barbed and woven wire, and 3,330 feet wire and picket fence were erected during the year to replace old fence burnt and worn out.

Snow Fence.

Eleven thousand six hundred and fifty-six feet of new snow fence was built, and 18,936 feet was renewed during the year.

Wharves.

At Summerside some floor timbers, fenders, and 275 feet of the planking were renewed.

At Souris the wharf was ballasted with brush and stone, and track repaired.

At Charlottetown the wharf and breastwork were ballasted with brush and stone.

At Georgetown the wharf was ballasted with stone; 20 fenders and one mooring post renewed.

Buildings and Platforms.

At Conway the flag-station was rebuilt and platform renewed.

At Elmsdale the flag-station was rebuilt and platform renewed.

At O'Leary new sills were put under coal-shed.

At Summerside the station building was moved from the wharf to Water street, placed on a new foundation, thoroughly overhauled, repaired, and the interior and exterior painted. The freight shed moved 100 feet east, placed on a new foundation, repaired and painted. Freight shed on wharf raised two feet, floor timbers and flooring renewed.

At Mount Stewart the gravel roof on station was renewed.

At Georgetown the station was painted, and roof on baggage-room was renewed.

At Perth the flag-station was rebuilt, painted, and platform renewed.

At St. Andrew's the flag-station was rebuilt and platform renewed.

At Douglass the flag-station was rebuilt.

The pits in the engine-houses at Mount Stewart and Georgetown were rebuilt.

Bridges, Culverts, &c.

At Harper's bridge the top was renewed with pitch pine.

At Pig Brook bridge the stone abutments were completed, and top renewed with a 66-foot iron girder.

At Mount Stewart bridge 32 floor timbers were renewed, and abutments pointed with cement.

At St. Peter's bridge 30 angle braces, 14 straining blocks and 4 struts were renewed.

At Morell bridge the foundation at the east end, stringers and ties renewed.

At Scrimegeour's bridge the top was renewed.

At Taylor's bridge the top was renewed.

Twelve timber culverts rebuilt.
Two stone culverts rebuilt.
Two culverts renewed with 12-inch iron pipe.
Stone culverts at Winter River and Union repaired and pointed with cement.
Twenty-seven cattle-guards rebuilt.
Extensive repairs were made to the embankments at Morell, Marie and Midgell bridges, 4,000 cubic yards rip-rap being used for this work.

STORES.

The purchase of stores during the year amounted to $99,362.51.
The value of stores on hand to 30th June, 1892, was:—

General stores	$71,359 37
Coal	10,241 11
Old rails and fastenings	9,367 36
Old material serviceable	7,390 65
	$98,358 49

The stores for the most part have been purchased by tender and contracts, which follows out the practice of previous years.
I inclose 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.

Department of Railways and Canals.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR. CAPITAL ACCOUNT. CR.

1891.		$ cts.	1891.		$ 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
1892.	To expenditure, year ended 30th June, 1892—		1892.		
June 30...	On removal of Summerside Station.....$4,995 42		June 30...	do do	8,300 49
	Expropriation of land from R. McMillan, Charlottetown 3,305 07				
		8,300 49			
		3,750,081 38			3,750,081 38

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended 30th June, 1892.

Previous Year.	Expenditure.	Year ended 30th June, 1892.	Previous Year.	Receipts.	Year ended 30th June, 1892.
$ cts.		$ cts.	$ cts.		$ cts.
64,158 96	Locomotive power, per Abstract No. 1.	66,772 79	72,292 23	Passenger traffic.....	70,959 21
37,696 58	Car expenses, per Abstract No. 2.....	35,204 87	81,660 82	Freight traffic.....	69,983 23
			20,305 00	Mails and sundries.....	16,500 25
115,195 66	Maintenance of way and works, per Abstract No. 3	147,461 53	174,258 00	Total receipt	157,442 69
29,551 09	Station expenses, per Abstract No. 4.....	28,370 27	83,732 03	Balance.	132,263 69
11,387 79	General charges, per Abstract No. 5.....	11,896 92			
257,990 08	....Totals.....	289,706 38	257,990 08	....Totals	289,706 38

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Locomotive Power—(Abstract No. 1).

Previous Year.	Details.	Year ended 30th June, 1892.
$ cts.		$ cts.
1,412 16	Mechanical superintendent's salary, clerks, office and travelling expenses	1,414 05
17,481 16	Wages of drivers, firemen and cleaners	16,383 50
14,905 62	Fuel	15,303 77
2,599 97	Oil, tallow, waste and small stores	2,735 05
24,524 71	Repairs to engines, tenders and engine tools	28,237 17
1,139 06	Water, including pump and tank repairs	718 35
2,096 28	Miscellaneous	1,980 90
64,158 96	Totals	66,772 79

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1892.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June, 1892.
$ cts.		$ cts.
10,648 03	Repairs to passenger cars	9,129 84
1,546 58	do postal and baggage cars	1,507 95
5,302 64	do freight cars and vans	6,089 83
15,470 95	Wages of conductors, train baggagemasters and brakemen	14,140 82
535 03	Oil and waste for packing	558 27
3,270 96	Small stores and fuel	2,979 37
922 39	Miscellaneous	798 79
37,696 58	Totals	35,204 87

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1892.

Department of Railways and Canals.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

MAINTENANCE of Way and Works—(Abstract No. 3).

Previous Year.	Details.	Year ended 30th June, 1892.
$ cts.		$ cts.
419 21	Engineer's salary, clerks, office and travelling expenses	369 96
48,543 46	Wages in repairing roadway, fences and semaphores	42,844 87
3,497 12	Rails, chairs and spikes	39,570 55
25,445 10	Ties	26,383 12
13,984 56	Timber and lumber for repairs to bridges, cattle-guards, fences, &c	22,880 32
3,146 41	Repairs to wharves	2,635 81
7,562 83	do buildings and platforms	7,758 87
2,894 10	do snow-ploughs, flangers and tools	4,067 36
9,702 87	Clearing ice and snow	950 67
115,195 66	Totals	147,461 53

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June, 1892.
$ cts.		$ cts.
21,073 19	Salaries and wages of stationmasters, agents, clerks, telegraph operators, station baggagemen, yardmasters, switchmen, watchmen and labourers	20,075 83
8,477 90	Fuel, oil, light, stationery, tickets and other incidental expenses	8,294 44
....	Miscellaneous	....
29,551 09	Totals	28,370 27

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.	Details.	Year ended 30th June, 1892.
$ cts.		$ cts.
4,308 49	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses	4,115 04
5,269 99	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses	5,441 17
849 85	Advertising	817 32
84 46	Damages to men, animals and goods	171 97
375 47	Telegraph expenses (not including pay to operators)	390 23
499 53	Miscellaneous	961 19
11,387 79	Totals	11,896 92

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1892.

1891.	Dr.		$ cts.	$ cts.
June 30...	To Balance brought forward			142,107 41
1892.				
June 30...	To Purchase during the year, including rails		9,936 51	
	Charges from other departments		7,302 45	
	Pay-rolls		2,520 60	
				109,185 56
1892.	Cr.			251,292 97
June 30...	By Issues during the year			152,934 48
	Balance ... Ordinary stores	$71,359 37		
	Fuel	10,241 11		
	Rails and fastenings on hand	9,367 36		98,358 49
	Old material, serviceable	7,390 65		

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

Department of Railways and Canals.

No. 9.—PRINCE EDWARD ISLAND COMPANY.

DR. GENERAL BALANCE. CR.

	$ cts.		$ cts.
General stores	98,358 49	Dominion account	99,301 20
Cash	4,281 26	Accident insurance	5,173 91
Stations	662 56		
Militia Department	195 94		
Anglo-American Telegraph Co	46 43		
Judge Weatherbee	30 00		
Sidney Gray	25 00		
Railway Extension, Charlottetown	812 83		
Intercolonial Railway	62 60		
Total	104,475 11	Total	104,475 11

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1892.

Details.	1892.	1891.
Mileage of railway open	210	210
Engine mileage	307,421	335,202
Train do	245,102	272,475
Car do	1,304,659	1,420,425
Receipts per engine mile.....Cents.	51·21	51·99
do mile of railway.....Dollars.	749·72	829·80
Percentage of passenger earnings to gross receipts	45·07	41·49
do freight do do	44·45	46·86
do other do do	10·48	11·65
Expenses per engine mile—		
Drivers, firemen and cleaners' wages	5·33	5·21
Fuel	4·98	4·45
Oil, tallow, waste, and small stores	0·89	0·78
Repairs to engines	9·19	7·32
Water and tank repairs	0·23	0·34
Miscellaneous	0·64	0·62
	21·26	18·72
Mechanical superintendent's salary, office and travelling expenses	0·46	0·42
Total.....Cents.	21·72	19·14
Locomotive power per engine mile	21·72	19·14
Car expenses do	11·45	11·25
Maintenance of way and works do	47·97	34·37
Station expenses do	9·23	8·81
General charges	3·87	3·40
Total per engine mile.....Cents.	94·24	76·97
Locomotive power per train mile	27·24	23·55
Car expenses do	14·36	13·83
Maintenance of way and works do	60·16	42·28
Station expenses do	11·58	10·84
General charges do	4·85	4·18
Total per train mile.....Cents.	118·19	94·68
Working expenses per mile of railway.....Dollars.	1,379·55	1,228·52

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1892.

Department of Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, 18th August, 1892.

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, 1892:—

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 1890-91 and 1891-92.

Two new fire-boxes, 2 new cabs, 2 new smoke-boxes, 20 driving tires, 4 new tube sheets, 3 sets new tubes, 2 new tender frames and 4 new tender trucks have been supplied during the year.

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.
3 postal and smoking cars.
175 box cars.
125 platform cars.
3 conductors' vans.
1 pay-car.
8 snow-ploughs.
7 flangers.

I am pleased to be able to report that the efficiency of the rolling stock has been well maintained during the year and is in good condition.

I have the 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.
1891—July	33,899	1,474 12	1,364 08	201 57	2,529 19	26 87
August	30,693	1,465 52	1,207 13	224 51	2,111 64	16 99
September	30,102	1,585 78	1,486 74	353 67	1,683 92	60 25
October	32,203	1,538 20	1,532 52	291 74	2,296 41	107 60
November	30,388	1,460 41	1,748 34	278 05	3,535 79	9 26
December	26,024	1,448 51	1,398 78	231 99	2,503 19	76 59
1892—January	19,268	1,280 78	929 00	169 45	2,875 97	132 97
February	22,708	1,392 51	1,303 68	218 40	2,533 37	5 68
March	22,020	1,373 12	1,379 78	226 49	2,354 60	12 26
April	19,884	1,132 57	1,002 72	167 51	2,180 20	31 48
May	19,606	1,067 90	1,013 02	171 16	1,710 90	28 74
June	20,626	1,164 08	937 98	200 51	1,921 99	209 66
Totals	307,421	16,383 50	15,303 77	2,735 05	28,237 17	718 35

Department of Railways and Canals.

ISLAND RAILWAY.

DEPARTMENT.

Power, for the Year ended 30th June, 1892.

		Average per Mile run.						
Miscellaneous, including Expenses of Office and Engine House.	Total.	Engine-men.	Fuel.	Oil, Tallow, &c.	Repairs.	Water.	Miscel-laneous.	Total.
$ cts.	$ cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
222 53	5,818 36	4·35	4·03	0·59	7·46	0·07	0·66	17·16
245 67	5,271 46	4·77	3·93	0·73	6·88	0·06	0·80	17·17
368 71	5,539 07	5·27	4·94	1·17	5·59	0·20	1·22	18·39
290 31	6,056 78	4·78	4·76	0·90	7·13	0·33	0·90	18·80
329 17	7,361 02	4·81	5·75	0·91	11·64	0·03	1·08	24·22
307 17	5,966 23	5·57	5·37	0·89	9·62	0·29	1·18	22·92
314 14	5,702 31	6·65	4·82	0·88	14·92	0·69	1·63	29·59
261 57	5,715 21	6·13	5·74	0·96	11·16	0·03	1·15	25·17
329 03	5,675 28	6·23	6·27	1·03	10·69	0·06	1·49	25·77
242 07	4,756 55	5·69	5·04	0·85	10·96	0·16	1·22	23·92
242 95	4,234 67	5·44	5·17	0·87	8·72	0·15	1·24	21·59
241 63	4,675 85	5·64	4·55	0·97	9·32	1·02	1·17	22·67
3,394 95	66,772 79	5·33	4·98	0·88	9·19	0·24	1·10	21·72

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD

MECHANICAL

B.—STATEMENT of the Performance and Consumption

Months.	Hours in Steam.	Train Mileage.				Miles run by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1891—July	4,245	12,908	14,827	1,141	88	28,964	216	5,970	35,150
August	3,990	11,279	13,599	2,638	114	27,630	11	6,020	33,661
September	4,401	11,180	13,669	6,367	.....	31,216	18	5,825	37,059
October	4,053	12,424	14,217	2,631	101	29,373	13	5,818	35,204
November	3,907	10,461	14,084	2,857	80	27,482	174	5,879	33,535
December	3,494	2,014	18,203	392	.....	20,609	49	5,783	26,441
1892—January	2,810	674	13,756	.....	.....	14,430	.....	4,838	19,268
February	3,430	2,626	13,413	.....	1,738	17,777	62	4,869	22,708
March	3,574	2,661	14,316	.....	136	17,113	80	4,827	22,020
April	3,078	1,628	13,694	1,403	.....	16,725	196	4,491	21,412
May	3,031	2,744	12,342	2,898	116	18,100	20	4,777	22,897
June	2,850	4,164	11,846	573	.....	16,583	33	4,621	21,237
Totals	42,865	74,763	167,966	20,900	2,373	266,002	872	63,718	330,592

Department of Railways and Canals.

ISLAND RAILWAY.

DEPARTMENT

of Locomotives, for the Year ended 30th June, 1892.

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 Tallow.	Pounds of Waste.	Bushels of Coal	Pints of Oil.	Pounds of Tallow.	Pounds of Waste.
153,563	.....	5·32	8·28	4·37	14,318	2,216	381	683	40·73	6·30	1·08	1·94
144,519	.....	5·26	8·44	4·29	13,233	2,237	435	677	39·31	6·64	1·29	2·01
169,573	.....	5·43	8·42	4·57	15,545	2,891	519	854	41·94	7·80	1·40	2·30
148,186	.....	5·08	8·68	4·21	14,927	2,588	542	800	42·40	7·35	1·53	2·27
149,781	.....	5·46	8.58	4·46	16,148	2,668	269	708	48·15	7·95	0·80	2·11
107,583	.....	5·22	7.57	4·06	11,973	2,282	12	628	45·28	8·63	0·04	2·37
61,484	486	4·26	6·86	3·19	7,542	1,504	33	443	39·14	7·80	0·17	2·29
72,062	6,102	4·49	6·62	3·17	10,899	2,176	27	562	47·99	9·59	0·11	2·47
90,593	767	5·33	6·16	4·11	9,602	1,734	29	492	43·60	7·87	0·13	2·23
111,280	.....	6·65	6·96	5·19	9,811	1,700	20	488	45·82	7·93	0·09	2·27
123,492	.....	6·87	7·55	5·39	10,732	1,829	.....	516	46·87	7·98	0·00	2·25
98,626	.....	5·94	7·45	4·64	8,621	1,848	70	528	40·59	8·70	0.33	2·48
1,430,742	7,355	5·42	7·71	4·32	143,351	25,673	2,337	7,379	43·36	7·76	0·70	2·23

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

C.—MONTHLY STATEMENT of Car Mileage for Year ended 30th June, 1892.

Months.	First-class.	Second-class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1891—July	33,056	27,636	22,338	38,738	31,795	153,563
August	28,334	22,104	21,567	39,474	33,040	144,519
September	27,466	17,204	30,425	42,843	51,635	169,573
October	31,490	23,431	26,258	42,895	24,112	148,186
November	23,532	21,002	21,960	60,137	23,150	149,781
December	20,673	17,218	14,595	46,133	8,964	107,583
1892—January	14,751	12,285	11,404	18,605	4,439	61,484
February	15,693	11,427	13,701	19,707	11,534	72,062
March	16,906	16,975	11,493	28,214	17,005	90,593
April	16,398	12,700	14,950	45,894	21,338	111,280
May	14,009	15,109	16,827	42,122	35,425	123,492
June	16,320	15,979	15,508	34,507	16,312	98,626
Totals	258,628	213,070	221,026	459,269	278,749	1,430,742
LESS—Ballasting	.....	.....	18,696	3,111	104,276	126,083
Balance	258,628	213,070	202,330	456,158	174,473	1,304,659

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, 1892.

Particulars.	Locomotives.	Classification of Cars.								Snow-ploughs.	Flangers.	Total.
		1st Class.	2nd Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Vans.	Pay Car.	Total.			
On hand, 30th June, 1891, serviceable	21	17	15	3	175	124	3	1	338	8	7	15
do do condemned	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....
Total stock, 30th June, 1891	21	17	15	3	175	125	3	1	339	8	7	15
Condemned on hand, 1st July, 1891	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....
do during the year	.....	.....	.....	.....	1	1	.....	.....	2	.....	.....	.....
	.....	.....	.....	.....	1	2	.....	.....	3	.....	.....	.....
LESS—Rebuilt	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....
	.....	.....	.....	.....	.....	2	.....	.....	2	.....	.....	.....
ADD—Serviceable and repairing	21	17	15	3	175	123	3	1	337	8	7	15
Total on record, 30th June, 1892	21	17	15	3	175	125	3	1	339	8	7	15

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

Department of Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

E.—COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the Year ended the 30th June, 1892.

——	1892.	1891.
The miles run by trains were	245,102	272,475
do engines were	307,421	335,202
do cars were	1,304,659	1,420,428
do snow ploughs were	7,355	27,126
	$ cts.	$ cts.
The cost of locomotive power was	66,772 79	64,158 96
do repairs to cars	16,727 62	17,497 25
do labour, oil, and waste for packing	558 27	535 03
do repairs to passenger cars was	9,129 84	10,648 03
do do postal and smoking cars was	1,507 95	1,546 58
do do freight cars and vans was	6,089 83	5,302 64
The cost of locomotive power per 100 miles run by trains was	27 24	23 54
do do do engines was	21 72	19 14
do do do cars was	5 11	4 51
The cost of repairs to cars per 100 miles run by trains was	6 82	6 42
do do do engines was	5 44	5 22
do do do cars was	1 28	1 23
The cost of labour, oil and waste, for packing, per 100 miles run by trains was	0 22	0 19
do do do do engines was	0 18	0 15
do do do do cars was	0 04	0 03
Repairs to passenger cars per 100 miles run by trains were	3 72	3 90
do postal and smoking cars were	0 61	0 56
do freight cars and vans were	2 48	1 94

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred on the Prince Edward Island Railway, during the Year ended 30th June, 1892

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 Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Corner's Jury.
1891.												
July 27.	2·27 p.m.	..	Engine, light.	.....	M. Watson....	10	Souris.....	D. F. Chevrier..	.....	Struck child, 17 months old, sitting on the ballast between rails.	Fatal.....	Accidental.
1892.												
May 9.	2·50 p.m.	7	Accommodation.	G. W. Hibbett.	C. Moore.....	4	Royalty Junc...	Frank Traill....	Employee..	Fell between station platform and train.	Wheel passed over foot, crushing it.	

APPENDIX No. 5.

OFFICE OF THE CHIEF ENGINEER OF CANALS,

OTTAWA, 20th December, 1892.

SIR,—Having only recently entered upon the duties of Chief Engineer of Canals, I am not sufficiently familiar with the works of construction, now in progress, to warrant me in making a report thereon, I therefore merely submit the reports of the engineers in charge of the canals, and the statistical returns of the operations of the canals, prepared by the clerk in charge of that service.

I have the honour to be, sir,
Your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer.

The Secretary,
Department of Railways and Canals,
Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS, MONTREAL DIVISION,
SUPERINTENDING ENGINEER'S OFFICE,

MONTREAL, 16th November, 1892.

SIR,—As requested by your letter No. 89463, dated 26th September last, I have the honour to submit my report on the various works under my charge, for the fiscal year 1891-92 ended 30th June last. The works are:

1st. The Lachine and Beauharnois Canals, on the St. Lawrence route.

2nd. The St. Ours lock and dam and Chambly canal on the Richelieu river and Lake Champlain route.

Statements are annexed, showing the amounts collected for fines and damages, 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.

This canal was closed on the 30th November, 1891, and reopened to navigation on the 1st May, 1892.

Two accidents took place during the season, which did not, however, in the least affect the navigation. The first accident took place on Tuesday, 20th October, 1891, when the barge "Maggie," owned by the Montreal Transportation Company, ran into Brewster's bridge, displacing it and breaking the pivot, the castings underneath and the bolts connecting the rollers with the turntable. It took three days to repair the damage done, and to replace the bridge in its former position.

The second accident happened on Friday, 30th October of the same year, when the lower gates of old lock No. 1 were carried away.

There was at the time a barge being locked, the lower sill and gates being very old and rotten, could not withstand the pressure of the current created in the lock at the time, and the lower gates were therefore swept away into the river. There were several boats below, awaiting their turn, but no further damage was done.

These gates were replaced by spare new ones in three days, but as stated above, navigation did not suffer any delay or inconvenience through these two accidents, and during the whole season it has been efficiently maintained, and the water was kept at a good height in all the levels, both for navigation and manufacturing purposes.

The work done on this canal during the fiscal year is classified under two heads, viz.:—Repairs and Income.

REPAIRS.

The water was drawn off on the night of 9th April last, and let in again on the night of the 30th 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. Extensive repairs were made to the different canal structures during the lapsed year, and are described below.

The abutment and rest pier at the north end of Brewster's bridge, which had been forced from their foundations by frost were taken down and rebuilt.

Two new masonry abutments were built to receive a new stationary bridge, as well as the retaining wall at the foot of old lock No. 3.

Five top courses of the wing wall on the south side of St. Gabriel lock, which was found to be in a dilapidated condition, were taken down and rebuilt in new masonry.

The masonry of three raceways, one above St. Gabriel bridge, and two below Côte St. Paul lock on south side of canal, which showed signs of falling down, were rebuilt in cement.

Three stone piers of the waste weir at Côte St. Paul were also taken down and rebuilt, and the weir and locks pointed with Portland cement.

Three new sluice gates were put in the old regulating weir at Lachine, and the masonry of the weir pointed with cement.

The old 2-inch pine flooring of the waste weir at Côte St. Paul, which had been considerably torn up by action of current was entirely renewed with 6-inch oak.

The side sheeting of the weir at the St. Gabriel lock was also torn up by the force of the water. It was found necessary to drill holes in the wall, bolt ties into the masonry, and fasten with spikes the sheeting to the ties.

The platforms mullions, front and back binders, were renewed in the upper and lower gates of old locks Nos. 1, 3, 4 and 5, also on gates of new locks Nos. 1, 2, 3 and 5.

The flooring of Black's, Wellington, St. Gabriel, Brewster's and Côte St. Paul bridges have been renewed with 2-inch oak planks, and the timber pier above St. Gabriel bridge and the ones in the centre and on both sides above and below Brewster's bridge have been rebuilt.

The different bridges on the canal (except Wellington) have been cleaned, and received three coats of paint each.

The slope walls between Côte St. Paul and Lachine required and underwent considerable repairs, as well as the tow-paths on both sides of the canal.

The shanties, at the different locks and bridges, which were very old and decayed, were replaced by new ones, thereby adding to the comfort and convenience of the canal staff, and the better appearance of the canal generally.

The canal roads in connection with the different basins, as well as the road between Wellington bridge and St. Gabriel lock on the south side, and Mill street from St. Etienne street to Black's bridge, have been macadamized and efficiently maintained

The tow-paths, which measured fourteen miles on both sides of the canal, were kept in good order. All the Government planked foot-paths, within the city limits, and which measure over 9,000 lineal feet, have not only been well maintained, but also kept free from snow and ice during the winter,

The snubbing posts along the line of the canal on the tow-paths were repaired and sixty new ones set.

The weeds were dragged from the bed of the River St. Pierre, and all the off-take drains, culverts and ditches in connection with the canal were thoroughly cleaned and kept in good order.

The piers and booms at Lachine and in the canal proper, received the necessary repairs. Repairs were also made when needed, to the head gates of the mills and factories.

The derrick-lifting scow was hauled out on the bank and the hull almost entirely renovated and the most important parts of the derrick timbers were replaced. The deck was also renewed and the vessel caulked and painted.

The old temporary weir at St. Gabriel lock has been filled in, and the road in front of the mills at this place, on the south side, graded and macadamized.

The timber abutments of the stationary bridge, above the new regulating weir at Lachine, and connecting the island with the main road, have been entirely rebuilt, and the overhauled bridge structure placed in position.

The electric plant and line, for lighting the canal, between the lower entrance and St. Gabriel locks, has been efficiently maintained and has given full satisfaction.

The private telephone service has also proved very efficient, both for canal and navigation interests.

INCOME.

The Government piers at Lachine, which form the continuation of the Grand Trunk Railway wharf required and underwent considerable repairs. The greatest portion of the superstructure above water mark was rebuilt, additional stone filling put in the piers and the flooring renewed.

At the close of navigation, in 1891, work was commenced towards building spare gates for some of the old and new locks, and for which purpose a sum of $24,500 had been voted.

Towards this object, the Government planer was installed in Messrs. Tate's saw-mill, and the gate timbers prepared by the canal workmen.

An extensive shed measuring 150 feet long, by 50 feet wide, and 40 feet in height, was erected on St. Gabriel Island, wherein the construction of the gates themselves was carried on. All the castings were finished and the iron-work prepared in the canal workshops.

Six pairs of spare gates were thus built, viz.:—

One pair for lower sill of old lock No. 1.
One pair for upper sill of old lock No. 1.
One pair for lower sill of old lock No. 2.
One pair for upper sill of old locks Nos. 3 and 4.
One pair for upper sill of new locks Nos. 3 and 4.
One pair for lower sill of old lock No. 5.

These gates have been distributed on the canal, at such points where they can be most advantageously handled, in case of emergency or accident.

BEAUHARNOIS CANAL.

This canal was closed on the 1st of December, 1891, and reopened on the 30th of April, 1892; there was no accident and navigation has therefore been efficiently maintained without interruption during the whole season.

REPAIRS.

Two pairs of lock gates were built and placed at lock No. 6, the old gates being brought to the workshops and taken apart. The foot bridge of the upper gates of the guard lock was renewed, and three anchor timbers were placed, one at lock No. 6 and two at lock No. 9. One new crab was also placed at lock No. 6, and four chain rollers at each of locks Nos. 7, 8, 9 and 12, and two at lock No. 3.

The lower gates of locks Nos. 7, 8, 9 and 12 were raised and readjusted, and three valves renewed, one at lock No. 8 and two at lock No. 11.

All the oak anchor timbers of gates and the crabs for working the gates were painted. Six new chains were placed, two at lock No. 6, two at lock No. 11 and one at each of locks Nos. 8 and 13.

All the swing-bridges have been kept in good state of repairs. The bridges over locks Nos. 7, 8, 10 and 13 were raised, adjusted, and the pivot of the St. Timothy bridge renewed.

The bridge stringers and the planking of the bridge above the guard lock at Valleyfield were renewed and new bridges built over the waste weirs at locks Nos. 7, 9 and 10.

Several farm bridges were renewed, and all the others to the number of 120 were kept in good repairs.

Two new houses were built, one 24 x 24 with an extension kitchen 12 x 12 for the lockmaster at lock No. 12, the other, also 24 x 24, for the ferry keeper of the new ferry, between locks. Nos. 13 and 14; these houses were well finished and painted both inside and outside; all the other dwelling-houses for the staff, and fences on Government ground, were repaired when required, painted and otherwise kept in good condition.

Five new fender posts were erected at each of locks Nos. 7, 8, 9, 10 and 13, and repairs made to the others. One hundred and five new mooring posts were set on canal banks on both sides, and several others taken out and reset.

A new ferry scow and a small flat boat were built for the service of the new ferry, as well as approaches on both sides of the canal in connection with said ferry.

A considerable portion of the bank on the north or tow-path side has been macadamized and covered with gravel, and the lower and upper dams at the upper entrance underwent considerable repairs.

The Hungry Bay dyke has also been partly macadamized.

The long or north pier at the lower entrance, which had been considerably damaged by ice, has been rebuilt on a length of 75 feet by a height of from 10 to 12 feet.

The south entrance pier, opposite, also received considerable repairs, and both structures were lined outside with plank sheeting.

Leaks were stopped at the waste weirs at locks Nos. 6, 10 and 12.

The roads over the canal embankments and the Hungry Bay dyke, measuring over 26 miles in length, have been kept in good order.

The culvert wells, discharges, drains and side ditches were cleaned during the summer, and in the spring the snow and ice were removed.

According to custom the weeds were mowed at the proper time, on both sides of the canal.

The canal private telephone line has been maintained in good working order.

The electric plant, in use for lighting the lower portion of the canal has been efficiently maintained and the service has continued to give universal satisfaction.

CHAMBLY CANAL.

This canal was closed on the 30th of November, 1891, and reopened to navigation on the 2nd of May following. Apart of half a day's detention on the 2nd of May, caused by the discovery and stoppage of two small leaks in the reach above lock No. 7, the navigation has been efficiently maintained. The old works have been keep in good order and the works of reconstruction and improvement continued.

Considerable works were executed during the fiscal year, and are described under the following two heads, viz., ordinary repairs and income.

Repairs.

The planking of the long entrance pier, at the lower entrance, was repaired where required. All the posts of the garde-corps on the public road between St. Luke's road and the upper extremity of Ile Ste. Thérèse, have been renewed, and the top wooden railing replaced by a $\frac{5}{8}$ steel wire cable; the balance of the old garde-corps has been kept in order until next year, when it is intended to renew it as above.

One pair of spare upper gates was placed at lock 4. The locks on this canal being of different dimensions, it is necessary to have on hand a greater number of spare gates than would otherwise be required. Of 16 pairs of gates actually in use, $8\frac{1}{2}$ pairs are alike, but the remaining $7\frac{1}{2}$ pairs are of different dimensions, not only with the first but with each other.

Since 1886 $7\frac{1}{2}$ pairs of spare gates have been put at different locks in place of old gates.

There remains yet 5 pairs of spare gates to meet the future requirements.

The lower gates of the guard-lock at St. Johns have been strengthened by four oaken bars 10 inch square. All the gates were painted, and the lock walls pointed with Portland cement. Sixty-six mooring posts were set on canal banks where required.

The steam plant in the Government workshops has been kept in good order; it has proved invaluable in the preparation of timber for rebuilding the locks, bridges, and for the completion of the works generally.

The motive power to run the bellows, the boring machine, lathes, &c., in the blacksmith shop, was provided for by means of a shaft connecting the main workshops with the forge, and in order to reduce to a minimum the danger from fire, the flooring of the blacksmith shop was paved with cemented bricks. The different buildings on line of canal have been maintained in good order, and the dwelling-houses and outbuildings between the lower entrance and lock No. 2 have been painted or whitewashed, as well as the fences.

A frame brick-encased extension was made to the dwelling-house of the lockmaster at lock 9.

The slope-wall on the tow-path side is generally in good order, with the exception of certain portions originally built with small round field stones, and which require constant care. The slope-wall, on the opposite or west side, is in bad shape, and it will therefore be necessary to rebuild it almost entirely with larger stones.

The by-washes have received the necessary repairs. The tail-race of Fryer's by-wash was excavated in the rock 2 feet, in a distance of 100 feet.

The tow-path has been kept in good order. Seven miles of this road have been covered with gravel since 1886; there still remains 4 miles of this tow-path to be similarly treated. The gravel used comes from Lake Champlain, and costs 60 cents per ton, delivered on the ground. It hardens the tow-path and greatly facilitates the towing.

Five iron gates, closing with padlocks, were made and placed at different points on the canal embankment, on the east side, to prevent travelling over the tow-path in the spring, and thereby saving deterioration.

A trench was made in the snow on a distance of 2½ miles between Wood's Creek and Ile Ste. Thérèse, 3 feet deep by 4 feet wide, to give a course to the water from the lands on the west side of the canal.

Twelve upright rolling posts were placed at the four sharpest corners of the canal to facilitate the tractive power of towing cables.

Seven bridges on the public road between Chambly and St. John's were entirely rebuilt on an enlarged scale, and four other bridges were repaired.

The mechanical structures of the gates have been much improved, and six new crabs placed at the lower gates of locks Nos. 1, 2, 3, 4, 5, 6 and 9.

The canal ditches, drains and discharges have been thoroughly cleaned. The ground occupied by the lockmasters of locks Nos. 2 and 3, has been fenced in with a fence of galvanized iron.

The collector's office at St. John's was also inclosed with a fence of cedar posts planted 12 feet apart, with an iron chain passing through the head of each post.

One hundred feet of the dry rubble wall below the C.P.R. crossing, and used in connection with the transhipment of lumber from the railway to the canal boats, fell down into the canal; the stones were all taken out, and this portion of the wall rebuilt.

The five lighthouses used in connection with the navigation of the Chambly Basin were repaired and painted.

The 4,000 feet of booms at Chambly and St. John's have been kept in good order. Bridges Nos. 4 and 5 have received sufficient repairs to make them last a couple of years longer.

The dredge mud-boxes, wheelbarrows, the movable and stationary derricks, track rollers and horse shovels also received necessary repairs.

The weeds were mowed on both sides of the canal as usual.

The canal telephone line has, as in the past, proved very efficient, and repairs were made when required by canal employees.

IMPROVEMENTS CHARGEABLE TO INCOME.

The work done on this canal during the fiscal year, under the head of Income, is subdivided as follows:—

Dredging.

From 1st of July to close of navigation, dredging fleet No. 1 was employed in the canal proper. Considerable dredging was done in that part of the canal formed by a branch of the river and better known as "Le Petit Lac." The material excavated has been utilized to fill behind the dry rubble wall which was built along the canal water front of Ile Ste. Thérèse, and to raise the tow-path immediately in rear.

The ferry channel, at the upper extremity of the Island, has been deepened so as to prevent in future the stranding of the ferry scow, at low water.

Meeting places were made, one 1,000 feet in length at the fifth mile opposite Burland's and Mantel's farms, one 600 feet in length at Langelier's bridge, another measuring 200 feet at Wood's creek, and the last 600 feet long, between the ninth and ninth and a half mile. The dredged material was used in raising the public road and the tow-path when required.

The deepening of the upper canal entrance, or harbour of St. John's, was resumed in May following, and continued until the close of the fiscal year, when, owing to the fact that no money had been appropriated to complete the work, the whole fleet was sent to the Lachine Canal. It would have been in the interest of navigation that the work should have been completed, which could have been done in a couple of months.

It is considered urgent that the fleet should be sent back to St. John's, for the purpose not only of completing the work commenced, but also to create a basin between the Canadian Pacific Railway bridge and the old Grand Trunk Railway wharf.

The construction of a basin and wharves at this site has already been strongly advocated in former reports and will impose themselves, if trade continues to increase, specially if the Canadian Pacific Railway obtains access to the wharves for the transhipment of lumber by boats.

Bridges on Langevin and Du Fort Streets.

The surplus water of locks Nos. 4, 5 and 6 is discharged by three waste weirs, into a stream which forms the division line between the villages of Chambly Basin and Chambly Canton, and empties itself, after a course of about 1,200 feet, into the basin. The width of this watercourse increases yearly, which is due to the current thus created.

The two above-named streets, connecting the two villages, cross the stream referred to.

According to the request of both municipalities the Government appropriated a sum of $600 for the construction of two bridges at the points of crossing.

Two bridges 24 x 12 feet, supported by stone abutments, have therefore been built; substantial railings or garde-corps have been placed on the sides and the approaches levelled.

Once completed, these bridges have been officially transferred to the Municipalities of Chambly Canton and Chambly Basin who have bound themselves to maintain these structures in the future.

Dry Rubble Wall, Ile Ste. Thérèse and Land slides.

In the last annual report, it is stated that a dry rubble wall was built at Ile Ste. Thérèse, on the face of the canal bank, for a distance of 11,800 feet, and the tow-path macadamized.

This is not quite exact, only 2,640 lineal feet of wall were built and the road has not been macadamized. It is only during 1891-92, that the rubble wall was erected on a distance of 9,160 feet, which, added to the quantity done in 1890, gives 11,800 feet quoted in the last report.

The stone broken the year previous has been spread over the road, on a width of 9 feet, a depth of 9 inches in the centre and 6 inches on the sides; a 3-inch layer of gravel has been spread over the macadam, and the whole thoroughly rolled, it is to-day one of the finest roads of the district.

The old bridges on the Island have all been renewed, five new ones built, as well as eight wood and stone drains.

Portions of the road embankment, in the parishes of St. Luc and St. John's, which were disposed to slide into the canal, have been protected by heavy dry rubble walls.

All the west embankment referred to, on a distance of seven miles, between bridge No. 1 and St. John's, will have to be similarly protected, otherwise landslides will occur, which will endanger not only the navigation, but the public road on the top of the bank.

The work, done in time, can be executed at a comparatively low figure, and will prevent accidents and slides, which whould cost at least ten times more to repair should they occur.

Rebuilding of Locks Nos. 4, 7 and 8.

The reconstruction of the locks, commenced some years ago, has been continued during the year.

For that purpose extensive preparations had been made. All the materials and plant required were on the ground at the close of navigation.

The west side of lock No. 8, comprising the recess, abutment, culvert sluice and chamber, as well as the recess abutment, culvert sluice of west and east chambers of lock No. 7, were taken down on a total length of 380 feet by 17 feet in height and 8 feet in width or as far down as the foundations.

At lock No. 4, the east chamber of the abutment and lower recess were taken down on a length of 90 feet. The demolished portions were rebuilt, partly in timber and partly in stone.

All the locks on this canal have been overhauled with the exception of the east side of lock No. 3, and the whole of lock No. 9, which is the lower entrance lock of the canal, in the Chambly Basin.

There is an enormous leakage at this lock, which seriously interferes with the lockage at locks Nos. 8 and 7 above. The water in the chamber is receding at the rate of 9 feet per hour, viz., 7 feet for the first half hour, and 2 feet for the second half.

It is now over 50 years since this lock was constructed and, apart from the pointing of the walls when required, no repairs have been made.

Owing to its location in the basin, the reconstruction of this lock will be expensive. It will necessitate extensive and costly coffer damming, and the constant use, during progress of works of powerful steam pumps to unwater the lock.

This lock will, in all probability, have to be entirely rebuilt and preparations must be made accordingly. A large quantity of timber will enter into the construction of the dams, besides over 1,000 cubic yards of puddle will be required.

This puddle can only be obtained by means of the dredge, which necessarily must return to Chambly, not only to furnish it but also to remove the puddle and dams once the lock has been rebuilt.

Electric Light.

Work was continued during the year towards completing the electric lines. A line of posts was erected on the west side of the canal, from lock No. 2 to lock No. 7, to receive one of the arc circuit wires. The circuit wire for the incandescent light was also strung over these posts for lighting the superintendent's and collector's offices.

As the incandescent circuit for the workshops was insufficient for the number of lamps required to light efficiently, another wire was strung over the posts on the east side.

The joiner's work, in the electric station, has been completed, and dry rubble walls were built on each side of the tail-race in rear of the station, for the purpose of discharging, as far as possible, into the river, the water passing through the turbine.

A dynamo of 40 arc lamps capacity has been installed in the station and 27 lamps on the canal, between the waste weir on the east side, 400 feet above lock No. 2, and the lower entrance of the canal, or on a distance of 1¾ miles, which comprises eight locks, four swing bridges, three extensive wharves, five basins and the workshops and yard. These lamps are placed, on an average, 342 feet apart.

Fourteen incandescent lamps off the arc circuit, were placed in the water houses and are used during season of navigation only.

The construction and installation of the above plant was done, under contract, by the Royal Electric Co., of Montreal, for the sum of $3,650, and the whole done in a highly satisfactory manner.

Both extremities of the canal are now lit by electricity, the harbour of St. John from the Canadian Pacific Railway bridge downwards to the guard lock, by St. Johns Electric Light Company, at the rate of $300 during season of navigation, and at Chambly from lock No. 2 to the lower entrance by the canal plant.

It is intended during the fiscal year 1892-93 to install in the workshops an electrical motor of 25 horse-power operated by two Edison dynamos (in hand) which will effect a great saving in running the machinery in said shops.

In a near future electricity will be an important factor, before long all the canals will be lit on their whole distance, thereby placing navigation in a better position to compete advantageously with the railways.

In order to diminish the cost of working expenses, it is more than probable that the electrical forces at the Government disposal, on the different canals, will, at a not distant date be called upon to contribute, for opening the lock gates and bridges, for the running of machinery, and will also likely furnish the motive power required for the towing of boats.

ST. OURS LOCK.

This lock was closed on the 30th of November, 1891, and reopened to navigation on the 11th of April, 1892.

There was no accident or delay, and navigation was efficiently maintained during the whole season.

The works executed at this station during the lapsed fiscal year are described under two heads, viz.:—Repairs and Income.

Repairs.

The canal or lock embankments on each side of the lock have been kept in good repairs.

The lock gates were raised and adjusted, the pivots and chains renewed, and all mechanical structures in connection with the lock and gates thoroughly overhauled and repaired.

Some timbers on the upper or west side of the dam having been carried away by the current and ice last spring, were replaced and the two toises of field stone placed at the toe.

The ice was cut away from the piers, wharves and lock gates, and the gates were loaded to prevent their being lifted by high water in the spring.

The booms were removed in the fall, placed in winter quarters and replaced in the spring.

The Government ground on the island, damaged by the works at the dam and high waters, has been filled in and levelled, and the embankment at both extremities of the island protected with stone.

All the scows were overhauled at the close of navigation and thoroughly repaired.

The superintendent's house, workshop and outbuildings received some repairs, and the fences were partly renewed.

INCOME.

After the completion of the work of overhauling the foundations of the St. Ours lock in May, 1891, it was found that the old piers or wharves which form the extension of the lock above and below, and which had been disconnected from the masonry work for the purpose of placing the required coffer dams in proper position were in a very dilapidated condition. These structures were therefore taken down and rebuilt.

RICHELIEU RIVER SURVEY.

Pursuant to instructions contained in departmental letter No. 86089, dated 16th September, 1891, a survey was made during January and February, 1892, of the Richelieu River, at the site of the Grand Trunk Railway bridge at Belœil, with the object in view of remedying to the complaints of navigators as to the dangerous condition of the river at that point.

A plan showing the guide piers above the Grand Trunk Railway bridge, also the location and details of a proposed extension of the present wharf has been forwarded to the department, together with an estimate of the cost.

The result of this survey has demonstrated beyond a doubt the necessity of providing better accommodation for the safer navigation of this portion of the river.

The whole cost of the proposed structure has been estimated at $9,000, including the removal of the four present guide piers on the shore side, and the dredging required to give the necessary depth at low water along the proposed works.

LAKE ST. LOUIS CHANNEL.

CAPITAL.

The dredging fleet No. 2, which had been engaged at the end of the lapsed fiscal year in the Lachine Canal, removing projecting points and deepening the canal bottom, between locks Nos. 2 and 3, and at the entrance of the Wellington basin, was sent to Lake St. Louis to make test pits in connection with the proposed improvement of the lake channel.

Some eighteen test pits were made both in the proposed and old channels varying in depth from 8 to 20 feet, and about 6,000 cubic yards of black rock and hard-pan taken out, the material excavated being deposited as follows:

Three thousand cubic yards on the new wing dam, where it was utilized by the superintendent for widening and strengthening certain weak points of the structure; 2,000 cubic yards were put in the new Grand Trunk Railway wharf at Lachine, and 1,000 yards in Mr. Lepailleur's wharf.

Mr. Geo. Yale, the superintendent of dredging, had charge of this portion of the work.

LAKE ST. LOUIS SURVEY.

Commenced the previous year, the hydrographic survey of the lake was resumed on the 15th of July, 1891, and continued until the latter end of the month of November following.

During this period of time the weather has been generally fine but very windy, and only 24 days were sufficiently calm to permit sounding.

The portion of the lake surveyed, extends from the head of the Grand Trunk Railway pier, at the upper extremity of the Lachine Canal, to a point above the second light-ship, or a distance of over three miles.

As the bottom of the lake in this section proved very uneven Mr. L. S. Pariseau, the engineer of the survey work, considered it necessary to go over the ground covered during the previous year. Soundings have been taken at an average distance of 25 feet on parallel lines across the lake, such lines being 100 feet apart for the first mile and a half, and 200 feet apart for the remainder of the distance.

The result of the work performed during the summer is as follows:—

Shore line surveyed on main land and islands	6½ miles.
Road line surveyed	2½ "
Miles run in sounding	78 "
Number of soundings	14,500
Angles measured	1,900

Towards the end of the season a triangulation was made to verify and ensure the correctness of the survey.

During the course of the winter, a plan showing only the soundings taken during the summer was made, and the quantity of material to be excavated to form the proposed channel was calculated.

LACHINE DRAINAGE SYSTEM.

The contractors for this work are Messrs. Heney & Borthwick, of Ottawa.

The contract was signed on the 25th July, 1891, and work begun on the 5th August following. The excavation was commenced at the lower end of the collecting drain, at the intersection of the River St. Pierre, above Côte St. Paul road.

Excavation was also commenced at the end of August on the trench connecting the collecting drain with the intended brick sewer from Lachine low lands. The work continued until the first week in December, when it was interrupted by the cold weather.

There was then a length of about 3,400 feet of the collecting drain completed, 1,100 feet of the connecting trench and 250 yards of the brick sewer built,

An attempt was made to continue the rock excavation in winter, from the 5th January last, but it was abandoned about the middle of February.

Work was then resumed on the 17th of April last, and has been continued until the present date.

At the end of the lapsed fiscal year a total length of 5,000 feet of the collecting drain was excavated, 1,100 feet of the connecting trench, and 450 yards of the brick sewer built, as well as the masonry at the lower entrance.

Mr. L. G. Papineau is the Government engineer in charge of the construction.

REPAIRS TO VESSELS.

Dredging Fleet No. 1.

The above dredging fleet, which was stationed on the Chambly Canal, underwent considerable repairs during the winter months. The heavy timber work of the dredge hull was partly renewed. The repairs to the dredge alone have involved the use of 451 cubic feet of oak, besides the knees, the tamarack and pine timber. Three thousand six hundred and seventeen pounds of steel, iron and castings were employed to strengthen the hull and improve the machinery.

The four dredge scows, lodging ark and floating derrick, were thoroughly overhauled. The dredge and scows were caulked and painted.

Dredging Fleet No. 2.

Considerable repairs were made to the above fleet, which consists of a dredge, steam derrick, four scows, one steam yacht and lodging ark.

At the close of navigation this fleet, which had been operating on Lake St. Louis, took her winter quarters in the Lachine Canal. The dredge, steam derrick, yacht and ark went into Tate's dry dock, where the following repairs were made:—

The steps of the dredge crane were raised and the bolts of the spud slides were taken out and new ones put in place.

Two new steel shafts, one patent chain catcher with friction rods, as well as two new malleable castings with rods and swivels to strengthen the crane were put on.

The swinging drum was raised and new steel shaft made and placed in position.

The winch shaft was lowered and the anchor shaft had a new bevel sleeve put on.

Some repairs were made to the boiler, which was also provided with a patent "Hanna feed water purifier."

A new dipper-handle was made for the bucket, and two buckets had some very important alterations made.

The steam derrick hull, was strengthened by means of oak braces in different places inside.

Two upright posts were put in with swivel rods, from bow to stern, to stiffen the hull. The old guards were taken out and replaced by new ones.

The old guards of the scows were also renewed,

The hull of the lodging ark was partly renewed; the steam yacht had a new suction pipe put in, and some sundry repairs and alterations made to the machinery and boiler.

All these vessels were well caulked and painted, and were in first-class order when operations were resumed in the spring.

The above important repairs were executed under the immediate supervision of Mr. Geo. Yale, the mechanical engineer, who made all the drawings for the improvements and alterations required.

I have the honour to be, sir,

Your obedient servant,

E. H. PARENT,

Superintending Engineer.

LACHINE CANAL.

STATEMENT showing the depth of the River Water on the Mitre Sills of Lock No. 1 at Lower Entrance and Lock No. 5 at Upper Entrance, during the Fiscal Year ending 30th June, 1892. (From Lockmaster's Returns).

Months.	Lock No. 1, Lower Sill.				Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1891.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
July	18	7	17	10	11	8	11	3
August	18	4	17	5	11	6	10	10
September	17	9	16	3	10	10	10	2
October	16	3	15	6	10	1	9	5
November	17	5	14	11	10	6	9	6
December	17	10	16	10	10	9	9	1
1892.								
January	32	9	16	11	12	3	10	2
February	31	9	24	3	10	11	8	4
March	26	11	24	6	9	5	8	8
April	36	6	16	9	13	5	10	8
May	19	5	18	0	11	9	10	11
June	20	10	18	7	13	4	11	4

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, 1892. (From Lockmaster's Returns.)

Months.	Lock No. 6, Lower Sill.				Lock No. 14, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1891.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
July	11	1	10	9	12	7	12	3
August	11	1	10	7	12	5	11	11
September	10	7	10	0	12	0	11	8
October	10	0	9	4	11	9	11	1
November	9	7	8	8	11	10	10	9
December	10	10	9	8	11	8	10	11
1892.								
January	13	8	10	11	11	7	11	0
February	14	6	13	0	11	2	10	2
March	15	3	11	0	11	4	10	5
April	13	2	10	3	12	10	11	0
May	11	4	10	3	12	2	11	3
June	12	11	11	0	12	7	11	8

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, 1892. (From Lockmaster's Returns.)

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1891.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
July	10	9	9	7	8	10	7	10
August	9	6	9	1	8	8	7	7
September	9	7	8	9	8	5	7	2
October	8	8	7	10	8	2	6	11
November	8	10	7	8	8	9	6	10
December	11	0	8	2	9	6	7	2
1892.								
January	14	7	10	0	9	8	8	4
February	15	7	14	0	9	2	8	8
March	15	1	13	1	8	10	8	7
April	20	7	13	8	11	5	9	0
May	14	2	12	8	10	7	9	7
June	15	3	13	1	10	9	9	9

St. Ours Lock.

STATEMENT showing the depth of the River Water on the Mitre Sills of St. Ours Lock, during the Fiscal Year ending 30th June, 1892. (From Superintendent's Return.)

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	ft. in.	ft. in.	ft. in.	ft. in.
July	10 0	8 9	9 5	8 8
August	9 9	8 4	9 0	8 3
September	8 9	7 2	8 7	8 2
October	8 3	6 7	8 4	7 6½
November	8 3	6 4	8 10	7 7
December	12 1	8 0	9 9	7 10
1892.				
January	12 8	10 2	10 2½	9 0
February	12 3	10 0	9 10	8 7
March	11 10	10 1	11 10	10 1
April	19 7	11 4	15 8	10 3
May	12 7	11 0	11 6	10 11
June	14 0	11 1	12 8	11 0

Lachine Canal.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessels.	Name of Owner.	Fines.	Damages.	Totals.
1891.			$ cts.	$ cts.	$ cts.
July 18..	Barge "Donnelly"	Damase Leroux	9 00	.....	9 00
Aug. 28..	Steamer "Greetlands"	H. Dobell & Co	20 00	.....	20 00
Oct. 13..	Barge "Brodeur Demer"	Damase Leroux	10 00	.....	10 00
Nov. 5..	do "Richard"	C. Richard	5 00	.....	5 00
do 24..	do "Star"	Montreal Transportation Co..	10 00	.....	10 00
do 21..	Steamer "Acadia"	J. Malcolmson	.....	22 75	22 75
do 30..	Barge "Riley"	B. St. Denis	4 00	6 00	10 00
1892.					
May 10..	Barge "Bonaventure"	G. Gohier	5 00	.....	5 00
June 23..	Steamer "Gertie"	J. Clement	5 00	18 35	23 35
do 22..	do "Polino"	Ross & Co	10 00	.....	10 00
do 28..	do "Powerful"	G. Gohier	12 00	.....	12 00
		Total	90 00	47 10	137 10

J. O'NEILL,
Collector.

CANAL OFFICE,
MONTREAL, 30th June, 1892.

CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessels.	Names of Owners.	Fines.	Damages.	Totals.
1891.			$ cts.	$ cts.	$ cts.
Nov. 10..	Barge "R. H. Cooper".....	R. H. Kirby.....	.....	4 00	4 00
1892.					
July 18..	Yacht "Elfrida".....	W. S. Webb..... .	.....	5 00	5 00
Aug. 18..	Barge "Ruby".....	Jes. Rosseau.....	.....	5 00	5 00
do 26..	do "Roi des Eaux".....	A. Desmarais.....	.....	5 00	5 00
		Totals.....	....	19 00	19 00

M. D. S. MARTEL,
Collector.

CANAL OFFICE,
CHAMBLY BASIN, 7th November, 1892.

APPENDIX No. 6.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 15th December, 1892.

SIR,—I have the honour to submit my annual report upon the maintenance, works of construction, surveys, &c., as connected with the enlargement of the St. Lawrence Canals.

This district includes the Cornwall, Williamsburg and Murray Canals, and the improved channels in the intermediate navigable reaches, and extends from the Province Line, Lake St. Francis, to the harbour of Presqu'Isle on Lake Ontario.

CORNWALL CANAL.

MAINTENANCE.

Navigation closed for the season of 1891 on the 5th December.

The canal which was unwatered on the 21st March, 1892, to facilitate the building operations of the contractors and for the usual repairs, opened for traffic on the 1st of May following, and was closed for the season of 1892 on the 5th instant.

During the time the water was out of the canal the appropriation of $2,000, granted during the last session of Parliament, was expended in renewing the mitre sill and foundations of the lower recess and tail-race bay of old lock No. 17, also in cleaning out the basin below it, now used as a dry dock, and, generally, all old locks, weirs and other structures were overhauled and temporarily repaired where necessary.

The appropriation of $500, also granted during the last session, was expended in repairs, fencing, &c., required at the residence recently purchased by the Government for the collector of tolls.

Navigation was maintained in a satisfactory manner, notwithstanding the low stage of the water during the early part of the season and the inconveniences incident to the prosecution of the works of enlargement.

The only accident to report during the season of navigation, which rendered the lowering of the levels necessary, and by which navigation was interrupted for twenty-eight hours, occurred at night, on the 3rd of August last, and was caused by the Montreal Transportation Company's barge "Toronto," in tow of the "Ranger," a small hired tug, colliding with the lower gates of lock No. 19, whilst closed and in use, and carrying them away, and also displacing the hollow-quoin masonry in five courses of the south wall.

The damaged gates were replaced by others in good condition.

The amount of damage assessed against the owners of the barge "Toronto" was $1,103.21. This account was forwarded by the Superintendent to the office of the Montreal Transportation Company on the 15th August, but has not yet been paid.

The water supply to the mills and factories was not so seriously affected during the past season as was the case in 1891.

The attention of the department is again directed to the necessity which, in my opinion, exists for constructing the necessary waste-weirs, and providing a telephone service connecting all locks, &c., with the office of the Engineer and Superintendent.

During the winter the superintendent staff at the Government workshops were engaged in repairing and renewing the spare lock-gates, &c., and generally in making preparations for the usual annual repairs.

In future it is proposed to ask for tenders for all materials and supplies required for "staff" or "repairs."

The locks of both old and new lower entrances were dismantled and prepared for the winter on the 6th instant, and the gate lifter, the canal scows, and the surveying steamer "Anderson," laid up in the Cornwall Basin.

The culvert at Wood's Creek continues to work satisfactorily, the back water from the river being entirely excluded from the Fly Creek thereby.

The question of the reconstruction of the Government sewer on Water Street, in the town of Cornwall, and of the culvert or drain under the canal, connected therewith, and referred to in my last report, are still under consideration.

The superannuations of the past year are as under, viz.:—

Edward Cass, lockmaster, 1st May, 1892.
John Bowie, lock labourer, 1st May, 1892.
Owen O'Keefe do 1st October, 1892,.

and Timothy Sheal has replaced Cass as lockmaster (temporarily).

The passenger steamer, "Island Queen," was fined $10 for damage done to gate at lock No. 18, 2nd September, 1892.

No wood or winterage dues have been collected during the past year.

The highest water recorded at lock No. 15 (old entrance) during the year was 22 feet 6 inches, and the lowest 9 feet 5 inches, and at lock No. 21, the old guard-lock, the highest was 10 feet 10 inches, and the lowest 6 feet 5 inches.

CORNWALL CANAL ENLARGEMENT.

CONSTRUCTION.

The canal has a total lockage of 48 feet, and surmounts the Long Sault Rapids. It extends from the town of Cornwall westwards to the village of Dickinson's Landing, a distance of 11½ miles.

It was completed and first opened for traffic in the year 1843.

The works of enlargement now under construction consist in deepening, widening and straightening the original channel, and strengthening and protecting the embankments, and in the construction of new and enlarged locks, supply weirs, bridges, &c.

The enlargement at the lower or eastern entrance (Sec. No. 1), was commenced in 1876, and completed in 1882. Section No. 10, the upper entrance, which is still in progress, was commenced in 1884, and may be finished in 1893.

In 1888 the remainder of the work required to complete the enlargement was placed under contract, and is still in progress.

STATEMENT of work under existing contracts, and in progress.

Locality.	Section.	Contractors.	Date of Contract.	Date of Completion.
Cornwall	2	Wm. Davis & Sons	Nov. 5, 1888	April 5, 1891.
Lock No. 19	3			
Maple Grove	4			
Milleroches	5	The Gilbert Blasting and Dredging Co.	Nov. 2, 1888	April 20, 1891.
Moulinette	6			
Land Bridge	7			
Long Sault	8			
Dickinson's Landing	10	Jocks, Delorimier & Broder	April 7, 1884	June, 1, 1886.

NOTE.—Section No. 8 adjoins No. 10.

The water was drawn off the canal by the 21st March, 1892, and so continued until the 1st of May following. This enabled the contractors on Sections 2, 3 and 4, to proceed with work, which could not be carried on during navigation.

The stone delivered in 1892 was procured from the quarries at Cornwall, Maple Grove, and Milleroches.

Masonry was begun in March, and continued until stopped by frost in November.

SUMMARY OF THE SEASON'S WORK.

The south wall of old lock No. 17 on section No. 1, has been raised two feet, and a portion of the lower recess wall rebuilt from the floor.

Section No. 2.

The extension walls east and west of the south abutment of the Cornwall bridge have been well advanced.

Sections No. 2 and 3.

The extensions of wing walls at locks Nos. 18 and 19 have been completed, and at lock No. 20, the necessary coffer-dam in the canal was constructed, and such progress made on the wall as to nearly connect it with the embankment.

Section No. 4.

The outside retaining wall at the embankment west of lock No. 20 has been finished, with the exception of the central portion, where the coping and some of the top courses are wanting.

Section No. 10.

The supply weir at the guard-lock was completed in September, and, together with the new guard-lock, has since been brought into use.

The foundation of the supply weir at lock No. 18 was begun 9th November, and continued until stopped by frost.

Protection to banks has been commenced near the old guard-lock, and also below lock No. 18.

Work on the lock gates is well advanced, one pair has been placed in position at each of the new locks Nos. 18, 19 and 20.

All plant, and building materials required for an early commencement of the masonry next spring, have been provided.

Dredging, which was commenced at the upper entrance, section No. 10, on the 6th of April, and on the works below the guard-lock, section No. 8, on the 2nd May, has thus far been carried on without interruption, and will be continued until the close of the season.

The deepening and widening of the channel is now nearing completion, the work remaining to be done is chiefly on sections 4, 5 and 8.

The straightening of the channel way has only recently been commenced.

Sections 6 and 7.

All work has been suspended since July, 1891, pending a decision on the question of the "Sheik's Island Dams," for which location surveys have recently been completed.

The material from the dredges has generally been placed in spoil, and, when seasoned, used in the work for enlarging the embankments.

At the western end of the canal, however, a large portion of the dredged material has been wasted in the river south of Wagner's Island.

Good progress has been made with the work of reinforcing the high embankments west of lock No. 18, and preparations are now being made to deal with that to the east of lock No. 20 in a similar manner; and very satisfactory work has been done during the season upon the heavy embankment on the north side of the canal, in connection with the widening and straightening at Robertson's culvert.

The only important slide which occurred during the past season was that in the high bank at the head of lock No. 19; it was, however, discovered in time, and means adopted to prevent further damage.

Additional land on the north side of the canal, above lock No. 18, has been required for the purpose of straightening the channel.

Attention is directed to the necessity which exists for the widening and straightening of the upper entrance to this canal, also to the propriety of extending and improving the direction of the north pier at the lower entrance, and to the proposed raising of the level of the coping of the new guard lock, from 18 inches to 2 feet, to provide protection to the works during high stages of the river.

WILLIAMSBURG CANALS.

MAINTENANCE.

The several divisions of these canals, viz.:—Farran's Point, Rapide Plat, and the Point Iroquois Junction, and Galops, collectively styled the "Galops Canal," were closed for navigation on the 12th December, 1891. Navigation was resumed for the season of 1892, on the 25th of April last, and closed on the 13th of December.

The buoy service between Prescott and Dickinson's Landing was performed soon after the opening of navigation, and 13 new buoys substituted for those found to be unfit for use.

The usual repairs were made on the buoy boat and scow.

No accidents of any importance are to be reported, except the death by drowning, off lock No. 26, of James Flinn, sen., one of the lock labourers, which occurred on the night of the 23rd of April last. A son (James Flinn) of the deceased has since been appointed his successor on the lock.

Navigation on these canals has been fairly well maintained, but few detentions have occurred other than from grounding, due chiefly to overloading, during the low stage of the river in the early part of the season, and to the contractors' operations on the work of enlargement, in the narrow channels at Rapide Plat and the Galops.

Slight breaks and leakages occurred in the long embankment forming the towpath of the Junction Canal, during the months of January and February last, which were temporarily repaired as soon as discovered and the bank afterwards further strengthened.

The mooring pier at "Pier Island," for which appropriations were made by Parliament in 1891 and 1892, has been completed at a cost of about $1,000.

An agreement made with Murray & Cleveland, contractors at the Galops, to construct and deliver one pair of gates for the lower recess of lock No. 23, Rapide Plat, has been performed. These gates have been received at Morrisburg, and will be brought into use next season.

For the above service an appropriation of $4,000 was made during the last session of Parliament.

General repairs were made to the various structures, to lock-gates, bridges, &c., and also to the banks, booms and entrance piers.

The following fines have been imposed on the under-mentioned vessels, for want of care and disregard to canal regulations, viz.:—

Barge "Duluth," 7th May, 1892	$ 5 00
" "Imperial," 27th June 1892	5 00
Steamer "Corsican," 3rd July, 1892	10 00
" "Ocean," 10th Aug., 1892	20 00
" "Alexandria," 14th Oct., 1892	20 00

The chain vessel "Iroquois," which was removed in 1891 to her present berth below Frazer's Point, is now resting on the bottom with her hold full of water, the engines and other machinery on the main deck are in good order, but her hull and upper works are rotten, and the boilers worn out. Under these circumstances, it is recommended that the structure should be sold as she now lies.

The superannuations and appointments for the past year are as under:

Robert Toye, lockmaster, 1st December, 1891, succeeded by Alexander B. Robertson, appointed 15th December, 1891.

Owing to the progress of the works of enlargement at lock No. 23, the lock labourers' dwelling must be removed. The men have already vacated it, and obtained

other quarters near the work, for which, as they are in the village of Morrisburg, an allowance of $7 each per month is considered reasonable and has been allowed.

In addition to the ordinary repairs, the under-mentioned work has been performed:—

At Farran's Point, lock No. 22, the lock labourers' house has been plastered and repaired, and two kitchens built, and the foundation, which is partly on cribwork, renewed and protected.

At Rapide Plat, Morrisburg, some extensive repairs were made to the lower gates at lock No. 23, and the buffer posts renewed. At lock No. 24, a boat was provided for use in connection with the gates and weir during low water stages.

The lowest water on the sill of lock No. 23, as recorded during the season of navigation, was 7 feet 3 inches.

GALOPS CANAL.

At Lock No. 25, Iroquois, the houses of the lockmaster and lock labourers were plastered, &c., fences built, embankments and approaches at lock raised and gravelled, and some necessary repairs and renewals made on the swing bridge and entrance pier, &c.

At Lock No. 26, Cardinal, the swing bridge has been nearly rebuilt, the lower gates removed and replaced by others recently rebuilt, and the buffer posts renewed.

WILLIAMSBURG CANAL ENLARGEMENT CONSTRUCTION.

FARRAN'S POINT.

This canal is about ¾ of a mile in length, and has a lockage of 3½ feet. It overcomes a short rapid above the village of Farran's Point, situated about 5 miles west of Dickinson's Landing, the head of the Cornwall Canal.

There are no works under the head of construction to report.

A location survey has, however, been made for the enlargement of this work, including a general survey and examination of the channel leading from the proposed new upper entrance at Empy's Point (Point Avoyon), following the north shore westward 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 west to Baker's Point below the "Big Eddy," and connecting with the deep straight channel leading to the Cornwall Canal.

Plans have been prepared showing the proposed manner of enlarging and extending both of the entrances to this canal.

RAPIDE PLAT.

The lockage on this canal is 11½ feet, it surmounts the rapid of "Rapide Plat" and extends from the village of Morrisburg west to Flagg's Bay, about 3¾ miles.

The works now under contract and in progress, are as follows:—

Location.	Section.	Contractors.	Date of Contract.	Date of Completion.
Morrisburg	1	Poupore & Fraser	Jan. 26, 1891	April 1, 1894
Mariatown	2	The Weddel Dredging Co	do 12, 1891	do 20, 1893
New Road	3	Poupore & Fraser	do 26, 1891	do 20, 1893
Flagg's Bay	4	William Broder	April 2, 1884	June 1,

The enlargement was commenced in 1884 on section No. 4, the upper or western entrance, and completed and brought into use in 1888.

The work of enlargement consists in the deepening and widening of the old channel, and in constructing new and enlarged locks and supply weirs.

No change in the existing alignment is contemplated or provided for in the contract, and attention is therefore directed to this omission, as it is believed that the class of vessels for which these enlarged canals are designed, will have great difficulty in navigating them.

Section No. 1 extends west along the river front of the village of Morrisburg.

Dredging operations were commenced in April last, and will be continued until the end of the season.

All material dredged has been deposited in the space between the tow-path and the new protection cribwork. This cribwork is now completed, and the contractors' coffer-dams for the new lock pit are being constructed in accordance with the modified plan of 21st March, 1892.

The excavation for a trench for the "north wall," designed to have been executed by manual labour, was inadvertently permitted to be commenced by dredging, resulting in the sliding and caving in of the high clay banks which the wall was intended to support. The plan of commencing the wall at the bottom of the canal had therefore to be abandoned, and a cribwork base substituted therefor. having its face built on the same line and batter as the proposed wall, and carried up to the level of 2 feet below normal water in the canal.

The bank where scarped by dredging operations, is now sufficiently protected by the cribwork base, and by a facing of borrowed earth, and it is therefore believed will suffer no further damage.

Upon and in rear of the cribwork, a berme will be formed of earth having its slopes protected by dry masonry.

The above change in plan has involved the purchase of a strip of land about 15 feet wide, extending along the deeper portion of the cutting, and also of a "borrow-pit" to furnish earth wherewith to restore the banks destroyed by the contractor's dredging operations, and for which, Mr. Ward, the Government valuator, has arranged with the owners.

The stone for the lock is being cut and prepared at Milleroches quarry, Cornwall Canal, and that for retaining walls, &c., at the Wolf Island quarries.

Section No. 2 begins at the west end of the village of Morrisburg, and extends westward to near Mariatown.

The work on this section consists chiefly of excavation, *i.e.*, dredging, and dry work. Dredging operations were commenced on the 1st of April last and are still in progress.

The dry work, or excavation above water, which also commenced in April, was stopped on the 1st of November.

Two dredges have been employed throughout the season, and a third is being built, and will be placed on the work early next season.

The bulk of the material dredged has been utilized in widening and strengthening the towing path and embankments.

Section No. 3 commences a short distance above Mariatown, and extends west to the vicinity of the guard lock (No. 24), and includes the widening and deepening of the east end of section No. 4, and also the spoil grounds, and other works connected with Flagg's Bay.

Work was begun by the steam excavator and a chartered dredge, in April last. The former was engaged on "dry work" on the high bank above water, and the dredge in prism excavation. Both machines will continue to work until the close of the season.

The excavated material, or "dry work," is hauled by locomotives to the spoil ground at Flagg's Bay.

The dredged material is conveyed in scows to the dumping ground on the south side of the channel, near Ogden's Island.

The "new road" on the north side of the canal has been completed and in use since last September.

Upon the completion of the fencing, which is now in progress, it will be advisable to arrange with the municipal council of the township of Matilda, to assume the control and maintenance of the road.

The work on section No. 4 was finished in 1888, and at once brought into use. It comprises the new guard lock (No. 24) and supply weir, and the formation of the upper entrance to the canal, and also of the prism for a short distance below the lock. The final estimate of this contract was completed by the late Mr. Killaly, the resident engineer.

GALOPS CANAL.

Point Iroquois Division. This canal as originally constructed was about 3 miles in length, with a lockage of 5 feet 7 inches at lock No. 25, in the village of Iroquois, from whence it extended westward to Presqu'Ile, overcoming the Point Iroquois rapid, and other stretches of swift water, notably that at Sparrowhawk's Point.

About ten years after the completion of these works, some important changes were made, viz.: The lower mitre sill of lock No. 25 was lowered 3 feet 2 inches, and means afforded of regulating the depth of water on the upper sill, and consequently in the canal, by connecting it with the Galops.

The Junction Division commences at Presqu'Ile, and extends up stream to lock No. 26, at the village of Cardinal. It chiefly consists of an embankment about 2½ miles in length, built in the river, to connect the Galops and Point Iroquois divisions, and thereby, as stated above, raise and afford a means of controlling the level of the water in the Iroquois reach.

The fall in the river between the above-mentioned canals is 1 foot 7½ inches.

Work on the junction was completed in 1856.

There are no works of construction on either of the divisions whereon to report.

Surveys have been made during the past season to obtain data upon which the scheme of enlargement may be definitely decided.

Galops Division. This, the original Galops Canal, had a lockage of 6 feet 8 inches, and extended upwards from the village of Cardinal, about two miles to the head of the Galops Rapid, which it was designed to overcome, and which commences about 7 miles east of the town of Prescott.

Some years after the completion of the canal, the pier head cribwork was extended up stream, and the lockage or fall increased 11½ inches.

The guard lock No. 27 at the upper entrance is the most westerly lock on the St. Lawrence navigation.

Upper Entrance.

The work now under contract and in progress, and for which Messrs. Murray & Cleveland are the contractors, was commenced in 1889. Their contract was entered into 14th November, 1888, to be completed 15th of June, 1891. It embraces the construction of a lift lock, and of a guard lock and supply weir, also the deepening, widening and straightening of the channel from the upper entrance to Round Bay, a distance of about one mile, and the removal of the old guard lock, &c., &c.

Masonry was commenced on the 25th of April last, and stopped on the 25th of November.

Work as under has been done during the season, viz.:

The walls of the lift lock, the paving in tail bay of guard lock, and the extension of the upper and lower wing walls of the latter, have been completed.

Two pairs of gates for the guard lock have also been completed ready for launching, and a quantity of timber framed and prepared for the gates of the lift lock.

The greater part of the protection cribwork to be used in straightening the tow-path above McLaughlin's Point has been framed, and a number of the cribs built and launched.

The dredging and drilling and blasting operations were begun in May and have been continued without interruption throughout the season.

All dredged material, except rock required on the work, has been conveyed in dump scows to the dumping ground between Pier and Squaw Islands.

The coffer-dams continue staunch and water-tight.

A large quantity of dressed stone from the Belleville quarries has been delivered, also packing from the Galops quarry, situated near the work, which produces stone of excellent quality.

With a view to prevent accidents which might be caused by failure from any cause of the gates of the lift lock, it is proposed to extend the masonry far enough to form the recess for a pair of "guard gates," and, as in the case of the guard lock on the Cornwall Canal, it may become necessary to raise the level of the coping of both the lift and guard locks.

A survey has been made of the lower portion of this canal, for the purpose of deciding upon the nature of the enlargement, and a location survey of the north channel leading westwards from the upper entrance, has been completed.

Galops Rapid Improvement.

E. E. Gilbert & Sons, contractors. Contract entered into 5th August, 1879, to be completed 1st June, 1881.

The "Galops Rapid improvements" consisted in the formation, by subaqueous excavation, of a straight channel 200 feet wide and 17 feet deep through the shoals termed respectively "Upper Bar," "North" and "Caledonia" shoals, "Island" shoal and "Lower Bar," the whole of which are included in a distance of 3,300 feet.

The work was completed in November, 1888, and tested as directed by the late Chief Engineer, who in 1889 reported as follows:—

"The channel undertaken some years ago to be formed through these rapids has been completed. It is now 200 feet in width, straight and from 16½ to 17 feet in depth; but pilots, as usual, prefer putting up with all the disadvantages of the old, crooked, shallow line rather than use a new one with which they are unfamiliar.

"It is no uncommon occurrence for even this important and useful class of men to be a little prejudiced in favour of a 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 May last the south side of the new channel was marked by five buoys. The channel, which was first brought into general use last year, is navigated by many of the large propellers, and other vessels, drawing over nine feet of water, but is systematically avoided by the forwarding companies' barges.

The channel was examined and surveyed by officers of the department in 1891, and reported upon by me. Obstructions were found to exist on either side of the Centre Range Marks: these the contractors asserted consisted of loose rock shoved into the channel since its completion, by ice, or from other natural causes.

Another, and a much more elaborate survey, is now nearly completed. It has been in progress since last May, under the direction of Mr. Kennedy, Chief Engineer to the Montreal Harbour Commissioners. The survey will probably represent with the greatest accuracy, and minuteness, the depth and width of the channel, and generally its present condition, but it is doubtful if the nature of the obstructions, whether rock *in situ*, or loose rock, will be determined.

This the most important question as stated in my last annual report, can only be satisfactorily decided, by sending a properly equipped dredging plant, to make an actual test of the material in the channel.

The survey ordered by the department, of the bed of the river, including also the new channel and its approaches and banks, which was commenced in 1891, was discontinued last season, for the reason that the operations connected therewith might to some extent interfere with Mr. Kennedy's work. The survey steamer "Anderson" which had been specially fitted for the work, was consequently transferred to the survey of the north channel.

The North Channel.

This channel from the Galops to the head of Spencer's Island, from its sheltered position, and moderate current, may be regarded as an extension of the Galops Canal.

From Prescott, to the head of the Galops Canal, the distance by this channel is seven miles, or two-thirds of a mile shorter than by the main channel through American waters.

The channel was thoroughly explored during my survey of the river in 1872, and early in October of that year, with the water on the sill of lock No. 27 at 8 feet 10 inches, the tug steamer "Glide" drawing 8 feet 3 inches with five barges light, passed up the channel guarded by the survey buoys.

Subsequently, in October, 1876, with the water 9 feet 4 inches on the sill, a large three-masted vessel, the "Hemisphere" drawing 9 feet of water, was successfully piloted down this channel to the canal, by Capt. Moore, of Prescott, assisted by the tug "Arctic."

After leaving the canal, and clearing the shoals off Boulton's Point, the channel lies through deep still water in Munro's Bay, and following the general direction of the Canadian shore to Luttle's Point, passing through the passage between it and Duck Island, thence leaving the mainland, a deep channel, with a moderate uniform current leads up between Drummond's and Spencer's Islands, and the banks below them, to the open water above the islands; at this point the current becomes stronger, and the channel, assuming the direction of the Windmill light, runs in deep water, through a passage between the shoals off Wright's Point, and the spit here abreast of the black buoys which mark the north point of Chimney Point reef, all obstacles are passed, and the main navigable channel leading to Lake Ontario reached.

This work has been thoroughly re-examined during the past season, and a location survey completed. The line as now recommended differs slightly from that represented on the plans of preliminary survey made in 1872, in the matter of curves, &c., the route, however, is the same.

Accurate cross sections have been made throughout, and drillings and borings made to test the material to be excavated.

The plans and specifications required for placing the work under contract are being prepared.

Spencer's Island near the head of the channel (held on Indian lease) has been acquired for use as service ground and as the base of operations during construction, also 1¼ acres of land on Luttle's Point, with right of way thereto, over a private road, has been purchased for the pupose of securing convenient access to the work

MURRAY CANAL.

MAINTENANCE.

The canal which was closed for traffic on the 16th December, for the season of 1891, was again opened for passage of vessels on the 6th of April, 1892, and closed for the season on the 5th of December.

Navigation was maintained in a satisfactory manner throughout the season, notwithstanding the continuance of the low stage of the water in Lake Ontario.

The temporary lights on the entrance piers should be replaced by more powerful ones, as suggested in last year's report.

The number of vessels passed through the canal from the 15th of November, 1891, to the 27th of October, 1892, was 847.

No accidents have occurred during this period.

The three road bridges have been painted and repaired, and are in good order.

The railway bridge has also been painted and adjusted from time to time, but it still works badly.

The Trenton road within canal limits has been well graded and gravelled, and is now one of the best roads in the county.

The semaphores at the railway bridges are working to the satisfaction of the railway officials.

The stone protection to the banks has required and received constant attention. The distance renewed, or repaired this season, has exceeded 8,000 feet.

The tow-path ditches have been opened throughout their entire length twice during the season.

The grass seed sown in 1891 has answered a good purpose in preserving the slopes of the spoil banks.

A scow 55′ x 15′ x 3′ has been built by the repairs staff, for their own use on the canal.

The snags and sunken logs complained of last year have been kept out of the channel by the steamer "Varina."

A close fence has been built on the north side of the canal, to prevent drift from the spoil banks covering the track of the Central Ontario Railway.

No fines were imposed during the past season.

CONSTRUCTION.

This work is situated at the head of the Bay of Quinté and extends from the channel, across the Isthmus of Murray, to Presqu'Ile Bay, on Lake Ontario, a natural harbour, and the future western terminus of river navigation.

This the "Harbour of Refuge" of the north-east shore of the lake, lies near the village of Brighton, about 75 miles west of Kingston, and within 120 miles of Port Dalhousie, the entrance to the Welland Canal.

J. D. Silcox & Co., contractors. Contract entered into 24th of August, 1882, to be completed 1st of July, 1885.

The works included in the contract are embraced in a distance of 9½ miles, and consist in :

1. The cutting or canal proper, through the isthmus, and the formation by dredging and piers of convenient entrances at either end, a distance of fully 6 miles located on a direct line from navigable water in the Bay of Quinté through Twelve o'Clock Point, Dead Creek Marsh, Wuse's Creek and the Brighton wharf.

The canal is practically an artificial "strait" or channel without locks, and is crossed by one railway, the Central Ontario, and three highway bridges.

2. The formation by dredging of the new entrance and channel to the harbour, through the "middle ground" and the other shoals which obstruct the present entrance, and also the channel near the Brighton shore, to connect the harbour with the upper entrance to the "strait," a distance of about 3 miles.

The width of the channel across the isthmus is 80 feet on bottom, and that of the entrances thereto 200 feet, with a depth at ordinary low water (or zero of the Toronto harbour gauge) of 12 feet 6 inches, fully 1 foot below the level of the "Telegraph Island" and other shoals in the Bay of Quinté.

The new entrance to the Presqu'Ile harbour is "bell-mouthed" in shape, and varies in width from over 1,000 feet in the lake outside the main light, to 200 feet in the channel-way off Salt Point light, with a maximum depth of 16 feet.

In connection with the harbour and new entrance, the attention of the department is again called to the necessity for immediate action, with a view to the preservation of the standing timber remaining on the Presqu'Ile peninsula.

The work was actually completed in August, 1889, by Mr. A. J. Mowry, of Syracuse, one of the original contractors, who is now the sole representative of the firm of J. D. Silcox & Co.

The final estimate has been completed, and is now with the Chief Engineer to be considered.

SURVEY OF ST. LAWRENCE RIVER AND CANALS.

The work done under this head during the past season, may be summarized as follows :—

A location survey of the proposed dams in the Sheik's Island Channel has been made, and the work is being prepared for letting.

A survey, with a view to straighten and improve the upper entrance of the Cornwall Canal, is in progress.

Some additional surveying in connection with the location of the Farran's Point enlargement.

The shoals in the navigable reaches east and west of Rapide Plat Canal have been further examined; also those in the reach above the head of the Point Iroquois Canal.

Preliminary surveys have just been completed of the Point Iroquois junction and lower part of the "Old Galops" division of the Galops Canal, the plans of which will be prepared and submitted this winter.

The survey for the chart of the river at the Galops Rapid, recommenced in May last, but was discontinued, when the survey and the test by Mr. Kennedy was ordered to be made.

A final location of the north or Canadian channel has been completed, and the plans and specifications are being prepared.

In connection with the surveys it is submitted, that inasmuch as the charter of the steamer "Anderson" for two seasons would amount to, or even exceed, the sum required to purchase and repair her, and since a vessel of her peculiar class, adapted for either survey or inspection is considered a necessity, in view of the extent of this district, and the works in progress, it is recommended, as a matter of economy, that her purchase be authorized.

A statement is appended showing the highest and lowest water during the past year, at each of the canals in the St. Lawrence district.

The variations of the water level on the different canals are not uniform. The governing point assumed by the forwarding companies is at lock No. 23, Rapide Plat Canal, where the least depth of water on the mitre sill prevails at all stages of the river.

I have the honour to be, sir,

Your obedient servant,

TOM S. RUBIDGE,

Superintending Engineer.

The Secretary,
Department of Railways and Canals,
Ottawa.

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District—1892.

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.		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.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
January...	22	6	9	5	9	3	8	0	8	7	7	0	7	10	6	4	7	8	5	8	10	0	8	6	8	6	8	0	11	10	11	7
February..	21	0	12	9	8	3	6	5	8	0	5	0	7	2	4	9	6	9	3	9	9	3	6	6	9	1	7	3	11	10	11	6
March	17	10	11	5	9	4	7	2	8	8	6	10	7	9	5	5	7	2	4	8	9	10	6	10	8	2	6	10	11	11	11	8
April.....	12	11	9	6	9	8	8	3	9	0	8	2	8	4	7	0	8	6	7	0	11	2	9	5	9	5	8	2	12	4	11	10
May.....	10	5	9	5	9	11	9	0	9	2	8	4	8	6	7	6	8	6	7	3	11	2	9	10	9	6	8	6	12	9	12	3
June.....	11	0	9	10	10	5	9	4	9	10	8	10	9	4	8	2	9	7	8	0	12	2	10	6	10	0	9	1	13	2	12	8
July.....	11	5	10	8	10	9	10	0	10	3	9	4	9	9	9	4	10	0	8	9	12	8	12	0	10	3	9	9	13	6	13	1
August....	12	1	10	7	10	10	9	9	9	11	9	3	9	9	8	8	9	8	8	4	12	6	10	11	10	3	9	2	13	6	13	5
September.	10	10	10	4	10	9	9	11	10	0	9	3	9	8	8	9	10	0	8	7	12	8	11	4	10	3	9	4	13	5	12	9
October....	10	3	9	10	10	1	9	5	9	6	8	7	8	9	8	3	9	1	8	2	11	11	10	0	9	9	9	1	13	1	12	7
November..	10	6	9	9	10	5	8	10	9	3	7	10	8	10	7	3	9	4	7	0	12	0	9	4	10	0	8	3	12	9	12	1

APPENDIX No. 7.

OTTAWA RIVER CANALS.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 5th December, 1892.

SIR,—I have the honour to hand you the annual report on the Ottawa River Canals for the fiscal year ended the 30th June, 1892.

The navigation on these canals has been maintained throughout the year without accident or interruption of any kind.

STE. ANNE'S LOCK.

Navigation was closed here on the 26th November, 1891, and reopened on the 29th April, 1892.

Repairs.

The lock-walls, lock-gates, piers, bridges, fences and buildings received the ordinary amount of attention and were kept in good working order.

A new anchor pier was built between Ile aux Tourtes and the head of the channel above the new lock.

Income.

The strengthening of the old Grand Trunk Railway pier, forming the south side of the lower canal basin, commenced in 1890, and somewhat fully described in last year's report, was brought to completion in May last. This work consists of a crib foundation 1,160 feet long, built alongside of the old pier and firmly anchored to the river bottom, and of a heavy wall laid in hydraulic cement mortar on top of it. The whole is substantially built, and forms a safe protection to the basin below the lock.

CARILLON CANAL.

This canal was closed on the 28th November, 1891, and reopened on the 30th April, 1892.

The repairs done here during the season were as follows:—

Enlargement of mooring-pier at head of old canal by the addition of a new crib 24 × 26 × 20 feet alongside of it.

Sheeting lower end of guide-pier below lock No. 1.

Erection of a storehouse on the north bank of the canal above lock No. 1. This rests on a good stone foundation, and is 80 feet long by 18 feet wide and some 20 feet high.

The various structures, buildings, fences, bridges, roads, &c., have also been kept in a satisfactory state of repair throughout the year.

CARILLON DAM.

Income.

An examination of this important structure in the fall of 1890 gave serious fears as to its safety, and consequently a sum of $15,000 was asked for and appropriated by Parliament at its following session towards strengthening and staunching it. Work was commenced in the month of October, 1891, and pushed as speedily as possible up to the middle of November, when the men were driven away by the rising water, and steps immediately taken to help the ice to form on the dam and

from the shores, in order to complete the parts undertaken before the following spring.

In the latter part of January a good road had been thus formed from both shores and men were again set to work, with the results that, on the 1st April following, over 400 feet in length of the dam were thoroughly repaired. A great many of the cribs forming the apron were found to be nearly empty; these were refilled with boulders, and the apron itself lengthened from 12 to 25 feet for a distance of 125 feet, and from 20 to 42 feet for another distance of 70 feet.

Besides this the whole of the apron was raised for a total length of 410 feet and given a gentle slope from the crest of the dam downwards, thus allowing the water to glide over the structure instead of falling down upon it a height of 9 feet as before. This is considered to be a material improvement, besides making the whole structure much heavier, which is a point of primary importance in all such structures.

The apron was sheeted over with rock elm 10 inches thick, firmly bolted together and to the cribwork underneath. In a couple of places a quantity of boulders was dumped above the dam and the embankment thus formed brought up to the level of the foundation cribs.

From the 1st April to the 30th June, a few men were kept busy preparing for next season operations.

It was highly time that this work were undertaken, otherwise an accident might have happened by which the whole navigation of the Ottawa river would have been stopped, or at least materially interfered with, some portions of the dam having been found in a most dangerous condition

Grenville Canal.

The closing and reopening of navigation here occurred on the same dates as on the Carillon Canal.

A good deal of work had to be done in the spring to clean the canal prism, especially on section 2 where the soft banks are continually washed down.

The tow-path was levelled and otherwise repaired for a distance of about one mile on section 2.

Two towing bridges at lock No. 5 were renewed and placed in a position better calculated to facilitate the towage of vessels into the lock.

The swing-bridge across lock 7 was also repaired, and one pair of valves in the lower gate of this lock renewed.

In November last it was considered necessary to remove the filling behind the south wing-wall at the head of lock No. 7. This wall, as well as the one on the north side, is built on cribwork, and owing to some cause or other has been so displaced that it may fall down into the canal at any time. The broken stone forming the filling behind the south one was removed down to the water level, and in April last, a layer of brush, some 5 feet thick, was deposited at the bottom of the trench and covered up with the material taken out in the fall. This was packed by hand in horizontal layers so as to lessen the pressure on the wall pending its reconstruction.

In addition to the above, the various structures, roads and fences connected with this canal were kept in good condition during the year.

Culbute Canal.

There is very little to be said about this canal, beyond the fact that it was kept in good working order and in such a state as to accommodate the small traffic going through it.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,

Assistant Superintending Engineeer, O.R.C.

The Secretary,
Department of Railways and Canals.

Ste. Anne's Lock.

Statement showing the depth of the River Water on the Mitre Sills of Ste. Anne's Lock, during the Fiscal Year ending 30th June, 1892.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1891.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
July	11	5	11	1	12	8	11	9
August	11	5	10	9	12	9	11	10
September	10	9	10	0	12	0	11	1
October	10	0	9	5	11	4	10	10
November	10	7	9	2	13	0	10	5
December	12	1	10	7	13	10	12	3
1892.								
January	12	5	10	9	12	4	11	5
February	11	9	9	0	11	5	10	10
March	10	5	9	0	11	0	10	2
April	13	9	10	8	14	10	10	3
May	11	9	11	0	13	6	12	6
June	13	0	11	7	14	6	13	4

Carillon Canal.

Statement showing the depth of the River Water on the Mitre Sills of Locks Nos. 1 and 2, Carillon Canal, during the Fiscal Year ending 30th June, 1892.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1891.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
July	14	3	12	10	14	0	13	0
August	14	3	12	11	14	1	12	10
September	13	2	12	4	13	0	12	2
October	12	8	11	9	12	3	12	0
November	14	10	11	7	15	6	11	9
December	15	7	14	1	15	6	14	0
1892.								
January	14	3	13	10	17	0	13	6
February	13	10	12	6	13	6	12	4
March	13	2	11	9	12	4	11	0
April	17	4	11	11	16	3	11	6
May	15	0	14	3	15	4	14	6
June	16	1	14	8	16	3	14	10

Grenville Canal.

Statement showing the depth of the River Water on the Mitre Sills of Locks Nos. 3 and 7, Grenville Canal, during the Fiscal Year ending 30th June, 1892.

Months.	Lock No. 3, Lower Sill.		Lock No. 7, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1891.	ft. in.	ft. in.	ft. in.	ft. in.
July	16 10	15 6	14 6	12 9
August	17 0	15 4	14 7	12 10
September	15 6	14 5	13 7	11 9
October	14 8	14 0	12 4	11 4
November	18 4	13 0	15 6	10 7
December	18 4	16 10	15 6	14 3
1892.				
January	20 0	17 0	14 4	13 0
February	19 0	16 0	13 0	12 6
March	18 6	15 0	12 6	10 9
April	20 6	15 6	17 6	10 8
May	18 8	17 6	16 0	15 0
June	18 6	14 8	17 0	15 8

Carillon Canal.

Statement of Fines and Damages collected during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessels.	Name of Owner.	Fines.	Damages.	Totals.
1891.			$ cts.	$ cts.	$ cts.
1st Oct....	James Averill, Jun.....	Cap. Robert.....	.....	5 00	5 00

Damage to lock No 1.

Grenville Canal.

Statement of Fines and Damages collected during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessels.	Name of Owner.	Fines.	Damages.	Totals.
1891.			$ cts.	$ cts.	$ cts.
12th Aug..	Timber.....	W. R. Machan.....	10 00	.....	10 00

For incorrectly reporting a quantity of timber passed through Canal.

APPENDIX No. 8.

SOULANGES CANAL.

ENGINEER'S OFFICE,
COTEAU LANDING, P.Q., 5th November, 1892.

SIR,—I have the honour to report as follows:—

Surveys for an enlarged canal between Lakes St. Louis and St. Francis were made by Mr. G. F. Baillairgé, C.E., as far back as 1872-74. He reported in favour of a route between Coteau Landing and Cascades Point on the north shore. This was intended for a twelve-foot navigation—the scale adopted prior to 1875. Estimated cost $3,360,000.

The question of this canal remained in abeyance until 1889, when extended examinations were begun with a view to a fourteen-foot navigation, and continued for two years. The line recommended in the early part of 1891 (see printed reports) being adopted by the Government after considerable discussion. Estimated cost $4,750,000.

The present termini do not differ much from the location of 1872-74; but the canal line between them, 14 miles long, is now, for all navigation purposes, practically straight; there being only two curves in this distance, each of very large radius.

The total rise of about 82½ feet between the lakes will be overcome by five lift locks, four of 17½ feet lift each, and one of variable lift. There will also be a guard lock at the upper end of the canal; the submit level being about 10½ miles long; and for more than one-half of this length the canal is in embankment below the mean level of Lake St. Francis. At some places these banks are about 30 feet high. On the Beauharnois Canal there are nine locks (including the guard lock) to overcome the same rise, viz., 82½ feet.

It may be well to place on record, in this report, the principal differences between the plans of structures, &c., on this canal and those hitherto carried out on the enlarged Welland, Cornwall and Lachine Canals.

1. The superstructure of the entrance piers will be of concrete with copings of stone. Mooring posts of cast-iron.

2. The use of timber in the lock bottoms has been discontinued—the foundations being entirely of concrete and stone.

3. The side walls of the locks are differently proportioned to those of the Welland Canal. The cross section is heavier and wider at the base; whilst the rear is stepped almost from the bottom to the frost batter behind the coping.

4. The locks will be filled and emptied through culverts formed in the side walls running the whole length of the chamber, and connected with it by numerous openings. The discharge will be controlled by steel sluices of the "Stoney" pattern.

5. The upper gates will be placed upon a curved breast wall of solid masonry.

6. The gates will be framed, and suspended so as to avoid the use of either toe rollers or segment rails. They will not be pierced by valve holes, and will be operated by electrical power together with all the bridges, weirs, &c., throughout the whole length of the canal.

7. The weirs will regulate the height of water in the several reaches by an automatic electrical apparatus connected with their sluice gates. The water will not be partly discharged over a breast as heretofore: the arrangements being quite different from those of the weirs now in use on the canals.

8. The road bridges will not have a pivot pier placed in the centre of the canal. They will be made so that one arm will swing across the entire width between the toes of the inside slope, or one hundred feet.

9. The culverts to pass the rivers Delisle, Rouge, and à-la-Graisse under the canal will be formed of one or more lines of cast-iron tubes of ten feet diameter; embedded in concrete masses with wells at each end for the reception and discharge of the flowing water.

10. Concrete will be generally used where deemed advisable throughout the locks, weirs, bridges, &c., of the canal instead of the stone masonry construction hitherto adopted. Reasons for this course are given in my report on the Manchester Ship Canal, pp. 11 and 12.

Several minor improvements will also be effected in construction: the objects kept steadily in view being rapid transit, and the reduction to a minimum of the cost of future maintenance operation and repairs of this important link on the enlarged navigation. It may be said in this connection that the position of the canal with reference to the river both as regards line and level is peculiarly advantageous for the cheap development of electrical power of such extent as will enable it to be freely used in the operation of all structures, the lighting of the canal, and, if considered advisable, the introduction of cable or other systems of towing by which vessels of full size (about 2,000 tons) may be safely and expeditiously passed through the canal without using their own steam, except perhaps on a portion of the summit or long level. The point selected for a power station is at the crossing of the River à-la-Graisse, where the surface of the water in the canal will be about 20 feet above the St. Lawrence, the shore of which is distant only 600 feet.

Ten per cent of a moderate flow through the prism at this place would yield between 500 and 1,000 horse-power.

The details of this station are now being considered in conjunction with a plan for a gate yard and culverts to afford means for a rapid discharge of the summit level in case of accident to its banks in the reach below the guard lock. It may also be noted that the Soulanges Canal will overcome about two-fifths of the entire lockage between Montreal and Kingston; the average lift of lock being more than twice that which obtains on the other river canals.

The fall between Coteau Landing and Cascades Point is relatively much greater than on any similar length of the St. Lawrence between Lake Ontario and tide water.

The line has been subdivided into 13 sections. Tenders were received for the western three of these extending from Lake St. Francis to the Delisle River Crossing in January last. Also for two sections at the eastern or Cascades end in August. Three sections below the Delisle (Nos. 8, 9 and 10) are now advertised for tenders which will be received up to the 22nd of the present month of November.

These eight sections constitute about 45 per cent of the whole length of 14 miles; but as they embrace the entrance works at both ends and all the lift locks but one (No. 5) they will probably represent about 75 per cent of the estimated cost of construction of the completed canal.

The present state of affairs is briefly as follows:—

Section No. 13 was awarded to Randolph Macdonald. As before stated, tenders were received in January last, but the contract is dated 24th September, 1892, by which period the season was practically over and the contractor could therefore do no more than make preparations for an early commencement in the spring of next year. The works included are the construction of the entrance piers and channel at Lake St. Francis—a guard lock—road and railway bridges, together with a considerable amount of dredging and earth excavation.

Section No. 12. Denis O'Brien & Son. This contract is dated 8th April, 1892. Some progress has been made with the earth excavation, of which over 100,000 cubic yards have been done, representing about one-fifth of the whole. But the rock, of which there is about 100,000 cubic yards on the section, remains untouched to date.

Section No. 11. This section embraces a large culvert for the passage of the Delisle River under the canal; and a considerable amount of earth and rock excavation. The contract is dated 11th May, 1892. The progress made with this work is exceptionally slow and unsatisfactory. During the past season about 60,000 cubic

yards of earth have been removed, but none of the tubes for the culvert have as yet been cast, although the specification calls for their delivery during the season of 1892 now nearly past.

Sections Nos. 10, 9 and 8 are, as previously stated, advertised for tenders which will be received up to the 22nd instant.

Sections Nos. 1 and 2 were let to Mr. Archibald Stewart, contract dated 24th September, 1892. The works embraced in this contract are the construction of four lift locks, four regulating weirs, retaining walls, &c., together with the piers at the Cascades entrance, and a large amount of rock and earth excavation. Operations were begun shortly after the work was awarded and some earthwork has been done. Preparations are being made to push the whole work energetically next season.

In the general danger of this canal, the spoiling of materials close to the prism in high and unsightly heaps has been avoided for obvious reasons. For the purpose of wasting, additional land has been purchased towards the western end where the prism is in heavy excavation. Along the eastern half of the summit level where the banks are high, it is intended to first carefully form the water-tight portions on each side of the canal, and subsequently use these as a level trackway upon which a portion of the surplus material to the west can be hauled forward by locomotives and cars, and deposited by tipping outside the banks already made so as to widen and strengthen them as far as possible where under the water level of Lake St. Francis, thus lessening the risk of accident; and also partly avoiding the necessity of purchasing an extra area of land off the line of the canal.

It may also be said that in order to reduce the damages consequent upon cutting across the farms, a macadamized road for public travel will be constructed on the north side of the canal between its terminal points, to which free access will be given. It is believed that this will greatly benefit the adjacent proprietors and form an excellent means of communication entirely separate from the towing paths.

Nearly all the land-owners between the River Delisle and the head of the canal have been settled with; and the valuators are now engaged in arranging for the areas expropriated in the vicinity of Cascades Point.

I am sir,

Your obedient servant,

THOMAS MONRO,

M. Inst. C.E., Engineer Soulanges Canal.

T. TRUDEAU, Esq.,
Deputy Minister and Chief Engineer of Canals,
Ottawa.

APPENDIX No. 9.

WELLAND CANAL.

ST. CATHARINES, 23rd November, 1892.

SIR,—I have the honour to report upon the Welland Canal and its branches, for the fiscal year ending the 30th June, 1892.

Commencing at Port Dalhousie, the first important item of repair was at the stone wall separating the new and the old canals, where the water had found its way under the wall in many places, the soft material between the piles on which the wall was built having been partly washed away.

From the caisson which closes the passage between the new and the old canals, to the south end of the wall, the repair was effected by driving a row of tongued and grooved hard wood sheet piles, outside the footing-course on the new canal side of the wall, and filling in with concrete the washed out spaces between the sheet piling, and the piles supporting the wall.

The result has so far been satisfactory.

At locks No. 10 and 11, the lower wing walls on the west side of the canal, which at their outer ends rested on a clay slope of 2 to 1 had gradually settled down and moved forward, until their removal and rebuilding became necessary.

This work was accomplished in the months of March and April last, when the levels were unwatered at the locks mentioned.

Before rebuilding the wing walls, sheet piling was driven at the toe of the walls where considered necessary, on both sides of the canal, and was strengthened by timbers laid across the canal from side to side, below the level of the bottom, and bolted to piles driven for the purpose at intervals.

The walls were then rebuilt on the original lines.

In the "Deep Cut" between Allanburgh and Port Robinson, the very desirable work of sodding the long flat slopes was completed, the surface sodded amounting to 299,238 square yards.

The endless repairs of lock gates, bridges, and weirs, embankments and ditches, have been attended to, and though small individually, represent a large sum in materials and labour.

On the old canal, lock gates were rebuilt where necessary, additional valves were put in some of the weirs to admit of a more complete control of the water than hitherto, and between Thorold and Allanburgh, the "Higgins Culvert" under the canal was renewed.

On the line of the Feeder, the usual repairs to embankments were substantially made in places, with stone from the canal spoil banks near Humberston.

Between Stromness and Dunville, at the crossing of the Inman Line, a float bridge for teams was constructed, which has answered a good purpose, and at Dunnville, the approach to the fish pass in the Dunnville dam received attention, and is now in good order.

No interruption of traffic worthy of notice occurred during the year, which may be attributed to a closer observance of canal rules in the matter of getting out lines, when vessels are entering locks.

The low water of the previous year continued until about the opening of navigation in 1892, when 14 feet of water upon the mitre sills of the new lock at Port Colborne was again reached, and that depth was maintained throughout the canal for the remainder of the fiscal year.

In connection with return to the normal level of the water in Lake Erie, it may not be out of place to call attention to the fact that the Old Canal above lock No 3, is now seldom used for the passage of vessels and consequently affords better facilities than ever for utilizing the surplus water for power.

This in connection with throughly tested appliances for conveying power by electricity, to more desirable locations than the immediate neighbourhood of the power sometimes affords, suggests the possibility of making the old canal a source of revenue to the Government while promoting manufacturing industries in a locality which possesses rare facilities for manufacturing and distributing a variety of supplies.

The canal was closed 17th December, 1891, and was opened for navigation 19th April, 1892.

Attached will be found a statement of the monthly highest and lowest water on the mitre sills of locks Nos. 1 and 27, at Port Dalhousie and Port Colborne respectively, during the fiscal year ending 30th June, 1892.

I have the honour to be, sir,

Your obedient servant,

W. G. THOMPSON,

Superintending Engineer.

T. TRUDEAU, Esq.,
Acting Secretary, Dept. Railways and Canals,
Ottawa.

"A."

STATEMENT of Fines and Damages collected from Vessels and Steamers, during the Fiscal Year ending 30th June, 1892.

Date.	Name of Vessel and Steamer.	Amount of Damages.
1891.		$ cts.
November 11....	Barge "Gaskin".....	21 95
	Steamer "Lakeside".....	78 36
	do "Celtic".....	19 94
December 11....	do "Ohio".....	58 59
1892.		
January 15.....	Steamer "Pentagont".....	242 54
June 9.....	do "Josephine".....	75 00
do	Schooner "Ogarita".....	20 00
do	Steamer "Puablo".....	15 50
	do "Rosedale".....	10 00
June 20.....	do "Northerner".....	35 82
	Total.....	574 70

Deposited with	H. H. Collier, Collector, St. Catharines.....	$338.88
do	W. B. Clarke, Port Dalhousie.....	35.82
		$574.70

"B."

STATEMENT showing the Highest and Lowest Water on the Mitre Sill of New Lock No. 1, at Port Dalhousie, Welland Canal, for the Fiscal Year ending 30th June, 1892.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1891.	ft.	in.	ft.	in.	1892.	ft.	in.	ft.	in.
July	16	8	16	4	January	14	8	14	2
August	16	4	15	10	February	14	8	14	3
September	16	0	15	3	March	14	8	14	2
October	15	5	14	6	April	15	2	14	7
November	14	7	13	11	May	15	5	14	10
December	16	2	13	9	June	15	11	15	5

"C."

STATEMENT showing the Highest and Lowest Water on the Lower Mitre Sill of New Lock No. 27, at Port Colborne, Welland Canal, for the Fiscal Year ending 30th June, 1892.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1891.	ft.	in.	ft.	in.	1892.	ft.	in.	ft.	in.
July	17	1	14	4	January	14	10	13	2
August	15	5	14	2	February	14	4	12	3
September	15	5	13	9	March	14	8	12	5
October	14	7	12	10	April	14	8	13	5
November	15	11	13	4	May	15	9	14	0
December	16	1	12	10	June	16	3	14	3

APPENDIX No. 10.

RIDEAU CANAL OFFICE,

OTTAWA, 29th October, 1892.

SIR,—I have the honour to submit the annual report of the works under my charge for the fiscal year ended 30th June, 1892.

Navigation closed at	Ottawa,	28th November,	1891.
do	do Kingston Mills	do	1891.
do	opened at Ottawa,	2nd May,	1892.
do	do Kingston Mills,	1st May,	1892.

On both the ascending and descending reaches from the summit (Little Rideau Lake) the water in the several levels was maintained to give the required depth of water on the lock sills throughout the season of navigation.

The freshets at the commencement of the season were unprecedently high, but passed off without material damage to the works.

Navigation has been uninterrupted during the whole season.

The principal repairs along the canal were as follows:—

Kingston Mills.

One hundred cubic yards of stone and gravel placed on embankment; one pair of lock gates renewed; four chain blocks, and other repairs to station.

Davis' Lock.

One pair of lock gates renewed; one pair of swing beams, and storage dam at Hart Lake repaired.

Chaffey's.

Bulkhead renewed, and masonry of wing walls repaired.

Narrows.

One pair of lock gates renewed; six new chain blocks.

Poonamalie.

Bulkhead renewed, and two new piers built on each side of same. Flange frames renewed, and sundry small repairs.

Smith's Falls.

Bulkhead renewed, and sundry repairs to lock.

Maitland's.

Bulkhead renewed, and the discharge increased by two more openings; upper lock gates repaired.

Long Island.

One pair of new lock-gates; six new chain blocks, and sundry repairs to station.

Black Rapids.

One pair of lock-gates renewed, and sundry small repairs to station.

Hartwell's.

One pair of lock-gates renewed; repairs to waste-weir; two new sluice frames; four chain blocks, cut between Hartwell's and Hogsback, cleared of loose stone and boulders; also "Mutchmor's Cut," between Hartwell's and Bank Street, cleaned out.

Ottawa.

Lower lock-gates renewed; new storehouse built to replace the one destroyed by fire; lower lock cleaned out by diver; two stone piers rebuilt between locks Nos. 8 and 9; lock gates painted, and general repairs to station; lock-house and men's quarters fitted up with incandescent electric lights.

WORKS FOR WHICH SPECIAL APPROPRIATIONS WERE VOTED BY PARLIAMENT.

Ottawa.

The west side of the basin was excavated to give an uniform depth of not less than 6 feet, to correspond with the excavation on the east side of the basin which was done the previous winter.

The old slip was cleaned out and cribbed round the sides, a stop log entrance being prepared, so as to enable it to be used as a dry dock if necessary. Safety chains were placed round the basin and the rock cut leading to the eight locks, and were the means of saving life.

Hogsback.

A contract was entered into with Mr. F. Toms, of Ottawa, to excavate a channel through the rock on the east side of the old bulkhead, and a new bulkhead built containing seven openings of 20 feet wide and 6 feet deep, and one centre opening 21 feet wide and 17 feet deep.

This gives a discharge area of nearly 1,200 square feet if necessary, during spring freshets, or about three times the former discharge area. The material excavated out of the rock cutting was placed at the back of the clay dam in order to strengthen it.

It is to be hoped that these improvements will effectually allay the anxiety usually felt every spring by persons residing below the dam of the possibility of its being carried away.

The only damage that can be done now is by ice.

On the 2nd April last the river rose very rapidly, some six feet in a few hours, compelling the contractor to leave his work unfinished, there being some 100 feet of excavation above the new bulkhead yet to do to complete his contract. This will be done at the close of navigation.

Merrickville.

This work was let by contract to Mr. O'Toole of Ottawa, and consisted of building a new approach to the locks, and changing the site of the swing bridge, in order to avoid the detention to traval caused by the swinging of the bridge when boats were locking through, also the building of the masonry abutments, centre pier, &c., of the new swing bridge, and the masonry abutments of the new fixed bridge across the waste water channel, retaining walls, &c., &c.

The new swing and fixed bridges will be of steel, and are contracted for with the Canadian Bridge and Iron Co. of Montreal.

Perth Branch.

The extension of the canal was completed and the new swing bridge over the canal at Gore Street finished and is in working order.

The dredge "Rideau"

Was employed during the season, in deepening and straightening the channel hrough the shoals in the canal between Black Rapids and Burritts Rapids.

The tug "Shanly,"

When not employed with the dredge, was engaged in delivering timber to the different lock stations.

Plant.

Two new side dumping scows and one flat scow were built during the winter by Mr. Waters of Hull, by contract. This gives the canal, now, a plant consisting of a dredge, tug, four dumping and two flat scows.

I have the honour to be, sir,

Your obedient servant,

FRED. A. WISE,

Superintending Engineer,

T. TRUDEAU, Esq.,
Acting Secretary, Dept. Railways and Canals.

APPENDIX No. II.

TRENT VALLEY CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, 30th November, 1892.

SIR,—I have the honour to submit the annual report on the works under my charge in connection with the Department of Railways and Canals, for the fiscal year ended 30th June, 1892.

The works in the district under my supervision are constructed for two purposes, namely, those erected for the benefit of navigation such as locks, dams, &c., and those erected to facilitate the descent of timber such as slides, booms, &c. The former are under the control of the Department of Railways and Canals, the latter under the Department of Public Works.

The works are situated along the River Trent between the Bay of Quinté and Balsam Lake—a distance of about 170 miles.

Owing to the immense country drained, and the country becoming cleared, and the lumbermen's dams (which formerly checked the flow) becoming abandoned, there is a liability, till some provision is made to counteract it, of the heavy spring freshets damaging the several structures along the route. Last spring the water was only an average height. Towards the end of last season, owing to the very dry weather and the water not being properly husbanded in the upper reservoirs (over which I have no control), the water fell much below the normal level, in fact much lower than it has been known before. The proper storage of the water in the upper reservoirs is every year becoming a more serious question to those interested in navigation and water power. As has been referred to in former reports some action will soon have to be taken to husband the water, now that so many of the lumbermen have ceased their operations in the north country, otherwise there is a liability of there being a scarcity of water any season, as was the case last year. The traffic on these waters keeps increasing. There are now twenty-five steamers on the stretch between Lakefield, Balsam Lake and Port Perry (102 miles), and six steamers on the stretch between Peterborough and Heely's Falls (55 miles).

The total number of lockages was 2,883, being an increase of 267 over last year.

The following is a brief description of the work done at the several stations during the past year.

Navigation closed 20th November, 1891, and opened 21st April, 1892.

Fenelon Falls.

The dam (340 feet in length) at this station, having been assumed as per agreement with the Smith estate, was repaired. It was almost wholly rebuilt, as it was found upon opening up, after the water was drawn off, that it was in a much worse condition than was anticipated. Two new sluice-ways were constructed on the north side to regulate the water passing into the flumes of the mills on that side of the river. A coffer dam, 600 feet in length, was constructed above to shut off the water, so that there was every facility for making a substantial work, which was done.

Bobcaygeon.

One new pair of lock gates were constructed and put in the lower entrance. A new steel swing bridge (deck) built by the Central Bridge Works, Peterborough, was substituted for the old wooden one. The pivot pier and the abutment on the west side were taken down and rebuilt in a substantial manner. The north end of

the east abutment was also rebuilt. Part of the old dam which obstructed the entrance to the dry dock was removed. The lock walls were pointed and the mitre sills, which leaked badly underneath, were caulked.

Buckhorn.

Some minor repairs were done to the dam, sluices and stop-logs.

Peterborough.

The piers of the west sluice of the dam became undermined, and a part of the stone filling went out. These were repaired as was also the flooring, part of which was taken out.

Hastings.

The backing of the lock wall on the south side was taken down and rebuilt. The lock gates and lock office were given a coat of paint. The valves of the lower gates were repaired.

Heely's Falls.

The dam was strengthened in order to make it stand the spring freshet, and till the more extensive repairs (for which the appropriation has been made) were done.

New lock offices were built at Fenelon Falls, Buckhorn, Burleigh and Peterborough. A number of buoys were placed along the navigation channel at dangerous points.

I have the honour to be, sir,
Your obedient servant,

RICHARD B. ROGERS,
Superintending Engineer.

T. TRUDEAU, Esq.,
Acting Secretary, Dept. Railways and Canals,
Ottawa.

APPENDIX No. 12.

SAULT STE. MARIE CANAL.

OTTAWA, 6th December, 1892.

SIR,—I have the honour to report upon the progress of construction of the Sault Ste. Marie Canal, during the fiscal year ending 30th June, 1892, and to date.

SECTION No. 1.

This section commences at the navigable channel of the St. Mary's River, opposite the town of Sault Ste. Marie, and extends up the stream a distance of 5,300 feet, to the foot of St. Mary's Island.

The work which is under contract to Messrs. Hugh Ryan & Co., embraces the excavation of a channel 250 feet in width at the bottom, which is to be 18 feet 6 inches below the level of the lowest recorded water surface in St. Mary's River, at the foot of the rapids; also the construction of cribwork piers on each side of the channel, at the upper end of the section which adjoins the lock.

The contract originally provided for the construction of a timber beacon in 18 feet of water, but it was considered more desirable in the interests of navigation, to dispense with the beacon, and apply the sum which it would have cost to increasing the length of the north pier, and that has been done.

The item for excavation and dredging embraces all kinds of material to be removed, and has been found to range from sand, gravel and other easily excavated substances, to Potsdam sandstone, requiring drilling and blasting before it can be dredged.

The following quantities represent the work done to 30th June, 1892:—

Excavation, dredging and deepening channel, cubic yards	122,110
Timber in sides and ends of cribs, lineal feet	28,961
Timber for ties, stringers and bottoms, lineal feet	28,680
Binding pieces, lineal feet	1,902
Blocks under heads of ties, No	1,266
Wrought iron in bolts, lbs	17,024
Pine in superstructure, cubic feet	5,161
Ties in superstructure, lineal feet	7,588
Blocks in superstructure, each	604
Stringers for top covering, lineal feet	1,940
3-inch pine plank for ditto, ft. B. M.	28,224
Cap pieces 10 x 6, lineal feet	1,181
Mooring posts, No	8
Stone filling, cubic yards	7,134
Pressed spikes for top covering, lbs	1,507

Materials Delivered.

Iron bolts for cribwork, lbs	13,376

Since the close of the fiscal year, here referred to, the contractors have completed the pier work as far as circumstances will at present admit of its being built, and the drilling, blasting and dredging has also been advanced to nearly the same stage.

At this date the work remaining to be done (excepting some cleaning up) lies at the extreme upper end of the section, in a distance of 600 feet, which is partly required for service ground in the construction of the lock on the adjoining section, and also forms the dam which excludes the river from the lock pit.

It is in contemplation to so reduce the remaining quantity of work on this section by the date of the completion of the lock on the adjoining section, that a safe channel for vessels can speedily be cut through the dam, and the excavation and cribwork completed without delaying the opening of the canal.

The following quantities represent the amount of work done at date of 30th November, 1892: –

Excavation, dredging and deepening channel, cubic yds..	128,109
Timber in sides and ends of cribs, lineal feet.....	50,197
Timber for ties, stringers and bottoms do	49,600
Binding pieces, lineal feet.....	3,834
Blocks under heads of ties, No.....	2,274
Wrought iron in bolts, lbs.....	33,919
Pine in superstructure, cubic feet.....	10,319
Ties do lineal do	14,654
Blocks do No.....	1,135
Stringers for top covering, lineal feet.....	3,900
3-inch pine plank for, lineal feet B. M.....	55,222
Cap pieces, 10x6 feet, lineal feet.....	2,319
Mooring posts, No.....	16
Stone filling, cubic yards.	13,077
Pressed spikes for top covering, lbs.....	2,361

SECTION NO. 2.

This section commences at the foot of St. Mary's Island, and extends westward 3,500 feet to the head of the Island.

It is also under contract to Messrs. Hugh Ryan & Co., and 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, puddle trenches, &c.

The dimensions of the lock-chamber were originally intended to be 600 feet in length between the hollow quoins, 85 feet in extreme width, and a depth of 6½ 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.

By an indenture bearing date of 13th June, 1891, the dimensions of the lock were enlarged to a chamber 650 feet in length between the hollow quoins, 100 feet in width, with gate openings of 60 feet, and 19 feet of water upon the mitre sills at the lowest recorded stage of water in the river at the foot of the rapids.

This design was worked to, until the spring of 1892, when, in consequence of a discussion in Parliament, during the session of 1891-92, the dimensions of the lock were, under the authority of an Order-in-Council dated 1st April, 1892, still further enlarged.

The lock as now being constructed, is 900 feet in length of chamber, from hollow quoin to hollow quoin, 60 feet in width of entrances and chamber throughout, and with 19 feet of water upon the mitre sills as before, the 19 feet which is from extreme low water, being equivalent to 20 feet so called, on the mitre sill of the new American lock at Sault Ste. Marie, which is taken from mean low water.

In consideration of the additional work involved in the changes last mentioned the time for the completion of the work under contract to Messrs. Hugh Ryan & Co. was further extended to 31st December, 1894.

And here it is proper to state that the filling culverts in the bottom of the lock, the gates, valves and operating machinery, were not included in Messrs. Hugh Ryan & Co's. contract, and was of necessity to be built, and placed, after the completion of their contract.

As regards the progress of the work at the close of the fiscal year ending 30th June, 1892, the excavation of the lock pit for the 900 feet lock, was near completion, and the delivery and preparation of materials for the lock, had progressed fairly as will be seen from the following statement of work done:—

Quantities.

1	Chopping, clearing and grubbing, acres	30
2	Earth excavation in side trenches, cubic yards	2,507
3	Rock do do do	74
4	Unwatering do do bulk sum	0·04
10	Earth excavation in prism of canal, cubic yards	57,600
11	Rock do do do	53,262
12	Unwatering do do bulk sum	0·35
17	Earth excavation in lock pit, cubic yards	37,081
17*a*	Additional earth excavation for lock chamber 100 feet wide, cubic yards	2,934
17*b*	Additional earth excavation for lock chamber 60 feet wide, cubic yards	425
18	Rock excavation in lock pit, cubic yards	80,586
18*a*	Additional rock excavation from side of lock pit, c. yds.	8,385
18*b*	do do bottom do do	13,691
18*c*	do do culverts pits, cubic yards	12,443
18*d*	do do lengthening lock pit, cubic yds.	20,128
18*e*	do do lengthening culverts pits, c. yds	4,434
19	Unwatering lock pit, bulk sum	0·54
19*a*	Additional unwatering, bulk sum	0·58
19*b*	do for lengthened lock, bulk sum	0·20

Materials delivered.

Stone from Anderdon quarry (dressed) cubic yards	628
do do (rough) do	1,334
Rough Anderdon stone dressed at Sault Ste. Marie, cub. yds.	4,590
Stone from Manitoulin quarry (rough), cubic yards	7,752
Sand delivered cubic yards	3,771
Cement delivered, barrels	5,300
Pine timber delivered for mitre sill platform, culverts, c. ft.	7,146
Plank delivered for mitre sill platform, culverts, M. ft. B. M.	85,599
Oak timber delivered for mitre sill platform, culverts, c. ft.	2,007

Since the close of the past fiscal year, the lock pit excavation has been completed, the necessary concreting in the lock bottom has also been done, and the work of building the lock walls was commenced on the 15th September last.

On the 12th November the severity of the weather made it desirable to discontinue building. The quantity of masonry laid at date of 30th November, 1892, being 7,707 cubic yards, or about $\frac{1}{8}$ of the quantity of masonry in the lock.

During the past summer the friction in trade relations between Canada and the United States produced a widespread feeling in favour of completing the Sault Ste. Marie Canal at the earliest date possible, and to meet the general wish, arrangements were made with Messrs. Hugh Ryan & Co., who, by the use of additional plant, have undertaken to complete the work under contract to them in time to admit of the canal as a whole being completed by the 30th June, 1894.

The following statement represents the quantity of work done and materials delivered at date of 30th November, 1892:—

1	Chopping, clearing and grubbing, acres	30
2	Earth excavation in side trenches, cubic yards	2,507
3	Rock do do do	74
4	Unwatering, bulk sum	0·04
10	Earth excavation in prism of canal, cubic yards	58,728
11	Rock do do do	53,262
11*a*	Additional rock excavation, lowering prism, c. yards.	4,757
12	Unwatering prism of canal, bulk sum	0·35
12*a*	do do and contingencies, bulk sum	0·10
17	Earth excavation in lock pit, cubic yards	37,081

17*a*	Additional earth excavation for lock chamber 100 feet wide, cubic yards	2,946
17*b*	Additional earth excavation for lock chamber 60 feet wide, cubic yards	425
18	Rock excavation in lock pit, cubic yards	80,586
18*a*	Additional excavation from side of lock pit, cubic yards	8,705
18*b*	Additional excavation from bottom, cubic yards	14,622
18*c*	do do culvert pits, cubic yards.	12,443
18*d*	do do lengthening lock pit, cub. yards	24,270
18*e*	Additional excavation from lengthening culvert pits, cubic yards	8,216
19	Unwatering lock pit, bulk sum	0·54
19*a*	Additional unwatering, bulk sum	0·60
19*b*	do do for lengthened lock, bulk sum.	0·62
20	Concrete of Portland cement in bottom of lock, c. yds.	3,768
20*a*	Additional concrete do do do	5,176
24	Drilling holes in rock for anchor bolts, lineal feet	779
36	Masonry of lock walls, cubic yards	7,707
36*a*	Conditional consideration for expediting completion, bulk sum	0·03

Materials Delivered.

Stone from Anderdon quarry (dressed), cubic yards	628
do do (rough) do	1,444
Rough Anderdon stone, dressed at Sault Ste. Marie, cubic yards	8,044
Stone from Manitoulin quarry (rough), cubic yards	11,040
Sand, cubic yards	2,988
Portland cement, barrels	6,083
Canadian natural cement, barrels	3,417
Iron for anchor bolts, &c., for culverts, lbs	113,960
Pine for mitre sill, platform and culverts, cubic feet	11,291
Plank do do do B. M.	109,619
Oak timber do do do	2,387

SECTION No. 3.

This section extends westward from the head of St. Mary's Island, 9,300 feet, through shoals, until the navigation channel of the river above the rapids is again reached, at an elevation of 18 feet above the lower entrance to the lock.

The section is under contract to Messrs. Allan & Fleming, and embraces the excavation of the channel which is 250 feet in width, at the level of 18 feet below the lowest recorded surface of the river above the rapids. The construction of a beacon, and the construction of entrance piers.

The following quantities represent the work done at the date of 30th June last, when the beacon was completed:—

27	Excavation, dredging and deepening channel, &c., cub. yards	214,939
28	Timber for sides and ends of cribs, lineal feet	34,489
29	do ties, stringers and bottoms do	31,805
30	Binding pieces, lineal feet	2,292
31	Blocks under heads of ties, No	1,738
32	Wrought iron in bolts, lbs	16,548
33	Pine in superstructure, 12″×12″, cubic feet	1,141
35	Blocks under heads of ties in superstructure, No	31
41	Stone filling, cubic yds	5,996
43	Rock elm in sides of beacon, cubic feet	6,959
44	Cross ties in beacon, lineal feet	10,835

45	Blocks under heads of ties, No	426
46	Pine plank in binders for beacon, lineal feet	640
46½	One-half stone filling, cubic yds	2,055
47	Sheeting, 5 inches thick, ft. B. M	16,972
48	Top covering, 3-inch pine plank, ft. B. M	6,799
49	Wrought iron in bolts, lbs	15,650
50	do straps, lbs	5,984
51	Pressed spike	269
52	Framed structure	all bulk sum

Materials Delivered.

Rock elm beacon timber, lineal feet	2,500

Since 30th June, the entrance piers at the east or lower end of the section, adjoining St. Mary's Island, have been completed as far as possible, the obstacle to their entire completion as originally designed, being the necessity for leaving a portion of the prism of the canal undisturbed, to serve as a dam, until the lock section is finished.

With the exception of the material forming the dam, and some cleaning up, the dredging on this section which is of the same character as that on section No. 1, will be completed in a few days, if severe frost does not close the river.

The following quantities represent the work done to 30th November, 1892:—

37	Excavating, dredging and deepening channel, &c., c. yds	228,228
28	Timber for sides and ends of cribs, lineal feet	38,313
29	Timber ties, stringers and bottom do	36,862
30	Binding pieces, lineal feet	3,574
31	Blocks under heads of ties, No	1,968
32	Wrought iron for bolts, lbs	26,254
33	Pine in superstructure, 12″×12″, cubic feet	9,755
34	Pine for ties, superstructure, 10″×11″, lineal feet	12,448
35	Blocks under head of ties in superstructure, No	1,012
36	Stringers for top covering, 7″×10″, lineal feet	2,575
37	3″ pine plank for top covering of piers, B. M	29,950
39	Cap pieces, 10″×6″, lineal feet	609
40	Mooring posts, No	5
41	Stone filling, cubic yards	10,025
42	Pressed spike to secure top covering, lbs	758
43	Rock elm in sides of beacon, cubic feet	6,959
44	Cross ties in beacon, lineal feet	10,835
45	Blocks under heads of ties, No	426
46	Pine plank in binders, lineal feet	640
46½	Stone filling, cubic yds	2,055
47	Sheeting, 5″ thick, ft. B. M	16,972
48	Top covering 3″ pine plank, ft. B. M	6,799
49	Wrought iron in bolts, lbs	15,650
50	do straps, lbs	5,984
51	Pressed spike, lbs	269
52	Framed structure	all bulk sum.

Material delivered.

Rock elm beacon timber, lineal feet	2,500

I have the honour to be, sir,

Your obedient servant,

W. G. THOMPSON,

Superintending Engineer.

APPENDIX No. 13.

ST. PETER'S CANAL.

ENGINEER'S OFFICE,

ST. PETER'S, 10th October, 1892.

SIR,—I have the honour to submit the following with reference to the St. Peter's Canal.

The work of reconstruction and repairing, which (owing to the inclemency of the weather) was closed down last December, was resumed again in April and has been vigorously prosecuted ever since. The removal of the old retaining wall, as well as the clay back of it, will be practically completed this month. A gang of men is now employed renewing and repairing the front tow-path wall, which could not be got at until the back retaining wall was removed. The west abutment of the swing bridge crossing the canal, which (owing to a defective foundation) has been gradually sliding towards the bridge, was pulled down and rebuilt, with an additional depth of 3 feet to the foundation, and it is now believed to be perfectly secure.

The swing bridge has been carefully overhauled, and all necessary repairs (including painting) made to it.

The warehouse, which was in a very dilapidated condition, was raised 2½ feet and thoroughly repaired, and a good stone foundation put to it.

Owing to the new slope back of the retaining wall having cut into the old road that ran along the top of the old slope, it became necessary to rebuild a part of this road further back from the edge, and as the Government had not sufficient land to admit of this being done, I acquired by instructions from the department the necessary quantity; a good road was built, and the old fence, which was badly in need of repairs, was torn down and a good substantial wire fence with cedar posts was substituted to include the new piece of land acquired.

The lock house was repainted inside and out, and some minor repairs made to it.

The contractor for the new wharf at the southern entrance to this canal completed his work to my satisfaction, and the wharf which was much needed is now being extensively used.

The under-water portion of the canal, which I had carefully examined by an experienced diver, was found to be badly worm-eaten, and it will be necessary in the near future to have the lock pumped out, and the flooring, mitre sills, gates, &c., repaired. I shall, however, report fully in detail on this matter later on, giving the necessary estimate of the cost of making the repairs, &c.

Navigation through this canal only closed on the 20th of January, and opened again on the 1st of April last.

I have the honour to be, sir,

Your obedient servant,

WM. McCARTHY,

Resident Engineer.

T. TRUDEAU, Esq.,
Acting Secretary, Department of Railways and Canals,
Ottawa.

APPENDIX No. 14.

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. Intermediate.	Statute Miles. Total to Straits of Belle-Isle.
Straits of Belle-Isle	Cap 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	1,065¼
Dickinson's Landing	Farran's Point	River St. Lawrence	5	1,070¼
Farran's Point	Upper end of Croyle's Island	Farran's Point	¾	1,071
Upper end 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	2⅝	1,095⅝
Point Cardinal	Head of Galops Rapids	Galops Canal	2	1,097⅝
Galops Rapids	Prescott	River St. Lawrence	7⅜	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 steam-boat voyage from Collingwood to Port Arthur is 532 miles.

APPENDIX No. 15.

TABLE of distances of Stations between the Cities of Ottawa and Kingston.

No. of 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.	Heigh.	
		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	4¼	2	22 0	....	100	28	
3	Hogsback	5½	2	13 6	1	320	60	
4	Black Rapids	9¼	1	10 0	1	300	12	0·13
5	Long Island	14⅝	3	27 0	3	850	68	0·13
6	Burritt's	40¼	1	10 6	1	240	14	1·50
7	Nicholson's	43⅜	1	15 2	1	500	9	0.50
8	Clowes	44½	1	10 0	1	481	16	0 05
9	Merrickville	46¾	3	25 0	1	150	6	0·33
10	Maitland	55	1	4 9	1	270	8	0·13
11	Edmunds	59½	1	10 10	1	343	8	0·06
12	Old Sly's	60½	2	15 6	1	250	20	0·25
13	Smith's Falls	61½	4	33 9	2	600	24	0·13
14	First Rapids or Poonamalie	64	1	7 9	1	260	5	1·25
15	Narrow	83¼	1	4 0	1	600	9	0·06
	Total rise at low water			292 3				
				Fall.				
16	Isthmus	87½	1	4 0	....	.....	.....	1·25
17	Chaffey's	92	1	12 6	.....	.....	.....	0·13
18	Davis	94½	1	9 0	1	300	15	0·06
19	Jones' Falls	97¼	4	60 0	1	300	60	0·25
20	Brewer's Upper Mills	108¼	2	19 0	1	200	20	1·75
21	do Lower Mills	110	1	14 2	1	200	12	4·25
22	Kingston Mills	120¼	4	46 8	1	6,042	14	0·25
23	Kingston	126¾	.....	.....	.....	.....	.....	.....
	Total fall at low water	.....	....	165 4	....	.....	.....	.....
	Total	.....	47	.....	24	15,472	.....	16·46

APPENDIX No. 16

TABLE showing the dates of the closing of the Canals in the Autumn of 1891 and of the opening in the Spring of 1892.

Canals.	Closing.	Opening.
Lachine Canal	30th November, 1891	1st May, 1892.
Beauharnois Canal	1st December, 1891	30th April, 1892.
Cornwall Canal	5th do 1891	1st May, 1892.
Ste. Anne's Lock and Dam	26th November, 1891	29th April, 1892.
Carillon Canal	28th do 1891	30th April, 1892.
Grenville Canal	28th do 1891	30th April, 1892.
Culbute Lock and Dam		
Rideau—Kingston Mills	30th November, 1891	1st May, 1892.
Rideau—Ottawa	28th do 1891	2nd May, 1892.
St. Ours Lock	30th do 1891	11th April, 1892.
Chambly Canal	30th do 1891	2nd May, 1892.
Williamsburg Canal	12th December, 1891	25th April, 1892.
Welland Canal	17th November, 1891	19th April, 1892.
Erie Canal (New York)	5th December, 1891	1st May, 1892.
St. Peter's Canal (Cape Breton)	20th January, 1892	1st April, 1892.
Trent Canal Works	20th November, 1891	21st April, 1892.
Murray Canal	16th December, 1891	5th April, 1892.

APPENDIX No. 17

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1892.

1. SUBSIDIZED RAILWAYS.

No. of Contracts.	Name of Contract.	Date of Signature.	General Description.
10938	St. Stephen and Milltown Railway Co.	Not signed, 1891.	From St. Stephens to Milltown.
10990	Winnipeg and Hudson Bay Railway Co.	18th Sept., 1891.	From C. P. Ry., to Hudson Bay (subsidy in land).
11012	Montreal and Ottawa Railway Co.	Not signed, 1891.	From end of the 30th mile (subsidized by 50-51 Vic., c. 24, under contract 9660) 30 miles towards Ottawa.
11023	Témiscouata Railway Co.	20th Oct., 1891.	From west end of contract No. 9666 at Clair's siding to Connor's Station, St. Francis branch.
11071	Orford Mountain Railway Co.	16th Dec., 1891.	From Eastman to Kingsbury.
11237	do do	10th Sept., 1892.	From Lawrenceville to Kingsbury.
11274	Quebec and Lake St. John Railway Co.	17th Oct., 1892.	From 30th to 50th mile, Chicoutimi branch 20 miles and to complete first 30 miles, and 4 miles towards Roberval.
11294	Tobique Valley Railway Co.	27th Sept., 1892.	From end of the 14 miles already built near Trout Brook, for 14 miles to Plaister Rock Island.
11304	Woodstock and Centreville Railway Co.	16th Sept., 1892.	From Woodstock to Centreville, 20 miles ; thence 6 miles to United States boundary.
11326	Thousand Islands Railway Co.	Not signed.	From Gananoque Junction, on company's line, to a point connecting with Brockville, Westport and Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or waters of Rideau Canal and an extension across mouth of Gananoque river.
11327	Ontario, Belmont and Northern Railway Co.	Not signed.	From Belmont iron mines to Junction, in Hastings, of Central Ontario Railway and Canadian Pacific Railway.
11328	Ottawa, Arnprior and Parry Sound Railway Co.	29th Sept., 1892.	From Renfrew to Eganville, 22 miles, Eganville to Barry's Bay, 30 miles.
11342	do do	Not signed.	From Barry's Bay towards the Northern Pacific Junction Railway.

2. CAPE BRETON RAILWAY.

10983	J. Harris & Co.	2nd Sept., 1891.	2 Russell snow-ploughs.

3. OXFORD AND NEW GLASGOW RAILWAY.

10985	J. Harris & Co	2nd Sept., 1891.	2 Russell snow-ploughs.
11054	J. K. McDonald	5th Oct., 1891.	Construct a water supply at Pugwash Junction.

4. INTERCOLONIAL RAILWAY.

10961	Jas Brown	3rd Aug., 1891.	Passenger station and freight shed, Kent Junction.
10962	Corporation, town of Antigonish	4th do	Supply water for engines, &c., Antigonish.
10984	J. Harris & Co	2nd Sept., 1891.	Two Russell snow-ploughs.
10986	A. J. Grant & Co.	14th July, 1891.	Passenger coach oil.
10987	Bushnell Co. (Limited)	14th do	Petroleum, dynamo oil and spindle oil.

APPENDIX No. 17.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1892—*Continued.*

4. INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
10988	M. Lodge	14th July, 1891	Petroleum, passenger coach oil and engine oil.
10989	Rhodes, Curry & Co	26th Aug., 1891	Brick building at Moncton.
10996	Imperial Oil Co	14th July, 1891	Freight car axle oil.
10997	J. R. Hutchins	14th do	Signal oil, cylinder oil and engine oil.
11029	Grant & McIntosh	9th Sept., 1891	Station and shed at New Glasgow.
11030	A. Myles	22nd do	Waiting-room for hackmen, St. John, N.B.
11031	A. Laberge	23rd do	Snow shed, east of Little Metis station.
11032	W. D. McCurdy	28th do	Addition to Charlo station.
11053	Paul Roy	28th do	do to Sayabec do
11057	Canadian Locomotive and Engine Co. (Limited)	30th do	Four ten-wheeled locomotives.
11062	Northern & Western Ry. Co	20th Aug., 1883	Building a railway from St. Mary's to I. C. Railway, thence to Beaubear's Point.
11077	Jas. Brown	3rd Dec., 1891	Oil warehouse at Moncton.
11089	Ed. Foran	1st do	Loading sugar at Richmond and Halifax.
11123	W. & A. Moir	15th Jan., 1892	Iron stair at North street station, Halifax.
11124	Barrow Hematite Steel Co. (Limited)	17th Feb., 1891	Steel rails.
11125	do do	17th do	do
11126	do do	17th do	do
11136	G. McLeod	26th Jan., 1892	750 farm gates.
11148	Dominion Bridge Co. (Ltd)	26th Feb., 1892	Steel foot bridge, Truro station yard.
11151	J. C. Calhoun	19th do	Fencing.
11152	E. Crossman	20th do	do
11153	J. Lewis	19th do	do
11154	F. Bellavance & Co	20th do	do
11160	J. Kelly	20th do	do
11175	P. Doucet	19th do	do
11194	King Bros	26th Dec., 1891	Fence posts.
11195	King Brothers	26th Dec., 1891	Cedar ties.
11196	F. C. Dubé	do	do
11227	St. Lawrence Steam Navigation Co	30th April, 1892	Mail, &c., between I.C.R., at Rimouski wharf and British Mail Steamers.
11228	D. Hallisay	19th Feb., do	Fencing.
11229	Dominion Bridge Co., Limt'd	2nd May, do	Girder Bridge, Barney's River at Dwear's Mills.
11247	W. Starkay	13th June, do	Transfer lifting bridges, Point Tupper.
11264	Truro Foundry and Machine Co	20th do do	Hoisting machinery for do
11265	Gray & McManus	20th do do	Excavation for ferry do
11266	Acadia Coal Co	20th do do	Supply coal.
11271	Canada Coal Co	20th do do	do
11272	Bay of Fundy Coal and Railway Co	20th do do	do
11273	A. Lemieux	18th July, do	Transhipping goods at Chaudière Junction.
11275	Gardner Coal Co	20th June, do	Supply coal.
11281	McDonald & Moffatt	27th July, do	1 car barge.
11282	do	18th do do	Excavation and cribwork, Mulgrave.
11283	J. Harris & Co., Limited	3rd June, do	Car wheels.
11291	P. S. McManus	1st August, do	Box culvert, Robinson's Meadow, near Brockville station.
11292	do	do do	Grading at Eureka Junction.
11296	A. J. Grant & Co	22nd July, do	Oil for 1892.
11297	J. R. Hutchins	do do	Dynamo oil.
11298	Eastern Oil Co	do do	Passenger coach oil.
11299	J. & S. C. Drury	3rd August, do	Freight shed at deep water terminus, St. John
11300	A. Holden	22nd July, do	Cylinder oil.
11303	J. McIntosh	12th Aug., do	Station and shed at Eureka Junction.
11304	General Mining Association	20th June, do	Coal supply.
11308	Imperial Oil Co	22nd July, do	Axle oil, &c.
11315	S. O'Donoghue	26th Aug., do	Cribwork, Point Tupper.
11330	Smith & Crow	9th Sept., do	Freight shed, Orangedale station.
11339	Jas. Brown	17th do do	do deep water terminus, St. John.
11340	do	17th do do	do Newcastle, N.B.

APPENDIX No. 17.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1892—*Continued.*

5. PRINCE EDWARD ISLAND RAILWAY.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11103	N. Boulter	14th Jan., 1892	Sleepers.
11104	D. McKenzie	12th do	do
11105	A. McKinnon	12th do	Cedar posts, 3 sleepers, &c.
11106	R. Ellis, jr	12th do	do do
11107	W. Taylor	13th do	Sleepers, &c.
11108	J. R. Larkins	13th do	Timber and sleepers.
11109	S. E. Gallant	12th do	Sleepers.
11110	O. Haywood	12th do	do
11111	J. T. Windsor	13th do	do
11199	Glace Bay Mining Co	22nd April, 1892	Coal for engines.
11202	Patent Nut and Bolt Co., Limited	9th May, 1892	Iron bolts and nuts.
11344	S. Grey	16th Sept., 1882	License to sell newspapers, &c., on trains.

6. RIDEAU CANAL.

11050	F. Toms	24th Oct., 1891	Works at Hogsback Station.
11078	T. McLaughlin	30th Dec., 1891	Deepen basin and make slip, Ottawa.
11088	P. G. Waters	8th Jan., 1892	Dumping scows and flat scow.
11161	J. O'Toole	28th March, 1892	Change site of swing bridge, Merrickville.
11252	Canadian Bridge and Iron Co	25th July, 1892	Bridges at Merrickville.

7. SAULT STE. MARIE CANAL.

11174	Hugh Ryan & Co	5th April, 1892	Changes lock 900 feet long.
11193	do	18th May, 1892	Dispense with beacon, add 390 feet to pier.

8. SOULANGES CANAL.

11165	Geo. Goodwin	11th May, 1892	Form section 11, Coteau du Lac.
11178	D. O'Brien & Son	8th April, 1892	do 12 do
11278	R. Macdonald	24th Sept., 1892	do 13, Coteau Landing.
11331	Arch. Stewart	24th do	do 1 and 2, Cascades entrance.

9. TRENT VALLEY CANAL.

11203	Wm. H. Law	30th April, 1892	Swing bridge, Bobcaygeon.

10. WELLAND CANAL.

11063	Wm. Hutchinson	1st Dec., 1891	Float bridge near Dunnville.
11277	Arch. McDonald	18th Sept., 1892	Culvert at Stromness.

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.
			Carillon Canal.	
Oct. 17, '92	Pleasure of the Government.	Ottawa Transportation Co. Line.	Lot at lower entrance of canal	50′ x 25′
			Lachine Canal.	
Dec. 2, '91	Pleasure of the Government.	D. Parizeau	Lots 13, 14, east of St. Gabriel basin No. 3.	14,967′ 16,912′
Dec. 29, '91	do	R. Ready	Lot 17, do do	16,912′
Oct. 1, '91	do	Standard Agency Co.	Lots 7, 8, 9, S.E. of Wellington basin	
Nov. 20, '91	Winter 1891-92	R. Latimer	Space in shed No. 4, St. Gabriel	80 feet
May 17, '92	Pleasure of the Government.	P. McCrory	Lot 20, W. of St. Gabriel basin No. 2.	16,912′
March 9, '92	do	End, Trihey & Co.	Lots 1, 2, do do do	19,046′
July 21, '92	do	Dominion Wadding Co.	Water thermometer, 9″ pipe, to factory at Ste. Cunégonde.	
			Welland Canal.	
Oct. 22, '91	Pleasure of the Government.	H. J. Gonder	Pt. lot 26 in 5th con., Crowland, town of Welland, North of Main St., and west of Canal.	0·18 acres
'91	21 years only.	W. Martin	Lot on west bank of Grand River, Port Maitland.	0·50 acres
Sept. 22, '91	Pleasure of the Government.	D. Dittrick	Pts. lots 16, 17, in 6th con., Grantham.	0·75 acres
Oct. 3, '91	do	T. F. Brown & Bros.	Water from Welland, Raceway for mill on their land.	
Oct. 3, '91	do	W. H. Crow	Pt. lot 26 in 5th con., Crowland, near north Main St., town of Welland.	0·79 acres
July 15, '92	10 years only.	Capt. N. J. Wigle	Lot at St. Catharines, near old lock No. 2.	0·30 acres
'92	Pleasure of the Government.	Lake Erie Glass Work Co.	Lot at Port Colborne do do	1·69 acres
			Rideau Canal.	
'92	Pleasure of the Government.	Ag't of Wyoming Park.	Pt. lot K, con. C., Nepean, near swing bridge.	0·71 acres
May 18, '92	do	T. H. Hughes	Pt. lot 17, in 8th con., S. Crosby, at Chaffy's lock.	3 rods, 18 per.
'92	do	R. C. Lampman	Pt. lot 35, subd. 5, con. B, Nepean	
Oct. 1, '92	do	North American Telegraph Co.	Place poles and wires, along canal, Ottawa to Kingston.	
			Intercolonial Railway.	
'91	Pleasure of the Government.	Minister of Fisheries	Wharf lot at deep water terminus, Halifax.	
Mar. 28, '92	Terminate on 6 months' notice.	Grand Trunk Ry. Co.	Exchange Passenger traffic, Lévis Station.	
Mar. 9, '92	5 years.	Executors of Jas. Hunter (to Government).	Ground floor on lot 132, Hollis Street, Halifax.	32′ x 35′
Aug. 17, '92	1 year.	Canada R'y News Co.	Sell newspapers on all trains	

No. 18.

MENT SHOWING

of Railways and Canals, during the Fiscal Year ended 30th June, 1892.

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.	
			$ cts.	$ cts.			
Stabling room		Jan. 1, '92	3 00	3 00	Jan. 1	Jan. 1, '92	In advance.
Storing lumber		June 8, '91	412 33	412 33	June 8	June 8, '91 & on deliv'ry	do
do		do	169 12	169 12	do	do	do
do		May 1, '91	600 00	600 00	May 1	On deliv'ry of lease.	do
Storing salt		Dec. 1, '91	10 00	10 00		do	do
Storing coal		May 1, '92	169 12	169 12	May 1	do	do
Storing lumber		Jan. 1, '91	380 92	380 92	Jan. 1	Jan. 1, '91	do
Fire protection	9" pipe	July 1, '92	10 00	10 00	July 1	July 1, '92	do
Storehouse		Nov. 21, '87	25 00	25 00	Nov. 21	On delivery of lease:	do
Club house and wharf.		April 1, '91	50 00	50 00	April 1	do	do
Wood and coal yard.		Sept. 1, '91	10 00	10 00	Sept. 1	do	do
Grist-mill	40 horse power.	do	240 00	240 00	do	do	In advance, also $6 per h. p. for 20 h. p. if req. hereafter.
Piling lumber		July 1, '88	50 00	50 00	July 1	do	do
Wharf, &c		July 1, '92	15 00	15 00	do	do	do
Glass factory		Aug. 1, '92	50 00	50 00	Aug. 1	do	do
Boat house and park.		Dec. 1, 91	10 00	10 00	Dec. 1	do	do
Grist-mill	Surplus water to pass thro'	July 1, '91	5 00	5 00	July 1	do	do (cancels 7,816).
		Jan. 1, '92	2 00	1 00	Jan. 1	do	do (cancels 9,919).
Telegraph		Aug. 1, '92	1 00	1 00	Aug. 1	Aug. 1, '92	
Wharfage		Sept. 1, '91	100 00	100 00	Sept. 1	Sept. 1, '91	do
			Rates		Monthly	do	
I.C.Ry.		May 1, '92	400 00	100 00	Aug. Nov. Feb. May	Aug. 1, '92	
		Aug. 1, '92	2,500 00	208 34	Monthly	do	do

2ND. PROPERTY purchased, or damaged, by the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1892.

Date of Signature.	Who sold to Her Majesty.	Property purchased, &c.			Area of Land.	Amount paid.	Remarks.
		Lot.	District, &c.	County.			
			Annapolis and Digby Railway.		Acres.	$ cts.	
Nov. 2, 1891	Geo. McLaughlin	Damage by bridge abutting on St. George street,	Annapolis	Annapolis		557 20	
do 2, 1891	Trustees Methodist Church	George street	do	do		933 33	
do 2, 1891	Rev. J. J. Ritchie	do	do	do		1,815 56	
do 2, 1891	Annie R. McKay	do	do	do		780 20	
do 2, 1891	Wm. Malcolm	do	do	do		1,807 00	
do 2, 1891		do	do	do		732 09	
April 15, 1892	E. B. Gavazza, *et al.*	22	do	Digby	0·83	25 00	
do 15, 1890	J. R. Hunt	20	do	do	0·39	400 00	
Nov. 13, 1889	B. Taylor	25	do	do	0·31	550 00	
July 14, 1890	F. J. Winchester (guardian)			do	0·72 0·13	300 00	
May 1, 1890	W. F. Turnbull	lot 5 & water lot	Block S.	do	1·84	300 00	
Dec. 19, 1889	G. Starking, *et al.*	8	do	do	2·36	150 00	
do 23, 1889	J. Woodman, *et al*	12	do	do	1·97	280 00	
do 23, 1889	T. Woodman	10	do				
Nov. 25, 1889	A. F. Randolph to heirs Dennison	Pt lot	(Release of mortgage)	do	1·41	150 00	
Dec. 24, 1889	J. Raymond	Pt. 4	Block T	do	0·36	200 00	
do 18, 1889	E. A. Dakin	Pt. 7	do	do	0·69	80 00	
do 23, 1889	E. G. Woodman	Pt. 11 & 11	do	do	0·66	60 00	
do 24, 1889	J. F. Raymond	Pt. 9	do	do	4·00	550 00	
do 23, 1889	Wm. Mumford	Pt. 6	Land S. E. of railway	do	0·36	50 00	
do 9, 1889	C. Winchester	Pt. 24	Smith's Cove	do	3·49	1,515 00	
			Beauharnois Canal.				
		181	St. Timothée, bridge	do		200 00	
Oct. 28, 1891	F. Poirier, fils	20	do fences, ditches, discharges and bridge	do		773 75	
Nov. 6, 1891	A. Mercier	379	St. Clément, fences and ditches	do		6 69	
do 28, 1891	Jos. Auger						

				Cornwall Canal.				
Dec. 23, 1891	G. E. Robertson	22	1st Con., Tp. Cornwall		Stormont	2·87	287 00	Release damages.
March 8, 1892	W. J. & H. Wood	W. ½ 13	do do		do	1·32	590 53	Land
do 8, 1892	W. J. Wood	E. ½ 13	do do		do	0·58	259 47	
Sept. 26, 1892	G. E. Robertson	S. pt W. ½ 16	do do		do	2·41	241 00	Release.
Oct. 1, 1892	W. W. Robertson	E. ½ 16 W. ¼ 15	do do		do	3·54	354 00	do
				Cape Breton Railway.				
Nov. 10, 1891	W. F. McCurdy *et al*	164,165,168,169	Jamesville and Grand Narrows		Victoria	4·09 2·06 3·24 3·15	1,279 50	Gypsum.
Aug. 10, 1891	H. N. Paint	Release to him	of judgment by Wm. Stairs for		$1, debt of costs		275 30	
do 6, 1891	do	do	do C. H. Harvey				1,846 20	
May 25, 1892	do	A. F. G. 2*a*, 2*b*, 2*c*	Town plot, Guernsey, Pt. Tupper		Richmond	0·07 0·28	9,223 50	
		4, 5	do do	do	do	0·094		
		2*c*	do do	do	do	1·01		
		2*d*	do do	do	do	1·82		
		3*a*, 4*b*	do do	do	do	0·35		
		3	do do	do	do	0·42		
		11	do do	do	do	0·39		
		13	do do	do	do	0·30		
		15	do do	do	do	0·23		
		17	do do	do	do	0·34		
		18	do do	do	do	0·18		
		18	do do	do	do	0·10		
		18*d*	do do	do	do	0·053		
		18	do do	do	do	3·40		
		19	do do	do	do	0·66		
		18*a*	do do	do	do	0·41		
		18*b*	do do	do	do	0·41		
July 13, 1890	Julia McNeil *et al*	Road 108	do (60 feet wide) Orangedale	do	do Inverness	1·77 0·03	20 30	Indemnity bond
			Carillon & Grenville Canals.					
Oct. 19, 1891	Geo. Goodwin		Interest on amounts awarded				34,571 64	
Feb. 20, 1891	H. Hughes *et al*	W ½ 13	1st Con., East Hawkesbury			0·50	15 00	Damages.
			Intercolonial Railway.					
Oct. 6, 1891	New Glasgow Iron, Coal and Railway Co.		1,300 tons rails sold to Company				26,000 00	Bond of G. Fraser *et*
Jan. 25, 1892	J. Harris & Co. (Limited)		Land, &c., St. John, N.B.				195,000 00	
March 21, 1892	do do		do (confirmatory deed)					
June 28, 1892	Hon. P. Mitchell	Use of lot	Newcastle		Miramichi		1,500 00	
Not dated	Govt. to City of St. John, N.B., and C.P.R. Co.	Carleton, City	of St. John Branch Railroad				40,000 00	

2ND. PROPERTY purchased, or damaged, &c.—*Continued.*

Date of Signature.	Who sold to Her Majesty.	Property purchased, &c.			Area of Land.	Amount paid.	Remarks
		Lot.	District, &c.	County.			
			Ottawa River, damages by Dams.		Acres.	$ cts.	
Jan. 23, 1892.	C. Carswell, adm'trix.	8	Westmeath		30·50	50 00	Release.
			Oxford & New Glasgow Railway.				
Sept. 1, 1891.	J. Berry	Farm	Doherty Creek	Cumberland	7,800 ft.	103 00	
do 1, 1891.	A. R. Dickey	Lay pipes through his farm, Doherty Creek		do		40 00	
do 1, 1891.	J. Williams	do	do do do	do		10 00	
Dec. 30, 1891.	D. Tattrie	20	River John	Pictou	0·20	1 00	
do 11, 1891.	R. J. Hayward	94	Dufferin Road	do	1·47	17 48	
do 30, 1891.	T. Dunn	132*a*	Scotch Hill	do	0·66	99 30	
do 30, 1891.	H. D. Denson	119	Hardwood Hill	do	2·20	611 69	
Oct. 20, 1891.	H. McDonald	66	River John	do	0·76	3 04	
Dec. 31, 1891.	C. W. Thompson *et al*	9*e* & C		Cumberland	0·79 / 4·35	786 06	
Jan. 7, 1892.	Gay Thompson *et al*	9*e* & E		do	0·75 / 1·30	475 74	
do 6, 1892.	J. D. Henderson	69*b*	Wallace	do	1·05	26 25	
Dec. 21, 1891.	E. Thompson	A	Oxford Station	do	2·20	55 00	
Jan. 16, 1892.	R. Wood *et al*	F*a*	do	do	0·05	54 00	
do 16, 1892.	J. W. Wood *et al*	F*d*	do	do	0·18	125 00	
do 16, 1892.	T. King	F*c*	do	do	0 12	175 00	
do 18, 1892.	Inglis Thompson	F*b*	do	do	0·17	183 00	
do 7, 1892.	N. Thompson *et al*	9*d* & D	do	do	0·79 / 2·60	526 24	
			Rideau Canal.				
Dec. 16, 1891.	J. Claxton *et al*	40, 41	5th Con. Pittsburg	Frontenac		151 00	Release damages.
Jan. 19, 1892.	M. J. Barnes	W ½ 5	3rd do do	do		40 00	do
April 18, 1892.	M. J. Oliver	3	Harvey St., Perth	Lenark	3,765 ft.	1,250 00	Damages, Tay Canal.

			Canadian Pacific Railway.				
Oct. 13, 1891	Wm. Clarke	72	St. Paul, O. Q. M	Northern Ext'n	0·99	10 00	
April 17, 1878	F. B. Derosier	65	do do	do	71·92		Reserve of right of way.
Oct. 30, 1891	A. C. Garrioch	NE ¼ 1	Tp. 9, r. 3 E	Pembina Branch	4·00	20 00	
Sept. 5, 1891	Alliance Trust Co. (Limited)	NE ¼ 16	Tp. 3, r. 3 E	do	5·82	29 10	
Jan. 25, 1886	J. Fulsher & J. H. Harper.	66	St. Paul, O. Q. M	Northern Ext'n	56·00		Right of way reserved.
March 28, 1892	H. W. B. Smith	NE ¼ 12 S½ SE ¼ 13	Tp. 7, r. 3 E	Pembina Branch	4·00 2·00	30 00	
June 17, 1892	Mary & M. Kelly	NE ¼ & N½ SE ¼ 12	Tp. 6, r. 3 E	do		32 75	
Not dated	Aikens, Culver & Co	NE ¼ 27	Tp. 3, r. 3 E	do	13·35	66 75	
Oct. 24, 1889	Agnes Schultz	39	St. John	East of Selkirk	90·00		Right of way reserved in patent.
March 18, 1891	A. A. V. Andrews, adm'tr H. G. Chubbuck	39	do	do	24·00		do do
			Trent Valley Canal.				
Oct. 3, 1891	Executors of R. C. Smith	171	Fenelon Falls Village		2·09	26,000 00	
Dec. 10, 1891	P. Duffy	15	8th c. Emily	Victoria		93 00	Release.
do 18, 1891	E. E. & W. R. McCracken	29, 31	4th c. Dummer	Peterborough		100 00	do
Feb. 1, 1892	D. Morrissey	18	10th c. Emily	Victoria		120 00	do
Feb. 1, 1892	P. O'Leary	16	8th and 9th c. Emily	Victoria		70 00	Damages.
do 22, 1892	R. Weir	18, 19	8th c. Emily	do		80 00	do
March 12, 1892	M. Lowes	17	7th and 8th c. Emily	do		80 00	do
do 19, 1892	R. Perdue	20	12th c. Emily	do		20 00	do
do 19, 1892	J. T. Flaherty	22	10th c. do	do		40 00	do
do 16, 1892	N. Nichols	2	10th c. Verulam	do		20 00	do
do 21, 1892	C. Armstrong	Raceway on lt 9	8th c. Sidney	Hastings		1,000 00	
do 19, 1892	H. Fitzgerald	20	11th c. Emily	Victoria		80 00	Damages.
do 12, 1892	D. Traviss	23	10th c. do	do		60 00	do
do 24, 1892	M. & M. Gannon	7, 8	10th c. Ennismore	Peterboro'		40 00	do
April 5, 1892	M. P. Cadigan	5 and 4	10th c. do	do		30 00	do
do 20, 1892	W. Hennessey	19	11th c. Emily	Victoria		40 00	do
June 8, 1892	W. Franks	22	10th and 11th c. Emily	do		150 00	do
do 29, 1892	J. T. Flaherty	22	do do	do		100 00	do
			Welland Canal.				
Oct. 31, 1891	P. Caffrey *et al*	13, 14	7th c. Grantham	Lincoln		310 00	Damage by hydraulic race.
Dec. 2, 1891	J. Gilleland	15	5th c. do	St. Catharines		1,100 00	Bridge.
do 12, 1891	B. Flynn	26	Crowland	Welland Raceway		30 00	Deed.
do 31, 1891	Corporation of Dunnville	Roads, &c.	Dunnville	Haldimand		2,457 00	Release damages.
do 21, 1891	W. Hutchinson	Pers. property	do	do		290 00	do
Jan. 25, 1892	L. B. Ford *et al*	6	N. of Canal St. E., Dunnville	do		275 00	do
do 19, 1892	Port Robinson Dry Dock	Re-entry by Gov. lot 283	Thorold, Port Robinson	Welland			
do 30, 1892	W. Waltho	Mill, &c.	Byng, Tp. Dun	Haldimand		225 00	Release damages.
Feb. 2, 1892	M. A. Smith Jas. Ferguson	Lumber.	Moulton	do		84 00	do

2ND. PROPERTY purchased, or damaged, &c.—*Continued.*

Date of Signature.	Who sold to Her Majesty.	Property purchased, &c.			Area of Land.	Amount paid.	Remarks.
		Lot.	District, &c.	County.			
			Welland Canal—Continued.		Acres.	$ cts.	
Feb. 3, 1892	J. Norris	9, 10, 21	Canal St. E., Dunnville	Haldimand		70 00	Release damages.
March 14, 1892	J. Hewitt	37	N. Canal St. E. do	do		75 00	do
Feb. 19, 1892	J. T. Johnson	Cordwood.	Dunnville	do		100 00	do
April 8, 1892	Executor Wm. Holmes	16	Canal St., E. Dunnville	do		156 00	do
do 18, 1892	J. Wade *et al.*	27, 28	5th and 6th c. Growland	do		200 00	Dam'ge by hydraulic race.
March 5, 1892	Hon. L. McCallum *et al.*	7, 8	W. Ouse St., Cayuga	do		50 00	
April 2, 1892	Executor A. McIndoe *et al.*	20	Lock St., Dunnville	do		80 00	Release damages.
do 26, 1892	J. G. Winslow	4	Broad St., Dunnville	do		100 00	do
do 28, 1892	J. Taylor	Groceries, &c.	Dunnville	do		40 00	do
do 27, 1892	R. May	5	Lock St., Dunnville	do		105 00	do
do 28, 1892	W. B. Johnson	Groceries, &c.	Dunnville	do		60 00	do
May 11, 1892	J. C. Harris *et al.*	Hay.	do	do		215 00	do
do 11, 1892	C. Leaney	Goods, &c.	do	do		135 00	do
do 6, 1892	Emma Darling	6, 7	Lock St., Dunnville	do		60 00	do
do 14, 1892	R. Morrison	36	Canal St. E., Dunnville	do		95 00	do
June 15, 1892	Executor J. Aikens	7	do do	do		20 00	do
do 15, 1892	Executrix W. J. Aikens	5	do do	do		255 00	do
do 23, 1892	H. Penny	9, 10	do do	do		110 00	do
do 30, 1892	Executrix W. Kennedy	40	Broad St. E. do	do		40 00	do
do 27, 1892	J. R. Brown	5, 7, 8	Canal St. E. do	do		125 00	do
do 16, 1892	Admtx. H. T. Johnson	D	Lock St. do	do		40 00	do
do 16, 1892	M. L. Johnson	14	Broad St. do	do		200 00	do
do 28, 1892	Adm. W. Ward *et al.*	8	Front St. do	do		112 00	do
July 8, 1892	Administrator Geo. Sime	24, 25, 26	Canal St. E. do	do		500 00	do
do 5, 1892	Admtx. D. McDonald	A lot	do do	do		50 00	do
do 8, 1892	Admtx. R. Chambers	9, 10	Canal and Bridge St., Dunnville	do		400 00	do
do 8, 1892	S. Chambers	11	Canal St. E., Dunnville	do		40 00	do
do 21, 1892	W. W. Montague	Gov. lot 17, 18	Canal and Maple St., Dunnville	do		130 00	do
Aug. 13, 1892	Admtx. Jabez Arnsden	A, sub lot 4	Canal St. W., Dunnville	do		160 00	do
July 29, 1892	Executor J. Stewart	D	Lock St. do	do		300 00	do
		14	Canal St. E. do				
Aug. 27, 1892	G. A. S. Wallace *et al.*	20, 19	Broad St. E. do	do		212 00	do

Sept.	3, 1892	Executor E. McNeal		5	Canal St. W.	Dunnville	Haldimand			200 00	Release damages.
Aug.	29, 1892	Admtx. W. White		19	Broad St. E.	do	do			225 00	do
Sept.	12, 1892	H. Amsden *et al.*	B & A, sub lot 4	21, 22, 23	Main St. W.	do	do			1,200 00	do
July	2, 1892	Administrator D. Jewhurst		30	Canal St. E.	do	do			70 00	do
Sept.	21, 1892	Admtx. A. McDonald		19, 20, 21	Main St.	do	do			100 00	do

3rd. AGREEMENTS respecting Subsidies in aid of construction of

Date of Signature.	Name of Railway Company.	Lines of Railways to be constructed.	Acts of Canada granting Subsidy.	Amount of Subsidy.	
				Per Mile.	Not more in all than
1891.				$	$
Not signed	St. Stephen & Milltown.	From St. Stephen to Milltown.....	53 V. c. 2	3,200	11,200
Sept. 18..	Winnipeg & Hudson Bay.	From C. P. Ry. to Hudson Bay.....	47 V. c. 25&70	ac. 6,400 " 12,800	Manitoba. N. W. T.
Not signed	Montreal & Ottawa.	From end of 30 miles of 50-51 V., c. 24, towards Ottawa.....	53 V. c. 2	3,200	96,000
Oct. 20..	Témiscouata Ry. Co.	From Clair's Siding to Connor's Station, St. Francis branch.	53 V. c. 2	3,200	51,200
Dec. 16..	Orford Mountain....	From Eastman to Kingsbury, P.Q...	53 V. c. 2	3,200	99,200
1892.					
Sept. 10..	do do	From Lawrenceville to do ...	53 V. c. 2	3,200	99,200
Oct. 17..	Quebec & Lake St. John.	From 30th to 50th mile, Chicoutimi branch, complete 1st 30 miles, and 4 towards Roberval.....	52 V. c. 3 55-56 V. c. 5	3,200	64,000 12,800
Sept. 27..	Tobique Valley.....	From Trout Brook 11 miles towards, and thence 3 miles to, Plaister Rock Island.....	53 V. c. 2 55-56 V. c. 5	3,200	35,200 9,600
do 16..	Woodstock & Centreville.	From Woodstock to Centreville, thence to U. S. boundary.....	55-56 V. c. 5	3,200	64,000 19,200
Nov. 30..	Thousand Islands...	From Gananoque Junction to a point on Brockville, Westport & S. Ste. M. Ry., the Kingston, Napanee & W. Ry., the Kingston, Smith's Falls & O. Ry., on Rideau Canal waters; also extension across mouth of river, Gananoque.	55-56 V. c. 5	in all	44,000
Not signed	Ontario, Belmont & Northern.	From Belmont Iron Mines to junction of Central Ontario Ry. and C. P. Ry.	55-56 V. c. 5	3,200	32,000
Sept. 29..	Ottawa, Arnprior & Parry Sound.	From Renfrew on C. P. Ry. to Eganville, Eganville to Barry's Bay..	55-56 V. c. 5	3,200	70,400 96,000
Nov. 8..	do do	From Barry's Bay towards Northern Pacific Junction Ry.....	55-56 V. c. 5	6,400 3,200	176,000 88,000

OTTAWA, 2nd December, 1892.

Department of Railways and Canals.

Railways, entered into during the fiscal year ended 30th June, 1892.

No. of Miles subsidized.	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.	Feet.	Feet.	Ft.	Lbs.		
3½	80	955[1] / 716[1]	15	20	15	56	July 1, 1893..	
250	65	955	50 / 100 at starting each side	20	14	56	June 1, 1894..	Land subsidy.
30	53	1,910	50	20	15	56	Dec. 31, 1892..	
12	70	818	50	20	15	56	Aug. 1, 1892..	
31	69	882	33	20	15	56	Dec. 1, 1893..	Colonization road.
16½	74	818	33	20	14	56	Aug. 1, 1893..	do do
20	80	955 / 818 / 1,146	50	20	15	56	Aug. 1, 1893..	
11 / 3	80	819	50	20	15	56	Dec. 1, 1893..	
20 / 6	80	955	50	20	15	56	Jan. 1, 1894..	
.....	53	955	50	20	15	56	Aug. 1, 1896..	1st part $30,000 / 2nd do 14,000
10	130	716	33	16	14	56	Oct. 31, 1893..	
22	40	2,865	50	20	15	56	Aug. 1, 1896..	
30	80	1,433						
27½ / 27½	60	1,433	50	20	15	56	Nov. 1, 1894..	

H. A. FISSIAULT.

APPENDIX No. 19.

No. 1—ALPHABETICAL List of Railways subsidized by the Parliament of Canada.

Authority for Grant.		Company or Work subsidized.	Details of Grant.			Total of Subsidy Grant Mileage to each Company.	
A. D.	Designation of Act.		Rate per Mile.	Estimated Number of Miles.	Not to exceed.	No. of Miles subsidized.	Amount.
			$		$ cts.		$ cts.
1884	47 Vic., c. 8.	Albert Southern Ry. Co., Hopewell to Alma.	3,200	16	51,200 00	16	51,200 00
1889	52 Vic., c. 3.						
1884	47 Vic., c. 8.	Baie des Chaleurs Ry. Co. — Metapediac towards Paspebiac	.....	70	300,000 00	70	620,000 00
1883	46 Vic., c. 25.						
1886	49 Vic., c. 17.						
1889	52 Vic., c. 3.						
		From 20 miles end to Paspebiac	.....		320,000 00		
		Acts of Amendment. 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	.....	.....	.....	.....	.....
1887	50-51 Vic., c. 24.	Beauharnois Junction Ry. Co., St. Martin's towards St. Anicet	3,200	30	96,000 00	30	96,000 00
1885	48-49 Vic., c. 59.	Belleville 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.	Belleville and Lake Nipissing. Belleville to Tweed and Bridgewater	3,200	30	96,000 00	30	96,000 00
1892	55-56 Vic., c. 5.	Revote of balance unexpended					
1892	55-56 Vic., c. 5.	Bracebridge and Baysville Ry. Co., from Bracebridge to Baysville	3,200	15	48,000 00	15	48,000 00
1887	50-51 Vic., c. 24.	Brantford, Waterloo and Lake Erie Ry. Co., Brantford to Hagarsville or Waterford, or some intermediate point on Canada Southern Railway.	3,200	18	57,600 00	18	57,600 00
1885	48-49 Vic., c. 59.	Brockville, Westport and Sault Ste. Marie Ry. Co. — Brockville to Westport	3,200	40	128,000 00	60	192,000 00
1891	54-55 Vic., c. 8.						
1890	53 Vic., c. 2.	Point near Newboro' towards Palmer Rapids	3,200	20	64,000 00		
1892	55-56 Vic., c. 5.	Revote of balance unexpended					
1886	49 Vic., c. 10.	Buctouche and Moncton Ry. Co — Moncton to Buctouche	3,200	30	96,000 00	32	102,400 00
1887	50-51 Vic., c. 24.	From W. end of section subsidized to Moncton	3,200	2	6,400 00		
1892	55-56 Vic., c. 5.	Revote of balance unexpended					

1885	48-49 Vic., c. 59.		*Valleyfield to west of Johnson's and Johnson's to Lacolle.*	1,600			96,000 00		
			Terminus, Ottawa, to Chaudière Falls	3,200					
1886	49 Vic., c. 10.	Canada Atlantic Railway.	Clarke's Island to Valleyfield	3,200		53	38,400 00	53	314,400 00
			Lacolle to International Boundary						
1887	50-51 Vic., c. 24.		For a bridge over the St. Lawrence, at Côteau Landing, on the line of the Canada Atlantic Railway	15% on cost.			180,000 00		
1874	37 Vic., c. 14.	Canada Central Railway, Pembroke to Callander		12,000		120	1,440,600 00	120	1,525,250 00
1883	46 Vic., c. 2.	do to recoup Town of Pembroke					85,250 00		
1881	44 Vic., c. 1.	Canadian Pacific Ry. Co., Callander to Port Arthur, and Selkirk to Kamloops				1,905	25,000,000 00	1,905	25,000,000 00
1884	47 Vic., c. 8.	For extension of C.P.R.	St. Martin's Junction to Quebec.	6,000		160	960,000 00	160	1,500,000 00
1885	48-49 Vic., c. 58.		do do (additional)				340,000 00		
1884	47 Vic., c. 8.		Connecting Jacques Cartier Union Junc. with North Shore.				200,000 00		
1886	49 Vic., c. 10.	Cap Rouge and St. Lawrence Ry. Co., Lorette to Quebec		3,200		12	38,400 00	12	38,400 00
1889	52 Vic., c. 3.								
1892	55-56 Vic., c. 5.	For a line, Cap Tourmente towards Murray Bay		3,200		20	64,000 00	20	64,000 00
1883	46 Vic., c. 25.	Caraquet Railway Co.	Bathurst to Caraquet	3,200	36	67	115,200 00	67	224,000 00
1884	47 Vic., c. 8.		Caraquet to Shippegan Harbour	3,200	24		76,800 00		
1887	50-51 Vic., c. 24.		Lower Caraquet to Shippegan		7		32,000 00		
1889	52 Vic., c. 3.	Central Ry. Co., N.B.	Head of Grand Lake to Intercolonial Railway, Sussex, N.B.	3,200	40	44·50	128,000 00	44·50	142,400 00
1890	53 Vic., c. 2.		In extension	3,200	4½		14,400 00		
1890	53 Vic., c. 2.	Cobourg, Northumberland and Pacific Ry. Co.	Cobourg to Ontario and Quebec Railway	3,200		30	96,000 00	49	156,800 00
1892	55-56 Vic., c. 5.		Additional for 19 miles	3,200		19	60,800 00		
1887	50-51 Vic., c. 24.	Cornwallis Valley Ry. Co.	Kentville to Kingsport	3,200		13	41,600 00	14	44,800 00
1889	52 Vic., c. 3.		From end of subsidized line to Kingsport	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	35	112,000 00
1887	50-51 Vic., c. 24.	Cumberland Railway and Coal Co., near Spring Hill to near Oxford Village.		3,200		14	44,800 00	14	44,800 00
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	7	22,400 00
1887	50-51 Vic., c. 24.	Drummond County Ry. Co.	Drummondville towards Nicolet	3,200	30	63·10	96,000 00	63·10	201,920 00
1889	52 Vic., c. 3.		From end of subsid line to Ball's Wharf, St. Lawrence River.	3,200	4½		14,400 00		
1890	53 Vic., c. 2.		Drummondville to Ste. Rosalie	3,200	24		76,800 00		
1892	55-56 Vic., c. 5.		Extension to Ste. Rosalie Junction	3,200	4 6/10		14,720 00		
1883	46 Vic., c. 25.	Elgin, Petitcodiac and Havelock Ry. Co., Petitcodiac to Havelock Corner.		3,200		12	38,400 00	12	38,400 00
1884	47 Vic., c. 8.	Erie and Huron Ry. Co.	Wallaceburg to Sarnia	3,200	30	52	96,000 00	52	166,400 00
1890	53 Vic., c. 2.		Petrolea *vid* Oil Springs to Dresden	3,200	22		70,400 00		
1884	47 Vic., c. 6.	Esquimalt and Nanaimo Ry. Co., Esquimalt to Nanaimo, Vancouver's Island.				71	750,000 00	71	750,000 00
1890	53 Vic., c. 2.	For a line, Fredericton *vid* Oromocto and Gagetown to New Brunswick Railway		3,200		30	96,000 00	30	96,000 00
1889	52 Vic., c. 3.	Fredericton and St. Mary's Bridge Co., for a bridge over the St. John River at Fredericton.					See also loan. 30,000 00	1	30,000 00
1892	55-56 Vic., c. 5.	Goderich and Wingham Ry. Co., from Goderich to Wingham *vid* Port Albert.		3,200		31	99,200 00	31	99,200 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.	Great Eastern Ry. Co.	Yamaska to River St. Francis	3,200	10	60	32,000 00	60	229,500 00
1887	50-51 Vic., c. 24		St. Francis to St. Grégoire	3,200	30		96,000 00		
1891	54-55 Vic., c. 8		St. Grégoire towards Chaudière Junction, I.C.R.	3,200	20		64,000 00		
1889	52 Vic., c. 3.		To bridge Nicolet and St. Francis Rivers				37,500 00		
1890	53 Vic., c. 2.								

No. 1—ALPHABETICAL List of Railways subsidized by the Parliament of Canada—*Continued.*

Authority for Grant.		Company or Work subsidized.	Details of Grant.			Total of Subsidy Grant Mileage to each Company.	
A.D.	Designation of Act.		Rate per Mile.	Estimated Number of Miles.	Not to exceed.	No. of Miles subsidized.	Amount.
			$		$		$ cts.
1884	47 Vic., c. 8	Great Northern Ry. Co — St. Jérôme to New Glasgow	3,200	10	32,000 00	50	160,000 00
1886	49 Vic., c. 10	Great Northern Ry. Co — New Glasgow or St. Lin to Montcalm	3,200	18	57,600 00		
1891	54-55 Vic., c. 8	Great Northern Ry. Co — St. Andrew's to Lachute	3,200	7	22,400 00		
1886	49 Vic., c. 10	Great Northern Ry. Co — At or near Montcalm to C.P.R., between Joliette and St. Félix de Valois	3,200	15	48,000 00		
1889	52 Vic., c. 3						
1890	53 Vic., c. 2						
1887	50-51 Vic., c. 24	Guelph Junction Ry. Co., from Campbellville, on C.P.R., to Guelph	3,200	16	51,200 00	16	51,200 00
1887	50-51 Vic., c. 24	Harvey Branch Ry. Co., from southern terminus of Albert Railway to Harvey Bank.	3,200	3	9,600 00	3	9,600 00
1886	49 Vic., c. 10	Hereford Railway Co. — Hereford to International Railway	3,200	34	108,800 00	49	156,800 00
1889	52 Vic., c. 3	Hereford Railway Co. — Cookshire to Quebec Central Railway at Dudswell	3,200	15	48,000 00		
1883	46 Vic., c. 25	International Railway Co., Sherbrooke to International Boundary	3,200	49	156,800 00	49	156,800 00
1890	53 Vic., c. 2						
1892	55-56 Vic., c. 5	Inverness and Richmond Railway Co., at or near Orangedale to Broad Cove	3,200	25	80,000 00	25	80,000 00
1884	47 Vic., c. 8	Irondale, Bancroft and Ottawa Railway Co., Victoria Branch of Midland Railway to Bancroft	3,200	50	160,000 00	50	160,000 00
1889	52 Vic., c. 3						
1892	55-56 Vic., c. 5	Joliette to St. Jean de Matha Railway Co., from St. Félix de Valois to St. Jean	3,200	8	25,600 00	8	25,600 00
1886	49 Vic., c. 10	Joggins Railway Co. — McCann Station to Joggins	3,200	12	38,400 00	18·25	58,400 00
1887	50-51 Vic., c. 24	Joggins Railway Co. — From south end to the wharves	3,200	1¼	4,000 00		
1889	52 Vic., c. 3	Joggins Railway Co. — From some point on Joggins Railway to Young's Mills	3,200	5	16,000 00		
1884	47 Vic., c. 8	Kingston and Pembroke Railway Co., Mississippi to Renfrew	2,200	15	48,000 00	15	48,000 00
1883	46 Vic., c. 25	Kingston, Napanee and Western Railway Co. — Napanee to Tamworth	3,200	28	89,600 00	78	268,400 00
1886	49 Vic., c. 10	Kingston, Napanee and Western Railway Co. — Tamworth to Tweed	.....	18	70,000 00		
1887	50-51 Vic., c. 24	Kingston, Napanee and Western Railway Co. — From north end of section subsidized to Tweed	.....	.....	12,800 00		
1889	52 Vic., c. 3	Kingston, Napanee and Western Railway Co. — At or near Harrowsmith to Sydenham	3,200	3	9,600 00		
1892	55-56 Vic., c. 5	Kingston, Napanee and Western Railway Co. — Yarker to Harrowsmith	3,200	7	22,400 00		
1892	55-56 Vic., c. 5	Kingston, Napanee and Western Railway Co. — Extension to County of Hastings and iron deposits	3,200	20	64,000 00		
1886	49 Vic., c. 10	L'Assomption Railway Co., L'Assomption to L'Epiphanie	3,200	3·50	11,200 00	3·50	11,200 00

1890	53 Vic., c. 2	For a line, Lachine Bank on G. T. Railway to Rivière des Prairies		3,200		15	48,000 00	15	48,000 00
1887	50-51 Vic., c. 24	Lake Erie and Detroit River Railway Co.	Walkerville to Cedar Creek	3,200	27	85	118,400 00	85	342,400 00
1890	53 Vic., c. 2		Cedar Creek to Ridgetown	3,200	38		160,000 00		
1892	55-56 Vic., c. 5				20		64,000 00		
1887	50-51 Vic., c. 24	Lake Temiscamingue Colonization Railway Co.	Long Sault to Lake Temiscamingue (amended)	3,200	6	68·50	19,200 00	68·50	240,200 00
			To overcome rapids of the Ottawa River at La Micharge, La Cave, Les Erables and La Montagne, and for construction of wharves and landings at such rapids		2		12,400 00		
1887	50-51 Vic., c. 24		Long Sault to Lake Kippewa	3,200	10½		33,600 00		
1892	55-56 Vic., c. 5		Mattawa to Long Sault	3,200	35		112,000 00		
1892	55-56 Vic., c. 5		Long Sault to crossing of the Kippewa and 15 per cent on value of wooden truss bridge		15 TB		63,000 00		
1885	48-49 Vic., c. 59	Leamington and St. Clair Railway Co.	Comber to Lake Erie	3,200		14	44,800 00	16	51,200 00
1887	50-51 Vic., c. 24		From north end of section subsidized to Comber	3,200		2	6,400 00		
1890	53 Vic., c. 2	Lindsay, Bobcaygeon and Pontypool Ry. Co.	Bobcaygeon to Midland Railway	3,200		16	51,200 00	32	102,400 00
1892	55-56 Vic., c. 5		In extension	3,200		16	51,200 00		
1892	55-56 Vic., c. 5	Lotbinière and Mégantic Railway Co., from St. Jean Deschaillons towards Glen Lloyd		3,200		15	48,000 00	15	48,000 00
1890	53 Vic., c. 2	Manitoulin and North Shore Railway Co., Little Current to Algoma Branch of C. P. R		3,200		30	96,000 00	30	96,000 00
1888	51 Vic., c. 3	Massawippi Junction Ry. Co.	From point on Atlantic and North-western Railway near Magog, to Ayer's Flat Station 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		
1889	52 Vic., c. 3	Maskinongé and Nipissing Railway Co.	From near Maskinongé or Louiseville towards Parish of St. Michel des Saints, P.Q	3,200		15	48,000 00	30	96,000 00
1890	53 Vic., c. 2		Extension	3,200		15	48,000 00		
1885	48-49 Vic., c. 59	Montreal and Sorel Railway Co.	St. Lambert to Sorel	1,000		45	72,000 00	45	112,000 00
1890	53 Vic., c. 2		To complete line				40,000 00		
1885	48-49 Vic., c. 59	Montreal and Champlain Junction Railway Co.	Brousseau to Dundee	500	60	63	30,000 00	63	103,600 00
1887	50-51 Vic., c. 24		Salmon River at Fort Covington to Massena Springs				64,000 00		
1888	51 Vic., c. 3		From end of subsidized line	3,200	3		9,600 00		
1892	55-56 Vic., c. 5		Revote of unexpended balance						
1890	53 Vic., c. 2	Montreal and Western Railway Co., St. Jérôme towards Le Désert		5,161		70	361,270 00	70	361,270 00
1886	49 Vic., c. 10	Montreal and Lake Maskinongé Railway Co.	St. Félix to Lake Maskinongé	3,200	10	13·50	32,000 00	13·50	42,200 00
1890	53 Vic., c. 2		For extension		3½		10,200 00		
1887	50-51 Vic., c. 24	Montreal and Ottawa Railway Co.	Vaudreuil to Hawkesbury	3,200	30	60	96,000 00	60	192,000 00
1890	53 Vic., c. 2		From end subsidized towards Ottawa	3,200	30		96,000 00		
1891	54-55 Vic., c. 8								
1892	55-56 Vic., c. 5	Montfort Colonization Railway Co., from St. Jérôme westwards		3,200		21	67,200 00	21	67,200 00
1885	48-49 Vic., c. 59	New Brunswick and Prince Edward Railway Co., Sackville to Cape Tormentine		3,200		37	118,400 00	37	118,400 00
1892	55-56 Vic., c. 5	Nicola Valley Railway Co., near Spence's Bridge to Nicola Lake		3,200		25	80,000 00	25	80,000 00
1892	55-56 Vic., c. 5	New Glasgow Iron and Coal Co		3,200		12·50	40,000 00	12·50	40,000 00
1884	47 Vic., c. 8	Northern and Western Railway Co.	Fredericton to Miramichi River	3,200	40	100	128,000 00	100	320,000 00
1885	48-49 Vic., c. 59		End of line previously subsidized to Boiestown	3,200	6		19,200 00		
1886	49 Vic., c. 10		Additional between Fredericton and Indiantown and extension to deep water at Chatham	3,200	10		32,000 00		
			Indiantown to Junction with Northern and Western Railway at or near Boiestown	3,200	44		140,800 00		

No. 1—ALPHABETICAL List of Railways subsidized by the Parliament of Canada—*Continued.*

Authority for Grant.		Company or Work subsidized.	Details of Grant.			Total of Subsidy Grant Mileage to each Company.	
A.D.	Designation of Act.		Rate per Mile.	Estimated Number of Miles.	Not to exceed.	No. of Miles subsidized.	Amount.
			$		$ cts.		$ cts.
1882	45 Vic., c. 14....	Northern and Pacific Junction Railway Co. — Gravenhurst to Callander	6,000	110	660,000 00	110	1,320,000 00
1883	46 Vic., c. 25 ...	Northern and Pacific Junction Railway Co. — (Additional)	6,000	110	660,000 00	110	1,320,000 00
1889	52 Vic., c. 3.....	Northern and Pacific Junction Railway Co.	.....	.....	.....	.....	.....
1890	53 Vic., c. 2.....	Northern and Pacific Junction Railway Co.	.....	.....	.....	.....	.....
1887	50-51 Vic., c. 24.	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	80	256,000 00
1888	51 Vic., c. 3.....	Nova Scotia Central Railway Co.	3,200	46	147,200 00	80	256,000 00
1892	55-56 Vic., c. 5....	Nipissing and James Bay Ry., from at or near North Bay, C.P.R., towards James Bay	3,200	25	80,000 00	.....	.....
1889	52 Vic., c. 3.....	Ontario and Pacific Railway Co., Cornwall to Ottawa	3,200	53·87	172,400 00	53·87	172,400 00
1892	55-56 Vic., c. 5....	Ontario, Belmont and Northern Ry., Belmont Iron Mines to C. P. R. and Central Ontario Railway	3,200	10	32,000 00	10	32,000 00
1890	53 Vic., c. 2.....	Orford Mountain Railway Co., Eastman and Kingsbury	3,200	31	99,200 00	31	99,200 00
1887	50-51 Vic., c. 24.	Oshawa Railway and Navigation Co., Port Oshawa towards Raglan	3,200	7	22,400 00	7	22,400 00
1891	54-55 Vic., c. 8..	Oshawa Railway and Navigation Co., Port Oshawa towards Raglan	3,200	7	22,400 00	7	22,400 00
1885	48-49 Vic., c. 59.	Ottawa and Gatineau Valley Railway Co., Hull Station towards Le Désert	.....	62	320,000 00	62	320,000 00
1889	52 Vic., c. 3.....	Ottawa and Gatineau Valley Railway Co., Hull Station towards Le Désert	.....	62	320,000 00	62	320,000 00
1892	55-56 Vic., c. 5..	Ottawa, Arnprior and Parry Sound Ry. Co. — Point on C. P. R. to Egansville	3,200	22	70,400 00	107	430,400 00
		Ottawa, Arnprior and Parry Sound Ry. Co. — Egansville to Barry's Bay	.....	30	96,000 00		
		Ottawa, Arnprior and Parry Sound Ry. Co. — Barry's Bay to Northern Pacific Railway Junction	6,400 / 3,200	27½ / 27½	55 / 264,000 00		
1890	53 Vic., c. 2.....	For a line, Ottawa to Morrisburgh	3,200	52	166,400 00	52	166,400 00
1889	52 Vic., c. 3.....	Parry Sound Colonization Railway Co., Parry Sound to Sundridge	3,200	40	128,000 00	40	128,000 00
1884	47 Vic., c. 8.....	Pontiac Pacific Junction Railway Co. — Hull to Pembroke	3,200	82	272,000 00	92·50	337,100 00
		Pontiac Pacific Junction Railway Co. — From 3 miles east of Pembroke to Pembroke	3,200	3	9,600 00		
1888	51 Vic., c. 3.....	Pontiac Pacific Junction Railway Co. — Hull to Aylmer	3,200	7½	24,000 00		
1890	53 Vic., c. 2.....	Pontiac Pacific Junction Railway Co. — Bridging Ottawa at Culbute, &c	.....	.....	31,500 00		
1892	55-56 Vic., c. 5..	Pontiac Pacific Junction Railway Co. — Revote of balance unexpended under 47 Vic., c. 8	.....	.....	.....		
1862	55-56 Vic., c. 5....	Philipsburg Junction Railway and Quarry Co., Stanbridge to Philipsburg	3,200	6·75	21,600 00	6·75	21,600 00

1889	52 Vic., c. 3. . .	Pontiac and Renfrew Railway Co., opposite Braeside or Bristol to Pontiac Pacific Junction Railway, near Quion River	3,200		6	19,200 00	6	19,200 00
1888	51 Vic., c. 3.	Port Arthur, Duluth and Western Railway Co. — Port Arthur to Gun Flint Lake	3,200	84¾	89¾	271,200 00	89·75	287,200 00
1890	53 Vic., c. 2.	Port Arthur, Duluth and Western Railway Co. — Branch to Kabeka Falls		5		16,000 00		
1884	47 Vic., c. 3. . . .	Quebec Central Railway Co., Beauce to International (amended). *See* also annual instalments			15	60,342 00	15	60,342 00
1888	51 Vic., c. 8.					384,000 00		
1882	45 Vic., c. 14. . . .	Quebec and Lake St. John Railway Co. — St. Raymond to Lake St. John	3,200	120		80,000 00		
1883	46 Vic., c. 25 . . .	Quebec and Lake St. John Railway Co. — (Additional)	3,200	25				
1885	48-49 Vic., c. 59.	Quebec and Lake St. John Railway Co. — Junction on North Shore Railway to St. Raymond.	3,200	30		96,000 00		
1886	49 Vic., c. 10 . . .	Quebec and Lake St. John Railway Co. — 50 miles north of St. Raymond to Lake St. John (additional)		(95)		186,295 00		
1887	50-51 Vic., c. 25.	Quebec and Lake St. John Railway Co. — Quebec to Lake St. John—being portion uncovered by previous subsidies (additional)	3,200	9	248	28,800 00	248	1,003,495 00
1888	51 Vic., c. 3.	Quebec and Lake St. John Railway Co. — St. John towards Chicoutimi	3,200	30		96,000 00		
1889	52 Vic., c. 3. . .	Quebec and Lake St. John Railway Co. — From end of section subsidized from St. John towards Chicoutimi	3,200	20		64,000 00		
1890	53 Vic., c. 2. . . .	Quebec and Lake St. John Railway Co. — For St. Charles Bridge and from Lorette to Charlesbourg	3,200	12		30,000 00		
1891	54-55 Vic., c. 8							
1892	55-56 Vic., c. 5. .	Quebec and Lake St. John Railway Co. — Revote of balance unexpended under 52 Vic., c. 3 & 50-51 Vic., c. 24.	. . . .	. . . .	. . .	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	3,200		30	96,000 00	30	96,000 00
1892	55 56 Vic., c. 5. . . .	Restigouche and Victoria Railway Co., Campbelltown towards Grand Lake	3,200		15	48,000 00	15	48,000 00
. . . .	. . . . .	For a line, Revelstoke to the head of Arrow Lake	3,200		25	80,000 00	25	80,000 00
1892	55-56 Vic., c. 5. . . .	For a line, Sandpoint, Shelburne Harbour to Annapolis Royal, and to a junction at or near New Germany to Liverpool (Revote).	3,200		75	240,000 00	75	240,000 00
1889	52 Vic., c. 3.	Shuswap and Okanagon Railway Co., from Sicamous to a point on Lake Okanagon.	3,200		51	163,200 00	51	163,200 00
1887	50-51 Vic., c. 24. . .	South Norfolk Railway Co., Port Rowan to Simcoe	3,200		17	54,400 00	17	54,400 00
1889	52 Vic., c. 3.	South Ontario Pacific Railway Co., Woodstock to Hamilton	3,200		49	158,400 00	49	158,400 00
1891	54-55 Vic., c. 8.							
1887	50-51 Vic., c. 24. . .	St. Catharines and Niagara Central Railway Co. *See* also annual instalments.	3,200		12	38,400 00	12	38,400 00
1892	55-56 Vic., c. 5. . . .	St. Eustache to a point on C. P. R., Isle Jesus	3,200		12	38,400 00	12	38,400 00
1892	55-56 Vic., c. 5. . . .	St. Eustache and St. Placide	3,200		18	57,600 00	18	57,600 00
1892	55-56 Vic., c. 5. . . .	St. Flavie and Little Métis to Matane	3,200		50	160,000 00	50	160,000 00
1889	52 Vic., c. 3. . . .	For a line, St. Césaire to St. Paul d'Abbotsford	3,200		5	16,000 00	5	16,000 00
1889	52 Vic., c. 3. . . .	St. Clair Frontier Tunnel Co., for a tunnel under St. Clair River at or near Sarnia.	. . . .		2·50	375,000 00	2·50	375,000 00
1887	50-51 Vic., c. 24.	St. Lawrence and Lower Laurentian and Saguenay Railway Co., Grand Piles to junction with Lake St. John Railway	3,200		. . . .	217,600 00	38·85	217,600 00
1891	54-55 Vic., c. 8. .							
1890	53 Vic., c. 2.	St. Lawrence and Adirondack Railway Co. — Valleyfield to Huntingdon	. . . .		18	57,600 00		
1892	55-56 Vic., c. 5. .	St. Lawrence and Adirondack Railway Co. — Part of road to Huntingdon and end towards International B'ndry	. . . .		5 42 2·40	25,024 00	25·82	82,624 00
1892	55-56 Vic., c. 5. . . .	St. John's to St. Rosalie	. . . .		32	102,400 00	32	102,400 00
1884	47 Vic., c. 8.	St. Louis and Richibucto	. . . .		7	22,400 00	7	22,400 00
1890	53 Vic., c. 2.	St. John Valley, Fredericton to Village of Prince William	3,200		22	70,400 00		
1890	53 Vic., c. 2.	St. John Valley and Rivière du Loup Railway Co. — Village of Prince William towards the Town of Woodstock	3,200		22	70,400 00	59	188,800 00
1892	55-56 Vic., c. 5. .	St. John Valley and Rivière du Loup Railway Co. — Extension from north end of line subsidized towards Town of Woodstock	3,200		15	48,000 00		
1892	55-56 Vic., c. 5. . . .	St. Placide to St. Andrews	. . . .		8	25,600 00	8	25,600 00

No. 1—ALPHABETICAL List of Railways subsidized by the Parliament of Canada—*Concluded.*

Authority for Grant.		Company or Work subsidized.	Details of Grant.			Total of Subsidy Grant Mileage to each Company.	
A.D.	Designation of Act.		Rate per mile.	Estimated Number of Miles.	Not to exceed.	No. of Miles subsidized.	Amount.
			$		$ cts.		$ cts.
1892	55-56 Vic., c. 5.	St. Rémi to St. Cyprien		12	38,400 00	12	38,400 00
1890	53 Vic., c. 2.	St. Stephen and Milltown		3½	11,200 00	3·50	11,200 00
1892	55-56 Vic., c. 5.	Stewiacke and Lansdowne Railway Co. — From point on I. C. R. through Stewiacke Valley		25	80,000 00	74	236,800 00
		Stewiacke and Lansdowne Railway Co. — From Truro to Newport		49	156,800 00		
1892	53 Vic., c. 2.	For a line, Summerside to Richmond Bay, P. E.I.		3	9,600 00	3	9,600 00
1890	55-56 Vic., c. 5.	Sydney to Louisbourg		28	89,600 00	28	89,600 00
1882	45 Vic., c. 14.	Témiscouata Railway Co. — Rivière du Loup to Edmundston	$3,200 for 75 ms. $2,800 for 75 ms. $6,000 for 8 ms.	83	240,000 00 258,000 00	119	670,800 00
1885	48-49 Vic., c. 58.						
1888	51 Vic., c. 3.	Branch from Edmundston towards St. Francis River		20	100,000 00		
1890	53 Vic., c. 2.	In extension of 20 miles subsidized	3,200	16	51,000 00		
1892	55-56 Vic., c. 5.	In addition to subsidy granted by 53 Vic., c. 2			21,600 00		
1889	52 Vic., c. 3.	Thousand Islands Railway Co. — Gananoque to Gananoque Junction, G. T. R	3,200	18	54,400 00	18	54,400 00
1890	55-56 Vic., c. 5.	Thousand Islands Railway Co. — Gananoque Junction, G. T. R., to connect with Brockville, Westport and Sault Ste. Marie Ry.					
		Thousand Islands Railway Co. — Revote of balance of balance unexpended					
1892	55-56 Vic., c. 5.	Tilsonburg, Lake Erie and Pacific Railway Co., Port Burwell to Tilsonburg		16	51,200 00	16	51,200 00
1890	53 Vic., c. 2.	Tobique Valley Ry. Co. — Perth Centre towards Plaister Rock		14	89,600 00	28	134,400 00
1891	54-55 Vic., c. 8.	Tobique Valley Ry. Co. — In extension of 14 miles		11	35,200 00		
1892	55-56 Vic., c. 5.	Tobique Valley Ry. Co. — do do last subsidized		4	9,600 00		
1886	49 Vic., c. 10.	Toronto, Grey and Bruce Railway Co., Glenannan to Wingham	3,200	5	16,000 00	5	16,000 00
1890	53 Vic., c. 2.	Waterloo Junction Railway, Waterloo to Elmira	3,200	11	35,200 00	11	35,200 00
1887	50-51 Vic., c. 25.	Western Counties Railway, Digby to Annapolis		20	500,000 00	20	500,000 00
1889	52 Vic., c. 8.						
1890	53 Vic., c. 2.	For a line, Woodstock *vid* London to Chatham, Ont. (*See* Ontario and Pacific and West Ontario Pacific Railway)	3,200	80	256,000 00	80	256,000 00
1892	55-56 Vic., c. 5.	Woodstock and Centreville Railway Co. — Woodstock and Centreville	3,200	20	64,000 00	26	83,200 00
		Woodstock and Centreville Railway Co. — To International Boundary	3,200	6	19,200 00		

No. 2.—STATEMENT showing Railways receiving Cash Subsidies (not included in Statement No. 1), of fixed amounts, payable Annually or Semi-annually for fixed periods of years, or Interest in place of or until the Capital granted be paid.

Year.	Designation of Act.	Description of Lines subsidized.	Miles subsidized.	Amount of Subsidy voted.	Amount of Instalment.	Date and Number of Instalment paid.	Total paid.
				$ cts.	$ cts.		$ cts.
1885	48-49 Vic., c. 58.	International Railway Co. (Atlantic and North-western), Montreal to Harbours of St. John and Halifax	252		93,300 00 per ½ year for 20 years..	30th June (6)	559,800 00
1882	45 Vic., c. 55..	Chignecto Marine Transport Ry. Co., Ship Railway—Gulf					
1886	49 Vic., c. 18..	of St. Lawrence to Bay of Fundy	16·85		85,301 00 do 20 do ..	Nil.	Nil.
1890	53 Vic., c. 2...	Kingston, Smith's Falls and Ottawa Ry. Co.	56	179,200 00	3,136 00 do 21 do ..	do	do
1892	54-55 Vic., c. 5.						
1888	51 Vic., c. 3...	Quebec Central Railway Co.	90	288,000 00	10,595 77 do 20 do ..	do	do
1890	53 Vic., c. 3...						
1889	52 Vic., c. 3...						
1890	53 Vic., c. 2...	St. Catharines and Niagara Central Ry. Co.	34	†108,000 00	1,890 00 do 20 do ..	do	do
1892	55-56 Vic., c. 5						
1884	47 Vic., c. 8...	Provincial Govt. of Quebec, Montreal to Quebec	279	2,394,000 00	*59,850 00	do 15	
		do do do Ottawa					

* Annual interest at rate of 5 per cent; interest only paid, subsidy still due.

† $800 short voted in amount specified under the Acts 52 and 53 Vic., as being replaced by the Act 55-56 Vic., c. 5.

No. 3.—STATEMENT showing Railways subsidized by the Grant of Loans.

Year.	Designation of Act.	Description of Lines subsidized.	Amount of authorized Loan.	Amount of Loan paid to the Company.	Amount of Loan undrawn.
		LOANS.	$	$ cts.	$ cts.
1886	49 Vic., c. 10....	Albert Railway Company, Salisbury to Hopewell.	15,000	14,725 56	274 44
1889	52 Vic., c. 3.....	Fredericton and St. Mary's Bridge Company.....	300,000	300,000 00	.....
1883	46 Vic., c. 26....	St. John Bridge and Railway Extension Company	500,000	433,900 00	66,100 00

No. 4.—STATEMENT showing Railways subsidized by the Grant of certain used Iron Rails valued at the amount set forth.

Year.	Designation of Act.	—	Tons of used Rails.	Standing in Public Accounts as an Asset.	Paid.	Still due, 30th June, 1892.
				$ cts.	$ cts.	$ cts.
1888	51 Vic., c. 3.	Central Ry. Co. of New Brunswick..	4,052	83,612 54	83,612 54	.....
		Elgin, Petitcodiac and Havelock Ry..	2,201	44,252 82	44,252 82	.....
		Kent Northern Ry. of New Brunswick	2,549	58,334 27	.....	58,334 27
		Halifax Cotton Company Siding. ..	233	4,335 00	.....	4,335 00
		Steel Company of Canada.....	597	11,964 66	.....	11,964 66
		Albert Railway Company....	726	14,665 45	.....	14,665 45
		Chatham Branch Railway...	958	24,439 84	24,439 84	.....
		Total	.....	241,604 58	152,305 20	89,299 38

No. 5.—STATEMENT showing Railways subsidized by Grants of Land.

Year.	Act.	Line subsidized.	Acres per Mile.	Estimated Number of Miles.	Total Grant. — Acres.	—
1889	52 Vic., c. 4...	Alberta Railway and Coal Co., Lethbridge to International boundary	6,400	50	320,000	
1890	53 Vic., c. 3...					
1887	50-51 Vic., c. 23.	*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	300	1,920,000	
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	
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	190 / 150	2,176,000	
1881	44 Vic., c. 1.....	Canadian Pacific Ry. Co., Callender to Port Arthur, and Selkirk to Kamloops	Special.	2,005	25,000,000	
1890	53 Vic., c. 4...	Canadian Pacific Ry. Co. — From Glenboro' westerly to a proposed branch running from Brandon south-westerly	6,400	60	384,000	1,568,000
		From Brandon south-westerly to near Township 3, Range 27, west of 1st Principal Meridian, and thence westerly	6,400	100	640,000	
1891	54-55 Vic., c. 10.	Branch from western end of 100 miles, to a point at or near La Roche Percée, Township 1, Range 6, west of 2nd Meridian.	6,400	60	384,000	
		From Brandon branch to Deloraine	6,400	25	160,000	
				245		
1884	47 Vic., c. 6.....	Esquimalt and Nanaimo Ry. Co., Esquimalt to Nanaimo, Vancouver Island	.....	71	1,900,000	Completed and in operation.
1886	49 Vic., c. 11....	Great North-west Central Ry. Co., Brandon to Battleford	6,400	450	2,880,000	50 miles completed and in operation.
1889	52 Vic., c. 4...	Lake Manitoba Railway and Canal Co. — From Portage la Prairie to southern boundary of Lake Manitoba	6,400	17	902,000	
1890	52 Vic., c. 4...	From Portage la Prairie to Lake Winnipegosis, at or near Meadow Portage	6,400	125		
				142		
1890	53 Vic., c. 4.....	Lac Seul Railway Co., from point at or near Shelley Station, C.P.R., to a point at or near White Mud Lake, Winnipeg River	6,400	18	115,200	
1885	48-49 Vic. 60..	Manitoba and North-western Ry. Co. — Portage la Prairie to 20 miles from Prince Albert	6,400	430	2,918,400	
1886	49 Vic., c. 11..	Branch from Todburn to Shellmouth	6,400	26		
				456		
1885	48-49 Vic., c. 60.	Manitoba South-western Railway Co., Winnipeg to Whitewater Lake	6,400	150	960,000	1,396,500
1891	54-55 Vic., c. 10.	Manitoba and South-western Colonization Ry — Extension	6,400	62	396,500	
		Branch, Carman to Barnsley	6,400	6¼	40,000	
				218¼		
1890	53 Vic., c. 4.....	Manitoba South-eastern Railway Co., Winnipeg to a point on west side of the Lake of the Woods	6,400	110	704,000	
1887	50-51 Vic., c. 23.	Medicine Hat Railway and Coal Co., Medicine Hat to Coal Fields	6,400	8	51,200	
1889	52 Vic., c. 4....	North-western Railway Co. of Canada, from Calgary to near Edmonton, and Calgary to Lethbridge	10,000	330	3,300,000	
1885	48-49 Vic., c. 60	North-western Coal and Navigation Co. — Medicine Hat to Belly River	380,000		1,089,180	209 miles completed and in operation.
1887	50-51 Vic., c. 23	Additional do do	40	109½		
1889	52 Vic., c. 4...	do do	2,600			
1890	53 Vic., c. 4..	Lethbridge to Crow's Nest Pass	3,840	100		

No. 5.—STATEMENT showing Railways subsidized by Grants of Land—*Concluded.*

Year.	Act.	Line subsidized.	Acres per Mile.	Estimated Number of Miles.	Total Grant. — Acres.	—
1885	48-49 Vic., c. 60	Qu'Appelle, Long Lake and Saskatchewan Railway and Steam-boat Co.	Regina to Long Lake	6,400	23⅓	248 miles completed and in operation.
1887	50-51 Vic., c. 23		Long Laketon to near Elbow North Saskatchewan, with branches to Prince Albert and Battleford	6,400	325 — 348⅓	2,229,333
1891	54-55 Vic., c. 9	Red Deer Valley and Coal Co., from Town of Calgary to point on Township 29, Range 23, west 4th Meridian		6,400	55	352,000
1884	47 Vic., c. 25	Winnipeg and Hudson Bay Railway Co., Winnipeg to Hudson Bay		6,400 acres in Manitoba. 12,800 acres in N.W.T.	No distance named	.....
1886	49 Vic., c. 11	Wood Mountain and Qu'Appelle Railway Co., from Wood Mountain *viâ* Qu'Appelle and Fort Qu'Appelle to the Manitoba and North-western Railway		6,400	240	1,536,000

* Name changed by 52 Vic., c. 65, to the North-western Railway of Canada.

APPENDIX No. 20.

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

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 Matapediac, on the Intercolonial Railway, to Pasbebiac, 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, 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 102,410

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 International Railway at Petitcodiac to Havelock 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 Callender, 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 hereinbefore 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 granted

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 coats *viâ* 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 Kazubazua 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 Richibucto to St. Louis, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

36. For a line of railway from Hopewell to Alma, in the Province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200

37. For a line of railway from St. Andrews to Lachute, in the County of Argenteuil, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

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 Metapediac eastward towards Paspebiac, twenty miles, in the Province of Quebec, a sum not exceeding in the whole..... 300,000

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

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

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

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

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

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

*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.

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 not 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 Rathbun, to Bancroft, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding $1,500 per mile, nor exceeding in the whole..... 10,500

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 Vic., chap. 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 *viâ* 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 line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively,

shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

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

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

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

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, *viâ* Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy 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 extention 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):—

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 *viâ* 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 $3,200 per mile, nor exceeding in the whole..... 38,400

77. For a railway from L'Assomption to L'Epiphanie, in the Province of Quebec, three miles and a half, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 11,200

78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the Province of Quebec, a subsidy of $5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 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 Vic., chap. 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 $3,200 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 *viâ* 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 Mountains, eighteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

88. For a railway from Yamaska to the River St. Francis, in the Province of Quebec, ten miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the Province of New Brunswick, twenty-eight miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

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 *viâ* Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the Province of New Brunswick, six miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the Province of Ontario, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

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 have been 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 to 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):—

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 49 Victoria, chapter 10, 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 49 Victoria, chapter 10, 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 Hagarsville 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 59, 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 Raglan, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

113. To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or

from Chicoutimi towards Lake St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 96,000

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 47 Victoria, chapter 8, 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 49 Victoria, chapter 10, 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 59, 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 steam-boats, 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 59, 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 49 Victoria, chapter 10), 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 Temiscamingue 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 59, 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 not exceeding $3,200 per mile, nor exceeding in the whole..... 44,800

125. To the Montreal and Champlain Junction Railway Company, a subsidy of..... $ 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 49 Victoria, chapter 10, 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 49 Victoria, chapter 10, a subsidy nor 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 to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

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

cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

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

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-six 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 84¾ 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 St. 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 for..... 83,612 54

144. To the Elgin, Petitcodiac 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, Petitcodiac 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 sixty-two 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 *viâ* 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 Stewiake, 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, nor 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 Rail-

way 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 in the whole..... 375,000 00

163. To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quion River, in the Province of Quebec, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 19,200 00

164. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to 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 Saint-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..... 158,000 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)—:

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 *viâ* 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 *viâ* 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 subidy 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 *viâ* 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, *viâ* 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 susidy 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 Lake to La Chute aux Iroquois	7
La Chute aux Iroquis 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 29 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 Chaudière 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 *viâ* Charlesbourg 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 Mosquodoboit 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 Témiscouata 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, nor 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 its 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, intituled: "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 30th 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 to 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, nor 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, nor exceeding in the whole..... 46,040 00

238. 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 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

"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.

"3. 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.

"4. 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.

By the Act 55-56 Victoria, ch. 5 (1892). (*Assented to 9th July*, 1892) :—

241. To the Lake Erie and Detroit River Railway Company, for 58 miles of their railway from a point at or near Cedar Creek to

the town of Ridgetown, in lieu of the subsidies granted to the Lake Erie and Detroit River Railway Company by the Act 53 Victoria, chapter 2, and to the Amherstburg, Lake Shore and Blenheim Railway Company by the Act 52 Victoria, ch. 3. $ 224,000 00

242. To the Ottawa, Arnprior and Parry Sound Railway Company, for 55 miles of their railway from Barry's Bay towards the Northern Pacific Junction Railway, a subsidy not exceeding $6,400 per mile on the first 27½ miles out from Barry's Bay and not exceeding $3,200 per mile on the second 27½ miles, nor exceeding in the whole..... 264,000 00

243. To the Canadian Pacific Railway Company or to the Columbia and Kootenay Railway and Navigation Company, for a railway from a point on the Canadian Pacific Railway at or near Revelstoke to the head of Arrow Lake, for 25 miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000 00

244. To the Tobique Valley Railway Company, for a railway from the north end of the 11 miles for which a subsidy was granted by the Act 53 Victoria, chapter 2, to Plaister Rock Island, for 3 miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600 00

245. To the Monfort Colonization Railway Company, for 21 miles of their railway from Lachute, St. Jérôme or a point at or near St. Sauveur, on the line of the Montreal and Western Railway, to Monfort and westward, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200 00

246. To the Ontario, Belmont and Northern Railway Company, for 10 miles of their railway from the Belmont iron mines to the Canadian Pacific Railway and the Central Ontario Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000 00

247. To the Montreal and Champlain Junction Railway Company, the balance remaining unpaid of the subsidies granted by the Acts 50–51 Victoria, chapter 24, and 51 Victoria, chapter 3, a subsidy of..... 15,100 00

248. To the Buctouche and Moncton Railway Company, for 32 miles of their railway from Moncton to Buctouche, the balance remaining unpaid of the subsidy, not exceeding $3,200 per mile, granted by the Acts 49 Victoria, chapter 10, and 50–51 Victoria, chapter 24, not exceeding in the whole..... 35,480 00

249. To the Cobourg, Northumberland and Pacific Railway Company, for 19 miles of their railway from Cobourg to the Ontario and Quebec Railway (in addition to the subsidy granted by the Act 53 Victoria, chapter 2), a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 60,800 00

250. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien in the said county, for 12 miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

251. To the Inverness and Richmond Railway Company (or any other company undertaking the work), for 25 miles of their railway from a point on the Cape Breton Railway, at or near Orangedale, to Broadcove, a subsidy not exceeding $3,200 per mile, in lieu of the subsidy of $50,000 granted to the said railway company by 53 Victoria, chapter 2, and on the same conditions, not exceeding in the whole..... 80,000 00

252. To the Nicola Valley Railway Company, for 25 miles of their railway from a point on the Canadian Pacific Railway at or near Spence's Bridge towards Nicola Lake..... 80,000 00

253. To the Lotbinière and Megantic Railway Company, for 15 miles of their railway from a point at or near St. Jean Deschaillons towards Glen Lloyd, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000 00

254. To the Stewiacke and Lansdowne Railway Company, 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 at Springside, Upper Stewiacke and Musquodoboit settlements, 25 miles, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 80,000 00

255. To the Philipsburg Junction Railway and Quarry Company, for $6\frac{75}{100}$ miles of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 21,600 00

256. To the Kingston, Napanee and Western Railway Company, for three miles of their railway from a point at or near Harrowsmith to a point at or near Sydenham, in lieu of the subsidy granted for this section of road by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 9,600 00

257. For a railway from Cape Tourmente towards Murray Bay, in the Province of Quebec, 20 miles, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

258. To the Stewiacke and Lansdowne Railway Company, for a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the Province of Nova Scotia, for 49 miles of such railway, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 156,800 00

259. To the Restigouche and Victoria Railway Company, for 15 miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

260. For a railway from St. John's to Ste. Rosalie, 32 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 102,400 00

261. For a railway from St. Placide to St. Andrews, 8 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 25,600 00

262. For a railway to complete the connection between Sydney and Louisburg, in the county of Cape Breton, for 28 miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600 00

263. To the Belleville and Lake Nipissing Railway Company, for 30 miles of their railway from Belleville to Tweed and thence to Bridgewater, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

264. To the Kingston, Smith's Falls and Ottawa Railway Company, for 56 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 53 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of $3\frac{1}{2}$ per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding 21 years, as the Company may elect, which represents a grant in cash of. 179,200 00

"Provided, that upon the completion of 28 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 56 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 such period not exceeding 20 years as the Company may elect, a semi-annual annuity calculated on a basis of 3½ 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."

265. To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the City of St. Catharines to the City of Hamilton, in lieu of the subsidies not to exceed $108,000 granted by the Acts 52 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of 3½ per cent on the amount of the said subsidies, to be paid in semi-annual instalments for such period, not exceeding twenty years, as the Company may elect, representing a grant in cash of $108,000: Provided that, upon the completion of 10 miles of 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 34 miles: Provided also, that the Company may deposit with the Minister of Finance and Receiver-General a sum not exceeding $400,000, in consideration whereof there shall be paid by the Government to the Company, for such period not exceeding 20 years, as the Company may elect, a semi-annual annuity, calculated on a basis of 3½ per cent on the amount so deposited, or a guarantee of a like sum, as interest on the bonds of the Company: Provided further, that the Company, with the approval of the Governor in Council, may assign the said subsidy and annuity to trustees by way of security for principal, or interest of any bonds or securities which may be issued by the Company in respect of their undertaking, and the subsidy last above mentioned to the St. Catharines and Niagara Central Railway Company shall be paid in instalments, the first semi-annual payment upon which shall be made at the end of the six months from the date of the Chief Engineer's certificate of the completion of the first ten miles of railway, and each subsequent payment at the end of six months thereafter, for the term of twenty years or less. It is a condition of this subsidy that the sum not exceeding $400,000 above mentioned shall be deposited with the Finance Minister before January 1st, 1893.

266. To the Woodstock and Centreville Railway Company, for a railway from Woodstock towards Centreville, 20 miles, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... $ 64,000 00

267. To the Brockville, Westport and Sault Ste. Marie Railway Company, for the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding $3,200 per mile, and also for the balance remaining unpaid of the subsidy granted by the Act 53 Victoria, chapter 2, nor exceeding in the whole 96,800 00

268. To the New Glasgow Iron, Coal and Railway Company, for a railway from Eureka Junction on the Intercolonial Railway to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, for 12½ miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 40,000 00

269. To the Thousand Island Railway Company, for an extension of their railway to connect with the Brockville, Westport and

Sault Ste. Marie Railway, the Kingston, Napanee and Western Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, and an extension across the mouth of the Gananoque River, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... $44,000 00

Payable, $14,000 on the completion of the last named or southern extension, and the balance of said subsidy, being $30,000, on the completion of the first named or northern extension of their railway.

270. 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, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 96,000 00

271. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from the end of the line subsidized by the Act 53 Victoria, chapter 2, at the junction with the Midland Railway, to Pontypool, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200 00

272. For 75 miles of the railway from Sand Point, Shelburne Harbour, in Nova Scotia, to Annapolis Royal, in the county of Annapolis and to a junction at or near New Germany on the Nova Scotia Central Railway, with a view to future construction to Liverpool, in lieu of the subsidy of a like amount granted by the Act 53 Victoria, chapter 2, for the same length of railway from Shelburne and from Liverpool towards Annapolis, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 240,000 00

273. To the Kingston, Napanee and Western Railway Company, for 20 miles of their railway, being extensions or branches in the counties of Peterborough, Hastings, Addington, Frontenac or Leeds towards iron deposits, a subsidy not exceeding $3,200 per mile, payable in instalments regulated by the length of each said extensions, additions or branches, the subsidy not exceeding in the whole..... 64,000 00

274. To the St. John Valley and Rivière du Loup Railway Company, for 15 miles of their railway from the north end of the line subsidized by the Act 53 Victoria, chapter 2, towards the town of Woodstock, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

275. To the Cobourg, Northumberland and Pacific Railway Company, for 30 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

276. To the Ottawa, Arnprior and Parry Sound Railway Company, for 30 miles of their railway, from Eganville to Barry's Bay, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

277. To the Ottawa, Arnprior 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 the Act 51 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400 00

278. To the Lake Témiscamingue Colonization Railway Company, for 35 miles of their railway from Mattawa to the Long Sault, in lieu of the subsidies granted by the Acts 52 Victoria, chapter

3, and 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $112,000 00

279. To the Témiscouata Railway Company, for 12 miles of their railway from the north end of the section of the St. François Branch subsidized by the Act 51 Victoria, chapter 3, being the first 12 miles on the section subsidized by the Act 53 Victoria, chapter 2, a subsidy not exceeding $1,800 per mile, in addition to the subsidy already granted, and not exceeding in the whole. 21,600 00

280. To the Tilsonburg, Lake Erie and Pacific Railway Company, for 16 miles of their railway from Port Burwell to Tilsonburg, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 51,200 00

281. To the Woodstock and Centreville Railway Company, for 6 miles of their railway from the west end of their 20 miles subsidized by the Act 50-51 Victoria, chapter 24, to the international boundary between the Province of New Brunswick and the State of Maine, in lieu of the subsidy granted by the Act 53 Victoria, chapter 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 19,200 00

282. To the Lake Témiscamingue Colonization Railway Company, for 15 miles of their railway from the Long Sault to the crossing of the Kippewa River, a subsidy not exceeding $3,200 per mile—and a subsidy of 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not exceeding $15,000,—nor exceeding in the whole 63,000 00

283. To the Goderich and Wingham Railway Company, for 31 miles of their railway from Goderich to Wingham, *viâ* Port Albert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 99,200 00

284. To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 25,600 00

285. To the Bracebridge and Baysville Railway Company, for 15 miles of their railway from Bracebridge toward Baysville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 48,000 00

286. To the Nipissing and James' Bay Railway Company, for 25 miles of their railway from, at or near North Bay station on the Canadian Pacific Railway towards James' Bay, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 80,000 00

287. For a railway from a point on the Intercolonial Railway between Ste. Flavie and Little Métis station to Matane, for 50 miles of such railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 160,000 00

288. To the Ontario and Pacific Railway Company, for $53\frac{87}{100}$ miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 172,400 00

289. For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the County of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by the Act 50-51 Victoria, chapter 24, to the Carillon and Grenville Railway Company, for 12 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 00

290. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, 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.... 57,600 00

291. To the Port Arthur, Duluth and Western Railway Company, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding, with the amount already paid, $3,200 per mile, nor exceeding in the whole..... $114,125 00

292. To the Drummond County Railway Company for $4\frac{6}{10}$ miles of their railway from Bull's Wharf, on the St. Lawrence River, near Nicolet, to Ste. Rosalie Junction, an excess of distance by the constructed line over the subsidies heretofore voted for a railway between the said points, $3,200 per mile, not exceeding in the whole..... 14,720 00

293. To the St. Lawrence and Adirondack Railway Company, for $5\frac{42}{100}$ miles of their railway, from Huntingdon towards the International boundary, which, with the distance between Valleyfield and Huntingdon, $12\frac{58}{100}$ miles, makes up the distance of 18 miles named in the 53 Vic., chap. 2, granting a subsidy to this Company, and for $2\frac{40}{100}$ miles from the east end of the 18 miles referred to the International boundary, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 25,024 00

"2. The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may 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, 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, which agreement 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 subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"3. 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.

"4. Notwithstanding the expiration of the time limited by the Act 47 Victoria, chapter 8, and by the contract entered into with the Pontiac Pacific Junction Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said Company, according as it becomes due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act.

"5. Notwithstanding the expiration of the time limited by the Act 52 Victoria, chapter 3, and by the contract entered into with the Quebec and Lake St. John Railway Company, the Governor in Council may pay the balance remaining unpaid of the subsidy granted by the said Act to the said Company, according as it becomes

due and payable in accordance with the said contract, and subject to the terms and conditions applicable to the said subsidy under the terms of the said Act; and, notwithstanding anything contained in the Act 50-51 Victoria, chapter 24, the Governor in Council may also pay to the said Company the balance remaining unpaid of the subsidy granted to the Company by the said Act, amounting to $12,800, on the four miles of their road from the north end of the main line subsidized towards Roberval."

LAND SUBSIDIES.

By 47 Vic., chap. 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 *viâ* 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 5 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., chap. 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 Athabasca 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-eighth and forty-ninth years of Her Majesty's reign and chaptered

sixty, Dominion lands to an extent not exceeding two thousand six hundred acres for each mile of the company's railway from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width; and also to the said North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Lethbridge to the International boundary, a distance of about fifty miles.

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 railway 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 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 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 30th September*, 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 September*, 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.

"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."

CANALS REVENUE

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CANALS.

	Details of Traffic arranged Alphabeti'ly.		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, 1892.	Comparative Statement showing Tonnage of Vessels and Goods for four years ended 30th June, 1892.
	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.	Fiscal Year ended 30th June, 1892.	Season of Navigation, 1891.		
	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.
Welland Canal	16	82	20	86	24	90	56	122	62	128	68	134	70	136	74	76
St. Lawrence Canals	28	94	32	98	36	102	56	122	62	128	68	134	70	136	74	76
Ottawa Canals	40	106	.....	.....	.....	.....	57	123	63	129	68	135	71	137	75	77
Chambly Canal	43	110	.....	.....	.....	.....	56	122	62	128	68	134	71	137	74	76
Rideau Canal	46	113	.....	.....	.....	.....	57	123	63	129	68	135	71	137	75	77
St. Peter's Canal	49	116	.....	.....	.....	.....	57	123	63	129	68	135	71	137	.....	.....
Trent Valley Canals	50	117	.....	.....	.....	.....	57	123	63	129	68	135	72	138	.....	.....
Murray Canal	53	120	.....	.....	.....	.....	57	123	63	129	68	135	72	138	75	77

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF CHIEF ENGINEER,
OTTAWA, 20th December, 1892.

To the Secretary,
Department of Railways and Canals.

SIR,—I have the honour to submit the statement of Canals Revenue collected during the fiscal year ended 30th June, 1892, with the financial statements respecting the source whence the revenues were derived.

The following summary of revenue accrued shows a decrease of $25,000, after deducting the refunds made under various Orders in Council modifying the tariff:—

——	1890-91.	1891-92.	Increase.	Decrease.
	$	$	Per cent.	Per cent.
Canal tolls, &c.	345,143	347,339	·6	
Hydraulic rents	37,995	40,212	5·83	
Minor public works	41	65	58·53	
Total	383,179	387,616	1·15	
LESS—Refunds	25,511	54,948		
Net revenue	357,668	332,668		

The following is a comparative statement of the revenues accrued on the following divisions of the canals for the year 1891 and 1892, showing the increases or decreases as compared with the previous year :—

——	1890-91.	1891-92.	Increase.	Decrease.
	$	$	Per cent.	Per cent.
Welland Canal	188,586	194,581	3·15	
St. Lawrence Canals	79,919	85,054	6·42	
Chambly Canal	20,187	19,338	.....	4·2
Ottawa Canals	47,149	38,565	.....	18·2
Rideau Canal	6,153	6,083	.....	1·13
St. Peter's Canal	1,707	2,320	35·91	
Trent Valley Canal	731	637	.....	12·85
Murray Canal	711	761	7·03	
Total	345,143	347,339		
LESS—Refunds	25,511	54,948		
Net revenue	319,632	292,391		

The following statement will exhibit the increases and decreases upon the Welland Canal, and the classes of articles upon which they arose:—

——	1890-91.	1891-92.	Increase.	Decrease.
	$	$	Per cent.	Per cent.
Vessels	15,907	17,512	10·08	
Passengers	354	430	21·47	
Produce of the forest	20,157	17,050		15·41
do animals	176	282	60·22	
do agriculture	94,330	111,755	18·47	
Manufactures and merchandise	56,407	46,779		17
Total tolls	187,331	193,808		
Fines and damages	1,255	799		
Total	188,586	194,607		
Less—Refunds	24,914	54,387		
Net revenue	163,672	140,220		

The increase 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, of the previous year in consequence of an Order in Council of the 18th of May, 1891, authorizing such refunds to be made at the close of navigation for that year, instead of during the season as heretofore, and such refunds are included in the amount for the present year.

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	82	109,710	20,739	245,653	568,569	944,753
St. Lawrence	924	118,439	57,527	341,833	476,328	995,051
Chambly	248	123,661	3,267	97,743	8,909	233,828
Ottawa	1,377	542,950	344	9,602	9,359	563,632
Rideau	26	73,588	2,980	20,883	4,574	102,051
St. Peter's		3,420		28,236	11,449	43,105
Murray	64	4,530	669	4,347	2,908	12,518
Trent Valley		21,792	7	134	25	21,958

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 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 for 1892 was 488,113 tons.

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 1892, 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
1892	944,753	488,113

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,

COLLINGWOOD SCHREIBER,

Chief Engineer.

CANALS

FINANCIAL STATEMENTS

CANALS,

No. 1.—COLLECTORS of Canal Tolls,

DR. (*For details, see*

Balances due by Collectors, &c., 1st July, 1891.	CANAL REVENUE.				Total Canal Revenue accrued.	Hydraulic Rents and Revenue from Public Works, *Vide* Statements Nos. 3 and 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
390 79	141,745 14	.....	20 00	.....	141,765 14	135 48	142,291 41
.....	50,410 74	.....	35 82	.....	50,446 56	556 11	51,002 67
118 38	430 77	.....	.....	.....	430 77	615 55	1,164 70
.....	3 99	.....	.....	.....	3 99	.....	3 99
92 65	618 89	.....	.....	177 69	796 58	812 00	1,701 23
.....	552 34	.....	538 88	.....	1,091 22	5,043 26	6,134 48
11 03	46 58	.....	.....	.....	46 58	.....	57 61
612 85	193,808 45	.....	594 70	177 69	194,580 84	7,162 40	202,356 09
95 70	1,285 20	.....	35 00		1,320 20	3,206 50	4,622 40
1,071 22	23,361 39	.....	.....	.....	23,361 39	805 00	25,237 61
.....	757 14	.....	5 00	.....	762 14	698 00	1,460 14
10 17	2,249 12	24 90	5 00	1,495 65	3,774 67	.....	3,784 84
.....	26,082 20	4,618 43	116 10	13,149 26	43,965 99	19,128 30	63,094 29
183 24	11,869 46	.....	.....	.....	11,869 46	.....	12,052 70
1,360 33	65,604 51	4,643 33	161 10	14,644 91	85,053 85	23,837 80	110,251 98
309 89	7,705 41	.....	13 00	75 30	7,793 71	70 00	8,173 60
.....	10,853 75	.....	.....	.....	10,853 75	150 00	11,003 75
48 73	690 78	.....	.....	.....	690 78	.....	739 51
358 62	19,249 94	.....	13 00	75 30	19,338 24	220 00	19,916 86
.....	19,631 01	.....	.....	.....	19,631 01	.....	19,631 01
322 47	17,246 74	.....	10 00	.....	17,256 74	5 00	17,584 21
27 09	115 78	.....	.....	8 00	123 78	20 00	170 87
135 42	1,553 42	.....	.....	.....	1,553 42	.....	1,688 84
484 98	38,546 95	.....	10 00	8 00	38,564 95	25 00	39,074 93
.....	3,743 93	131 18	20 00	309 70	4,204 81	590 75	4,795 56
.....	1,275 08	.....	.....	.....	1,275 08	105 00	1,380 08
.....	598 09	.....	.....	5 00	603 09	53 70	656 79
.....	5,617 10	131 18	20 00	314 70	6,082 98	749 45	6,832 43
115 08	2,317 03	.....	.....	3 28	2,320 31	.....	2,435 39
46 07	637 01	.....	.....	.....	637 01	.....	683 08

1891-92.

in Account with Revenue.

Appendix A.) CR.

Collection Divisions.	Deposited to the Credit of the Receiver-General.		Balances due by Collectors, &c., 30th June, 1892.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents and other Public Works.		
Welland Canal.	$ cts.	$ cts.	$ cts.	$ cts.
Port Colborne	141,551 53	147 98	591 90	142,291 41
Port Dalhousie	50,282 32	556 11	164 24	51,002 67
Dunnville	493 11	615 55	56 04	1,164 70
Port Maitland	2 23		1 76	3 99
Port Robinson	815 78	812 00	73 45	1,701 23
St. Catharines	1,063 53	5,043 26	27 69	6,134 48
Chippawa	51 55		6 06	57 61
Totals	194,260 05	7,174 90	921 14	202,356 09
St. Lawrence Canals.				
Beauharnois	1,340 73	3,206 50	75 17	4,622 40
Cornwall	22,810 71	805 00	1,621 90	25,237 61
Cardinal	667 54	698 00	94 60	1,460 14
Lachine	3,752 50		32 34	3,784 84
Montreal	43,965 99	19,128 30		63,094 29
Kingston	12,011 23		41 47	12,052 70
Totals	84,548 70	23,837 80	1,865 48	110,251 98
Chambly Canals.				
Chambly	7,891 19	70 00	212 41	8,173 60
St. John's	10,853 55	150 00	0 20	11,003 75
St. Ours	697 12		42 39	739 51
Totals	19,441 86	220 00	255 00	19,916 86
Ottawa Canals.				
Ottawa	19,631 01			19,631 01
Grenville	17,331 09	5 00	248 12	17,584 21
Carillon	128 29	20 00	22 58	170 87
Ste. Anne's Lock	1,515 92		172 92	1,688 84
Totals	38,606 31	25 00	443 62	39,074 93
Rideau Canal.				
Ottawa	4,204 81	590 75		4,795 56
Kingston Mills	1,275 08	105 00		1,380 08
Smith's Falls	603 09	53 70		656 79
Totals	6,082 98	749 45		6,832 43
St. Peter's Canal	2,358 21		77 18	2,435 39
Murray Canal—Brighton	613 71		69 37	683 08

CANALS,

No. 1.—COLLECTORS of Canal Tolls,

DR. (*For details, see*

Balances due by Collectors, &c., 1st July, 1891.	CANAL REVENUE.				Total Canal Revenue accrued.	Hydraulic Rents and Revenue from Public Works, *Vide* Statements Nos. 3 and 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
18 76	101 38	.....	.....	.....	101 38	.....	120 14
51 63	357 68	.....	.....	72 00	429 68	.....	481 31
2 25	16 70	.....	.....	.....	16 70	50 00	68 95
4 25	32 82	.....	.....	.....	32 82	40 00	77 07
21 97	140 56	.....	.....	.....	140 56	.....	162 53
20 75	39 70	.....	.....	.....	39 70	.....	60 45
119 61	688 84	.....	.....	72 00	760 84	90 00	970 45
3,097 54	326,469 83	4,774 51	798 80	15,295 88	347,339 02	32,084 65	382,521 21
					54,948 43	.....	.....
					292,390 59	.....	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

1891-92—*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, 1892.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents and other Public Works.		
Trent Valley Canal.	$ cts.	$ cts.	$ cts.	$ cts.
..... Burleigh	99 12	.....	21 02	120 14
.....Bobcaygeon	439 98	.....	41 33	481 31
.....Fenelon Falls	11 45	50 00	7 50	68 95
.....Hastings	35 14	40 00	1 93	77 07
.....Peterboro'	129 42	.....	33 11	162 53
.....Buckhorn	51 55	.....	8 90	60 45
.....Totals	766 66	90 00	113 79	970 45
.....Grand Total	346,678 48	32,097 15	3,745 58	382,521 21
.....Less—Refunds per Statement				
.....Net Revenue				

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

HYDRAULIC AND OTHER RENTS.

No. 2.—Summary Statement of Lessee' Accounts.

(For details, see Appendix A, No. 28.)

Dr. Cr.

Balance due 1st July, 1891.	Accrued during the Year ended 30th June, 1892.	Total.	Name of Work.	Abatement authorized.	Paid into hands of Collectors, *vide* Statement No. 1.	Balance due 30th June, 1892.	Total.
$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.
26,895 74	7,654 90	34,550 64	Welland Canal	186 35	7,097 46	27,266 83	34,550 64
7,169 62	1,024 00	8,193 62	Williamsburg Canal	.....	698 00	7,495 62	8,193 62
807 50	795 00	1,602 50	Cornwall do	20 00	805 00	777 50	1,602 50
2,363 00	6,558 00	8,921 00	Beauharnois do	.....	3,206 50	5,714 50	8,921 00
23,180 44	22,639 49	45,819 93	Lachine do	.....	19,127 30	26,692 63	45,819 93
311 84	145 00	456 84	Chambly do	.....	220 00	236 84	456 84
7,472 50	1,275 20	8,747 70	Rideau do	.....	749 45	7,998 25	8,747 70
89 00	121 00	210 00	Sundry Canals	.....	116 00	94 00	210 00
			Land Sales.				
354 18	.....	354 18	.....	.....	.....	354 18	354 18
68,643 82	40,212 59	108,856 41		206 35	32,019 71	76,630 35	108,856 41

Department of Railways and Canals,
Ottawa, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 3.—MINOR PUBLIC WORKS, 1891-92.

Balances due 1st July, 1891.	Accrued Year ended 30th June, 1892.	Total.	Works.	Deposited to the credit of the Receiver-General, *vide* Statement No. 1.	Balances due 30th June, 1892.	Total.
$ cts.	$ cts.	$ cts.	*Harbours.*	$ cts.	$ cts.	$ cts.
.....	40 48	40 48	....Port Colborne.....	40 48	.....	40 48
.....	24 46	24 46	....Port Dalhousie.....	24 46	.....	24 46
.....	64 94	64 94		64 94	.....	64 94

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

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, 1892.

Date.	Name of Vessel.	Name of Owner or other person chargeable.	Particulars.	Fines.	Damages.	Totals.
1891.			*Welland Canal.*	$ cts.	$ cts.	$ cts.
Sept. 13....	Tug "Genevieve"	Hingston & Woods	For excessive speed in harbour at Port Colborne.	20 00		
Nov. 9....	Barge "Gaskin"	Captain Brooks	Damages to Bridge No. 8		21 95	
do 9....	Str. "Lakeside"	Captain Wigle	do to Locks Nos. 1 and 2, St. Paul street bridge and Plants		75 36	
do 9....	do "Celtic"	Captain O. Patenaude	Damages to Lock No. 9		19 94	
Dec. 11....	Stm. Barge "Ohio"	Captain A. Lieth	do to Lock No. 3		* 58 59	
1892.						
Feb. 15....	Str. "Pentagost"	G. H. Kimball	Damages to foot gates, Lock No. 19		* 242 54	
June 9....	do "Josephine"	C. E. Little	do to Bridge No. 15		* 75 00	
do 9....	Schr. "Ogaiety"	R. Hagues	do to Lock No. 22		* 20 00	
do 9....	Str. "Peublo"	W. Fitzgerald	do to Lock No. 16		* 15 50	
do 9....	do "Rosedale"	Jas. Ewart	do to ferry float and boat at Port Robinson		* 10 00	
do 20....	do "Northerner"		do done to railroad bridge at Thorold		* 35 82	
			Total, Welland Canal	20 00	574 70	594 70
1891.			*St. Lawrence Canals.*			
Aug. 28 ..	Str. "Greetlands"	H. Dobell & Co.	For violation of Canal Regulations, section 5	20 00		
Sept. 19....	do "Mixer"	— Wade	For violating Canal Regulations by striking lock gates.	5 00		
Oct. 13...	Bge. "Brodeur Demers"	D. Leroux	For violation of section 13 of the Canal Regulations	10 00		
Nov. 5....	Schr. "B. Richard"	C. Richard	For violation of section 5, Canal Regulations	5 00		
do 21....	Str. "Acadia"	J. Malcolmson	For damages to flour shed No. 2, Lachine Canal		22 75	
do 24....	Bge. "Star"	Montreal Transportation Co.	For violation of section 5, Canal Regulations	10 00		
do 30..	Bge. "Riley"	B. St. Denis	For violation of section 5, Canal Regulations	4 00		
do 30....	do do	do	Damages to lower lock gates, No. 3		6 00	
1892.						
May 10....	Bge. "Bonaventure"	G. Gohier	For violation of section 16, Canal Regulations	5 00		
June 7....	Str. "Magnus"	A. E. D. McKay & Son	For damages done to lock gates, No. 9, Beauharnois Canal		35 00	
do 17....	Bge. "Duluth"	Montreal Transportation Co.	For allowing barge to run into lock gates, No. 24, without checking	5 00		

do 22....	Str. "Polino"..	Ross & Co	For violation of section 6, Canal Regulations.....	10 00		
do 23 ...	do "Gertie "..... .	J. Clermont.....	For violating Canal Regulations, section 5	5 00		
do 23....	do do	do	Damages by colliding with Wellington Bridge	.....	18 35	
			Total, St. Lawrence Canals..... ..	79 00	82 10	161 10
1891.			*Chambly Canal.*			
Aug. 31....	Bge. "H. G. Underwood"	Captain R. Graham.	For refusing to obey lock master St. Ours Lock..	2 00		
do 31....	do "W. Bennett".....	Captain J. L. Thatcher..... .	do do do	2 00		
Oct. 22....	Scow "St. Bernardin"..	Captain Gibbon Gill.....	For injury to Langelier's Bridge, on Chambly Canal, near St. John's	5 00		
Nov. 10 ..	Bge. "R. W. Cooper"..	R. H. Kirby.....	Damages to lock gate, No. 3....	.....	4 00	
			Total, Chambly Canal..... --	9 00	4 00	13 00
1891.			*Rideau Canal.*			
Aug. 31 ...	Bge. "Young".....	R. O'Neil.....	For violating Canal Regulations, section 38, by neglecting to report.....	5 00		
Oct. 19 ...	do "Cataraqui". . ..	W. H. Easton....	For violating Canal Regulations, section 38, by neglecting to report.....	5 00		
1891.						
June 30....	Str. "Harry Bate".....	George A. Harris.....	For not reporting 15 tons salt, 13th July, 1891.....	5 00		
do 30....	do do	do	do 25 do 14th July, 1891.....	5 00		
			Total, Rideau Canal.....	20 00	.....	20 00
1893.			*Ottawa Canal.*			
Aug. 12....	Raft.....	W. R. Mackan.....	Incorrectly reporting quantity of timber.....	10 00		
			Total, Ottawa Canal..	10 00	.....	10 00
			Total, fines and damages.....	.....	.....	798 80

* These amounts were paid to the collector of canal tolls at St. Catharines, by Mr. Ellis, superintendent of the Welland Canal.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

CANALS,

No. 5.—COLLECTORS of Canal Tolls,

DR. (*For details, see*

Amounts received from Department to meet Expenditure.	Deductions from Salaries for Superannuation.	Balances due to Collectors, 30th June, 1892.	Total.	COLLECTION DIVISIONS.
$ cts.	$ cts.	$ cts.	$ cts.	*Welland Canal.*
3,428 31	65 00		3,493 31	Port Colborne
2,171 52	38 00		2,209 52	Port Dalhousie
770 35	15 00		785 35	Dunnville
590 00	10 00		600 00	Port Maitland
738 39	14 40		752 79	Port Robinson
196 00	4 00		200 00	St. Catharines
128 00	2 00		130 00	Chippawa
8,022 57	148 40		8,170 97	Total
				St. Lawrence Canals.
1,442 61	17 00		1,459 61	Beauharnois
1,217 50	8 00		1,225 50	Cardinal
2,011 24			2,011 24	Cornwall
1,169 15	22 00		1,191 15	Kingston
2,158 78	34 00		2,192 78	Lachine
8,737 88	127 16		8,865 04	Montreal
16,737 16	208 16		16,945 32	Total
				Chambly Canal.
1,578 70	26 25		1,604 95	Chambly
1,673 81	28 25		1,702 06	St. John's
622 74			622 74	St. Ours
3,875 25	54 50		3,927 75	Total
				Ottawa Canals.
833 76	16 00		849 76	Carillon
1,163 80	20 00		1,183 80	Grenville
1,012 79	16 00		1,028 79	Ste. Anne's Lock
3,010 35	52 00		3,062 35	Total
				Rideau Canal.
362 03	5 94		367 97	Kingston Mills
2,379 27	44 00		2,423 27	Ottawa
330 45	6 00		336 45	Smith's Falls
3,071 75	55 94		3,127 69	Total
220 70	0 66		221 36	*St. Peter's Canal*
240 51			240 51	*Murray Canal*
60 12			60 12	*Trent Canal*
2,613 85	40 00		2,653 85	Inspector of Canals
885 44			885 44	Printing and Stationery
2,921 85			2,921 85	General
41,659 55	559 66		42,219 21	Grand Totals

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

1891-92.

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		51 31	3,493 31
	1,900 00			142 00	167 52	2,209 52
	750 00				35 35	785 35
	500 00		100 00			600 00
	720 00			2 40	30 39	752 79
	200 00					200 00
	100 00		25 00		5 00	130 00
	7,420 00		317 00	144 40	289 57	8,170 97
	1,350 00				109 61	1,459 61
	1,150 00		50 00	9 00	16 50	1,225 50
	1,600 00	327 00			84 24	2,011 24
	1,100 00		45 00		46 15	1,191 15
	1,700 00		360 00	31 90	100 88	2,192 78
	7,558 27		525 00		781 77	8,865 04
	14,458 27	327 00	980 00	40 90	1,139 15	16,945 32
	1,500 00			58 50	46 45	1,604 95
	1,600 00				102 06	1,702 06
	600 00				22 74	622 74
	3,700 00			58 50	171 25	3,929 75
	800 00				49 76	849 76
	1,000 00		50 00		133 80	1,183 80
	966 66				62 13	1,028 79
	2,766 66		50 00		245 69	3,062 35
	296 97	10 00		25 00	33 00	367 97
	2,200 00				223 27	2,423 27
	300 00			8 70	27 75	336 45
	2,799 97	10 00		33 70	284 02	3,127 69
	33 32	155 55		25 02	7 47	221 36
	200 00				40 51	240 51
		25 00			35 12	60 12
	2,000 00			578 58	75 27	2,653 85
					885 44	885 44
					2,921 85	2,921 85
	33,378 22	517 55	1,347 00	881 10	6,095 34	42,219 21

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 6.—REFUNDS, 1891-92.

CANAL TOLLS.

Canal.	To whom paid.	Date.	Office.	Refunds of Tolls on	Under what Authority refunded.	Amount.	Total.
		1891.				$ cts.	$ cts.
Welland	Montreal Transportation Co.	Dec. —	Port Colborne	Grain	Refunded under Revised Statutes, chap. 29, sec. 8	33,851 16	
do	K. & M. Forwarding Co.	do —	do	do	do	10,532 70	
do	do do	do —	do	do	do	745 92	
do	A. E. D. Mackay's Sons	do —	do	do	do	1,378 08	
do	John Malcolmson	do —	do	do	do	315 54	
do	Fred. Elliott	do —	do	do	do	119 16	
do	A. M. Robertson	do —	do	do	do	187 56	
do	J. B. Miller	do —	do	do	do	216 00	
do	G. E. Jacques & Co	do —	do	do	do	1,407 24	
do	Montreal Transportation Co.	do —	do	do	do	106 92	
do	J. B. Fairgrieves & Son	do —	do	do	do	578 88	
do	K. & M. Forwarding Co.	do —	do	do	do	216 54	
do	John Malcolmson	do —	do	do	do	179 28	
		1892.					
do	K. & M. Forwarding Co.	April 30	do	do	do	120 42	
do	do do	June 30	do	do	do	3,123 72	
do	do do	do 30	do	do	do	410 76	
do	do do	do 30	do	do	do	608 04	
do	O. A. Thorp & Co.	do 30	do	do	do	52 92	
do	Thomas Myles & Sons	do 30	do	do	do	119 26	
		1891.					
do	Beemer & Sullivan	July 4	do	Sand for canal construction		102 48	
		1892.					
do	H. A. Young	Mar. 24	do	Overpaid tolls on flour		15 15	
				Total refunds, Welland Canal			54,387 73

		1891.					
St. Lawrence....	Montreal Transportation Co.	Sept. 7....	Kingston.....	Unused portion of pass, 1 section, St. Lawrence.....		19 38	
do	Captain D. W. Salvail.....	do 7...	Cornwall.....	Overpaid tolls, 1 sec., St. Lawrence...		2 66	
do	Prosper Laplante.....	Oct. 19..	do	do on barge "Ontario," 1 sec., St. Lawrence.....		17 61	
		1892.					
do	Montreal Transportation Co.	Jan. 21...	Montreal.....	Cement for canal construction.....		77 05	
do ...	D. Leroux.....	Mar. 24...	do	Refund of fine.....		10 00	
do	Wm. Davis & Son.....	June 30....	Cornwall.....	Timber for canal construction.....		80 07	
				Total refunds, St. Lawrence Canals.....			206 77
Ottawa.....	J. R. Ward.....	Oct. —...	Carillon	Overpaid tolls on saw-logs.....		144 00	
do	Poupore & Fraser.....	June 30....	Grenville.....	Lumber for canal construction.....		183 03	
				Total refund, Ottawa Canal.....			327 03
Rideau.....	J. P. Tett & Bros.....	Mar. 24....	Smith's Falls	Overpaid tolls on chemical ore.....		26 90	
				Total refund, Rideau Canal.....			26 90
				Total refunds.....			54,948 43

REFUNDS.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

No. 6.—REFUNDS, 1891-92—RECAPITULATION.

CANAL TOLLS—*Continued.*

Canal.	To whom paid.	Office.	Refund of Tolls on	Under what Authority refunded.	Amount.	Total.
					$ cts.	$ cts.
Welland	Montreal Transportation Co.	Port Colborne	Grain	Refunded under R. S. cap. 29, sec. 8.	33,958 08	
do	K. & M. Forwarding Co.	do	do	do	15,758 10	
do	Æ. D. Mackay's Sons	do	do	do	1,378 08	
do	John Malcolmson	do	do	do	494 82	
do	Fred Elliott	do	do	do	119 16	
do	A. M. Robertson	do	do	do	187 56	
do	J. B. Miller	do	do	do	216 00	
do	G. E. Jacques & Co.	do	do	do	1,407 24	
do	J. B. Fairgrieve & Son	do	do	do	578 88	
do	O. A. Thorp & Co.	do	do	do	52 92	
do	Thos. Myles & Son.	do	do	do	119 26	
do	Beemer & Sullivan	do	Sand for canal construction		102 48	
do	H. A. Young.	do	Overpaid tolls on flour.		15 15	
			Total refunds, Welland Canal			54,387 73
St. Lawrence	Montreal Transportation Co.	Kingston	Unused portion of pass, 1 sec. St. Lawrence		19 38	
do	do	Montreal	Cement for canal construction		77 05	
do	Capt. D. W. Salvail.	Cornwall	Overpaid tolls, 1 sec. St. Lawrence		2 66	
do	Prosper Laplante.	do	Overpaid tolls on barge "Ontario," 1 sec. St. Lawrence		17 61	
do	D. Leroux.	Montreal	Refund of fine.		10 00	
do	Wm. Davis & Son.	Cornwall	Timber for canal construction.		80 07	
			Total refunds, St. Lawrence Canals.			206 77
Ottawa	J. R. Ward.	Carillon	Overpaid tolls on saw-logs.		144 00	
do	Poupore & Fraser.	Grenville	Lumber for canal construction.		183 03	
			Total refunds, Ottawa Canals.			327 03
Rideau	J. P. Tett & Bros.	Smith's Falls.	Overpaid tolls on chemical ore		26 90	
			Total refunds, Rideau Canal.			26 90
			Total refunds			54,948 43

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

CANAL STATISTICS

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, 1892.

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.
Ashes, pot and pearl								36		36	36		7 20	7 20
Apples		1,101	91		19				110	1,101	1,211	4 63	27 55	32 18
Agricultural products not enumerated, vegetables		9		400		42		2		453	453		29 00	29 00
Agricultural products not enumerated, animal														
Agricultural implements	1								1		1	0 15		0 15
Barley						8,108				8,108	8,108		1,621 60	1,621 60
Bricks	225								225		225	31 01		31 01
Bones														
Brimstone					66				66		66	9 90		9 90
Cement and waterlime	8		42						50		50	6 32		6 32
Clay, lime and sand		70								70	70		5 25	5 25
Coal					147,850	651	14,083	18,491	161,933	19,142	181,075	32,386 60	3,828 40	36,215 00
Corn						111,636		60,256		171,892	171,892		34,378 40	34,378 40
Cattle		1								1	1		0 02	0 02
Cotton, raw														
Crockery and earthenware														
Dye wood and dye stuffs														
Fish	35		35		234	1			304	1	305	40 36	0 20	40 56
Flax and hemp														
Flour		4,151	2			8,811		2,048	2	15,010	15,012	0 30	2,275 63	2,275 93
Furniture		1	9		1	5		1	10	7	17	1 50	1 22	2 72
Gypsum														
Glass, all kinds	18		16			1		1	34	2	36	5 10	0 40	5 50
Hay, pressed	100	21							100	21	121	15 00	4 20	19 20
Hogs														
Horses	55	16	3		2	2		3	60	21	81	1 85	1 36	3 21
Hides and skins, horns and hoofs					73				73		73	10 95		10 95
Ice			350						350		350	17 50		17 50
Iron, railway	127								127		127	19 05		19 05

do pig								499		499	499		99 80	99 80
do all other	27	559	168		194	10	35		424	569	993	61 12	110 90	172 02
do ore														
Kryolite, chemical ore and other ore, except iron						1,773		554		2,327	2,327		116 35	116 35
Lard and lard oil						9		8		17	17		3 40	3 40
Meal, all kinds		1				29,428		18		29,447	29,447		5,889 30	5,889 30
Meats, other than pork						29		51		80	80		16 00	16 00
Marble					3,745				3,745		3,745	561 75		561 75
Manilla					179				179		179	26 85		26 85
Molasses			2			18		20	2	38	40	0 30	7 60	7 90
Nails	66		9						75		75	4 95		4 95
Oats		136				51,210				51,346	51,346		10,269 20	10,269 20
Oil, in barrels	5		2		47	1			54	1	55	7 45	0 20	7 65
Oil cake														
Pease		524		240						764	764		128 80	128 80
Potatoes														
Pork						73				73	73		14 60	14 60
Paint			22						22		22	3 30		3 30
Pitch and tar					49				49		49	7 35		7 35
Rags						60				60	60		12 00	12 00
Rye								68,566		68,566	68,566		13,713 20	13,713 20
Rosin														
Salt		1,188	1		121	494			122	1,682	1,804	18 30	336 40	354 70
Stone intended for cutting		251						3,523		3,774	3,774		754 80	754 80
do wrought			2						2		2	0 30		0 30
do not suitable for cutting, unwrought	203								203		203	12 67		12 67
Seeds, all kinds						255		2		257	257		51 40	51 40
Sheep														
Soda ash					42				42		42	6 30		6 30
Steel					8,420				8,420		8,420	1,263 00		1,263 00
Sugar	287		8		78	20			373	20	393	18 30	4 00	22 30
Spirits, beer, &c	3	23	6		1	149		49	10	221	231	1 37	44 05	45 42
Tobacco, raw														
Tallow					102	8		9	102	17	119	15 30	3 40	18 70
Tin	3				255				258		258	38 31		38 31
Turpentine														
Wheat	2,010	46,410		1,070		26,951		143,286	2,010	217,717	219,727	37 75	43,282 24	43,319 99
White lead														
Whiting														
Wool					6	1,071			6	1,071	1,077	0 90	214 20	215 10
All other goods and merchandise not enumerated	1,169	354	308		43,123	1,454		245	44,600	2,053	46,653	6,551 09	348 72	6,899 81
Bark														
Barrels, empty			39		49	20		1	88	21	109	18 12	3 98	22 10
Boat knees														
Floats		40								40	40		1 75	1 75
Firewood, in vessels	960	7,656	705						1,665	7,656	9,321	49 26	382 23	431 49
do rafts														

No. 7.—General Statement showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Hoops														
Hop poles														
Lumber, sawn, in vessels		1,955	1,641	22,005		41,154		3,367	1,641	68,481	70,122	295 37	12,241 58	12,536 95
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels		127		114						241	241		13 78	13 78
do rafts														
Saw logs	129	1,875		1,186					129	3,061	3,190	5 88	122 76	128 64
Staves and headings, barrel		155								155	155		12 40	12 40
do pipe								96		96	96		17 60	17 60
do W. India								132		132	132		24 68	24 68
Staves, salt barrel														
Shingles		19								19	19		7 81	7 81
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		3,696						22,056		25,752	25,752		3,859 56	3,859 56
do rafts	319	60							319	60	379	13 89	1 69	15 58
Traverses														
Woodenware and wood partly manufactured	2				13				15		15	6 00		6 00
Total freight paying tolls	5,752	70,399	3,461	25,015	204,669	283,444	14,118	323,320	228,000	702,178	930,178	41,575 40	134,290 81	175,866 21
Free Articles having paid Full Tolls on the St. Lawrence Canals.														
Ashes, pot and pearl			31						31		31			
Agricultural products, &c., vegetables			29						29		29			

Bricks			315						315		315		
Cement and water lime	1,259		1,680						2,939		2,939		
Clay, lime and sand			191						191		191		
Crockery and earthenware	19		122						141		141		
Fish			433						433		433		
Furniture	1								1		1		
Glass, all kinds			31						31		31		
Iron, railway	3,028								3,028		3,028		
do pig			56						56		56		
do all other	243		209						452		452		
Lard and lard oil			16						16		16		
Nails	247		323						570		570		
Oil, in barrels	32		9						41		41		
Paint	8		20						28		28		
Pitch and tar	21								21		21		
Salt	252		3,115						3,367		3,367		
Soad ash	38		286						324		324		
Steel			6						6		6		
Sugar	104		524						628		628		
Spirits, beer, &c.	75		255						330		330		
Tin	1		47						48		48		
White lead			6						6		6		
Whiting	50								50		50		
Wool			2						2		2		
Merchandise, &c.	198		486						684		684		
Kryolite, chemical ore, &c., having paid tolls on the Rideau Canal, free			544						544		544		
Timber passed free from Welland to Port Robinson		263								263	263		
Grand total, freight	11,328	70,662	12,197	25,015	204,669	283,444	14,118	323,320	242,312	702,441	944,753		

Total tolls on vessels		8,850 45	8,661 98	17,512 43
do passengers		206 08	223 73	429 81
do free goods	$2,104.40			594 70
Fines and damages				
Other receipts				
Total revenue, exclusive of hydraulic rents		50,631 93	143,176 52	194,580 84

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

No. 8.—STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected during the Fiscal Year ended 30th June, 1892.

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.
Ashes, pot and pearl								36		36	36		7 20	7 20
Apples						19			19		19	2 85		2 85
Agricultural products not enumerated, vegetable						42		2		44	44		8 80	8 80
Agricultural products not enumerated, animal														
Agricultural implements	1								1		1	0 15		0 15
Barley						8,108				8,108	8,108		1,621 60	1,621 60
Bricks	204								204		204	30 60		30 60
Bones														
Brimstone					66				66		66	9 90		9 90
Cement and water lime			29						29		29	4 35		4 35
Clay, lime and sand														
Coal					147,850	651	14,083	18,491	161,933	19,142	181,075	32,386 60	3,828 40	36,215 00
Corn						111,636		60,256		171,892	171,892		34,378 40	34,378 40
Cattle														
Cotton, raw														
Crockery and earthenware														
Dye wood and dye stuffs														
Fish					234	1			234	1	235	35 10	0 20	35 30
Flax and hemp														
Flour			2			8,811		2,048	2	10,859	10,861	0 30	2,171 80	2,172 10
Furniture			9		1	5		1	10	6	16	1 50	1 20	2 70
Gypsum														
Glass, all kinds	18		16			1		1	34	2	36	5 10	0 40	5 50
Hay, pressed	100	21							100	21	121	15 00	4 20	19 20
Hogs														
Horses			3		2	2		3	5	5	10	0 75	1 00	1 75
Hides and skins, horns and hoofs					73				73		73	10 95		10 95
Ice			350						350		350	17 50		17 50
Iron, railway	127								127		127	19 05		19 05
do pig								499		499	499		99 80	99 80

do all other	8	543	168	194	10			370	553	923	55 50	110 60	166 10
do ore													
Kryolite, chemical ore and other ore, except iron					1,773		554		2,327	2,327		116 35	116 35
Lard and lard oil					9		8		17	17		3 40	3 40
Meal, all kinds					29,428		18		29,446	29,446		5,889 20	5,889 20
Meats, other than pork					29		51		80	80		16 00	16 00
Marble				3,745				3,745		3,745	561 75		561 75
Manilla				179				179		179	26 85		26 85
Molasses			2		18		20	2	38	40	0 30	7 60	7 90
Nails	18		9					27		27	4 05		4 05
Oats					51,210				51,210	51,210		10,242 00	10,242 00
Oil, in barrels			2	47	1			49	1	50	7 35	0 20	7 55
Oil cake													
Pease		524							524	524		104 80	104 80
Potatoes													
Pork					73				73	73		14 60	14 60
Paint			22					22		22	3 30		3 30
Pitch and tar				49				49		49	7 35		7 35
Rags					60				60	60		12 00	12 00
Rye							68,566		68,566	68,566		13,713 20	13,713 20
Rosin													
Salt		1,188	1	121	494			122	1,682	1,804	18 30	336 40	354 70
Stone intended for cutting		251					3,523		3,774	3,774		754 80	754 80
do wrought			2					2		2	0 30		0 30
do not suitable for cutting, unwrought													
Seeds, all kinds					255		2		257	257		51 40	51 40
Sheep													
Soda ash				42				42		42	6 30		6 30
Steel				8,420				8,420		8,420	1,263 00		1,263 00
Sugar			8	78	20			86	20	106	12 90	4 00	16 90
Spirits, beer, &c	2	21	6	1	149		49	9	219	228	1 35	43 80	45 15
Tobacco, raw													
Tallow				102	8		9	102	17	119	15 30	3 40	18 70
Tin				255				255		255	38 25		38 25
Turpentine													
Wheat		44,700			26,951		142,860		214,511	214,511		42,902 20	42,902 20
White lead													
Whiting													
Wool				6	1,071			6	1,071	1,077	0 90	214 20	215 10
All other goods and merchandise not enumerated	73	5	308	43,123	1,454		235	43,504	1,694	45,198	6,525 60	338 80	6,864 40
Bark													
Barrels, empty			39	49	20		1	88	21	109	18 12	3 98	22 10
Boat knees													
Floats													
Firewood, in vessels													
do in rafts													
Hoops													

No. 8.—STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Hop poles														
Lumber, sawn, in vessels		960	1,641	21,955		41,154		3,367	1,641	67,436	69,077	295 37	12,128 53	12,423 90
do do in rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels														
do in rafts														
Saw logs														
Staves and headings, barrel								96		96	96		17 60	17 60
do pipe								132		132	132		24 68	24 60
do West India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		3,660						22,056		25,716	25,716		3,856 18	3,856 18
do do in rafts														
Traverses														
Woodenware and wood partly manufactured	2				13				15		15	6 00		6 00
Total freight paying tolls.	553	51,873	2,617	21,955	204,669	283,444	14,083	322,884	221,922	680,156	902,078	41,407 84	133,032 92	174,440 76
Free Articles having paid full Tolls on the St. Lawrence Canals.														
Ashes, pot and pearl			31						31		31			
Agricultural products not enumerated, vegetable			29						29		29			
Bricks			315						315		315			
Cement and water lime	1,259		1,680						2,939		2,939			

Clay, lime and sand			191						191		191			
Crockery and earthenware	19		122						141		141			
Fish			433						433		433			
Furniture	1								1		1			
Grass, all kinds			31						31		31			
Iron, railway	3,028								3,028		3,028			
do pig			56						56		56			
do all other	243		209						452		452			
Lard and lard oil			16						16		16			
Nails	247		323						570		570			
Oil, in barrels	32		9						41		41			
Paint	8		20						28		28			
Pitch and tar	21								21		21			
Salt	252		3,115						3,367		3,367			
Soda ash	38		286						324		324			
Steel			6						6		6			
Sugar	104		524						628		628			
Spirits, beer, &c	75		255						330		330			
Tin	1		47						48		48			
White lead			6						6		6			
Whiting	50								50		50			
Wool			2						2		2			
Merchandise, &c	198		486						684		684			
Kryolite, chemical ore, &c., having paid tolls on the Rideau Canal—free			544						544		544			
Grand total, freight	6,129	51,873	11,353	21,955	204,669	283,444	14,083	322,884	236,234	680,156	916,390			

Total tolls on vessels	8,448 62	8,301 40	16,750 02
do passengers	63 20	70 85	134 05
do free goods	$2,092 40		
Total through tolls	49,919 66	141,405 17	191,324 83

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

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, 1892.

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.
Ashes, pot and pearl														
Apples		1,101	91						91	1,101	1,192	1 78	27 55	29 33
Agricultural products not enumerated, vegetable		9		400						409	409		20 20	20 20
Agricultural products not enumerated, animal														
Agricultural implements														
Barley														
Bricks	21								21		21	0 41		0 41
Bones														
Brimstone														
Cement and water lime	8		13						21		21	1 97		1 97
Clay, lime and sand		70								70	70		5 25	5 25
Coal														
Corn														
Cattle		1								1	1		0 02	0 02
Cotton, raw														
Crockery and earthenware														
Dye wood and dye stuffs														
Fish	35		35						70		70	5 26		5 26
Flax and hemp														
Flour		4,151								4,151	4,151		103 83	103 83
Furniture		1								1	1		0 02	0 02
Gypsum														
Glass, all kinds														
Hay, pressed														
Hogs														
Horses	55	16							55	16	71	1 10	0 36	1 46
Hides and skins, horns and hoofs														
Ice														
Iron, railway														

do pig															
do all other	19	16						35	54	16	70	5 62	0 30	5 92	
Iron ore															
Kryolite, chemical ore and other ore, except iron															
Lard and lard oil															
Meal, all kinds		1								1	1		0 10	0 10	
Meats, other than pork															
Marble															
Manilla															
Molasses															
Nails	48								48		48	0 90		0 90	
Oats		136								136	136		27 20	27 20	
Oil, in barrels	5								5		5	0 10		0 10	
Oil cake															
Pease				240						240	240		24 00	24 00	
Potatoes															
Pork															
Paint															
Pitch and tar															
Rags															
Rye															
Rosin															
Salt															
Stone intended for cutting															
do wrought															
do not suitable for cutting, unwrought	203								203		203	12 67		12 67	
Seeds, all kinds															
Sheep															
Soda ash															
Steel															
Sugar	287								287		287	5 40		5 40	
Spirits, beer, &c	1	2							1	2	3	0 02	0 25	0 27	
Tobacco, raw															
Tallow															
Tin	3								3		3	0 06		0 06	
Turpentine															
Wheat	2,010	1,710		1,070				426	2,010	3,206	5,216	37 75	380 04	417 79	
White lead															
Whiting															
Wool															
All other goods and merchandise not enumerated	1,096	349						10	1,096	359	1,455	25 49	9 92	35 41	
Bark															
Barrels, empty															
Boat knees										40	40		1 75	1 75	
Floats		40													
Firewood, in vessels	960	7,656	705						1,665	7,656	9,321	49 26	382 23	431 49	
do rafts															

No. 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.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Hoops														
Hop poles														
Lumber, sawn, in vessels		995		50						1,045	1,045		113 05	113 05
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels		127		114						241	241		13 78	13 78
do rafts														
Saw logs	129	1,875		1,186					129	3,061	3,190	5 88	122 76	128 64
Staves and headings, barrel		155								155	155		12 40	12 40
do do pipe														
do do W. India														
Staves, salt barrel														
Shingles		19								19	19		7 81	7 81
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	319	60							319	60	379	13 89	1 69	15 58
Traverses														
Woodenware and wood partly manufactured														
Total freight paying tolls	5,199	18,526	844	3,060			35	436	6,078	22,022	28,100	167 56	1,257 89	1,425 45
Timber passed free from Welland to Port Robinson		263								263	263			
Grand total, freight	5,199	18,789	844	3,060			35	436	6,078	22,285	28,363			

Total tolls on vessels	401 83	360 58	762 41
do passengers	142 88	152 88	295 76
do free goods $ 12 00			
Total way tolls	712 27	1,771 35	2,483 62

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

No. 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, 1892.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian 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.
Ashes, pot and pearl	6	60	31		6				43	60	103	7 69	12 00	19 69
Apples	49	5,045			6				55	5,045	5,100	4 87	722 95	727 82
Agricultural products not enumerated, vegetable	296	2,102	29						325	2,102	2,427	44 68	133 39	178 07
Agricultural products not enumerated, animal	54	1,144					1		55	1,144	1,199	5 32	167 57	172 89
Agricultural implements	87	6							87	6	93	12 97	0 95	13 92
Barley	220	20,982							220	20,982	21,202	4 40	543 83	548 23
Bricks	12,365	76	315				147		12,827	76	12,903	523 94	2 86	526 80
Bones		121					13		13	121	134	0 49	16 10	16 59
Brimstone	282						9		291		291	27 86		27 86
Cement and water lime	3,160	215	1,574						4,734	215	4,949	667 46	8 10	675 56
Clay, lime and sand	19,382	8,618	191				3,227		22,800	8,618	31,418	883 81	551 01	1,434 82
Coal		42,684		62		935		128,040		171,721	171,721		23,696 02	23,696 02
Corn	8	859				24		5,670	8	6,553	6,561	0 72	889 20	889 92
Cattle	42	348							42	348	390	2 31	25 94	28 25
Cotton, raw														
Crockery and earthenware	187	16	136						323	16	339	61 92	3 05	64 97
Dye wood and dye stuffs	76	13							76	13	89	4 70	2 60	7 30
Fish	660	40	57						717	40	757	92 71	2 70	95 41
Flax and hemp	1								1		1	0 04		0 04
Flour	589	3,710			7	74			596	3,784	4,380	41 07	553 36	594 43
Furniture	331	775	1						332	775	1,107	38 55	133 14	171 69
Gypsum	1,779	141							1,779	141	1,920	24 61	5 33	29 94
Glass, all kinds	342	91	31						373	91	464	73 94	10 55	84 49
Hay, pressed	936	455	35		8				979	455	1,434	39 16	27 46	66 62
Hogs		11								11	11		1 65	1 65
Horses	133	289							133	289	422	8 40	19 16	27 56
Hides and skins, horns and hoofs	1	43							1	43	44	0 05	6 38	6 43
Ice														
Iron, railway	3,318	6							3,318	6	3,324	495 84	0 54	496 38
do pig	3,639	11	56						3,695	11	3,706	492 66	0 42	493 08

do all other	12,846	686	383						13,229	686	13,915	727 20	29 34	756 54
Iron ore														
Kryolite, chemical ore and other ore, except iron		1,205								1,205	1,205		60 25	60 25
Lard and lard oil	101	208	16						117	208	325	12 58	15 37	27 95
Meal, all kinds	54	685							54	685	739	5 24	33 80	39 04
Meats, other than pork	33	2							33	2	35	3 69	0 30	3 99
Marble	15								15		15	2 94		2 94
Manilla														
Molasses	700	24					125		825	24	849	81 35	1 20	82 55
Nails	1,974	664	327						2,301	664	2,965	443 20	35 15	478 35
Oats	752	20,525							752	20,525	21,277	25 47	705 15	730 62
Oil, in barrels	738	157	41		5	4	48		832	161	993	118 57	24 10	142 67
Oil cake	12								12		12	1 10		1 10
Pease	860	46,939							860	46,939	47,799	17 36	1,509 75	1,527 11
Potatoes	9	139							9	139	148	0 44	9 65	10 09
Pork	448	211							448	211	659	43 95	14 49	58 44
Paint	263	219	24						287	219	506	54 39	16 65	71 04
Pitch and tar	89	33	21				222		332	33	365	28 68	2 75	31 43
Rags	6	180							6	180	186	0 90	35 50	36 40
Rye	94	1,978							94	1,978	2,072	3 20	84 51	87 71
Rosin	754	113					1,049		1,803	113	1,916	91 29	5 65	96 94
Salt	4,182	39	2,786					2	6,968	41	7,009	896 26	1 97	898 23
Stone, intended for cutting	328	1,585	145				2,418		2,891	1,585	4,476	125 31	235 50	360 81
do wrought	358						8		366		366	18 75		18 75
do not suitable for cutting, unwrought		9,138								9,138	9,138		189 15	189 15
Seeds, all kinds	8,058	2,023							8,058	2,023	10,081	301 66	103 34	405 00
Sheep		100								100	100		7 82	7 82
Soda ash	482	30	213				2		697	30	727	132 71	5 10	137 81
Steel	826	14	29						855	14	869	116 42	0 56	116 98
Sugar	3,257	26	615						3,872	26	3,898	740 53	1 75	742 28
Spirits, beer, &c	381	475	302						683	475	1,158	123 80	92 60	216 40
Tobacco, raw	7	1							7	1	8	0 70	0 15	0 85
Tallow	3						13		26		26	2 44		2 44
Tin	458	43	48						506	43	549	97 66	2 90	100 56
Turpentine	11	14					64		75	14	89	5 11	0 70	5 81
Wheat	4,113	28,152						7,824	4,113	35,976	40,089	92 03	2,090 34	2,182 37
White lead	148		8						156		156	30 63		30 63
Whiting	304		50						354		354	71 50		71 50
Wool	9	2	2						11	2	13	1 65	0 30	1 95
All other goods and merchandise not enumerated	6,157	2,924	763		454	522	212	7	7,586	3,453	11,039	1,165 43	472 05	1,637 48
Bark		13								13	13		3 75	3 75
Barrels, empty	181	20	12	2	40				233	22	255	32 15	2 16	34 31
Boat knees														
Floats	260	3,944							260	3,944	4,204	3 90	70 42	74 32
Firewood in vessels	2,985	7,536		1,065	87				3,072	8,601	11,673	51 26	264 62	315 88
do rafts														
Hoops														

No. 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.				
												$ cts.	$ cts.	$ cts.
Hop poles														
Lumber, sawn, in vessels	25,995	15,105	789	416					26,784	15,601	42,385	932 01	497 56	1,429 57
do rafts		4								4	4		0 15	0 15
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts		19,068								19,068	19,068		476 70	476 70
Railway ties, in vessels	496	30							496	30	526	9 90	0 59	10 49
do rafts														
Saw logs	197	14,380							197	14,380	14,577	4 50	328 72	333 22
Staves and headings, barrel														
do do pipe														
do do West India		8								8	8		0 30	0 30
Staves, salt barrel														
Shingles	4	6							4	6	10	0 50	0 75	1 25
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	434	2,093							434	2,093	2,527	7 13	35 17	42 30
do rafts	3,732	4,510							3,732	4,510	8,242	96 20	121 80	218 00
Traverses		9,376								9,376	9,376		24 40	24 40
Woodenware and wood, partly manufactured	42	8							42	8	50	15 90	0 90	16 80
Total freight paying tolls	131,109	282,576	9,030	1,545	613	1,559	7,558	141,543	148,310	427,223	575,533	10,297 76	35,152 09	45,449 85
Free Articles, having paid full Tolls on the Welland Canal.														
All other vegetables		2								2	2			
Ashes		36								36	36			
Barrels, empty		1								1	1			
Corn		57,156								57,156	57,156			
Flour		3,357								3,357	3,357			

Glass, all kinds		1								1	1			
Horses		1								1	1			
Iron, pig		371								371	371			
Iron, all other		14								14	14			
Meals, all kinds		18								18	18			
Meats, other than pork		94								94	94			
Merchandise, not enumerated		228								228	228			
Pease		524								524	524			
Rye		67,335								67,335	67,335			
Seeds, all kinds		2								2	2			
Spirits, beer, &c		21								21	21			
Staves and headings, pipe		8								8	8			
do do W. India		120								120	120			
Wheat		182,087								182,087	182,087			
Timber, square, in vessels		140								140	140			
do rafts		1,820								1,820	1,820			
Timber, sawn, in vessels		3,338						400		3,738	3,738			
Articles Free, per Order in Council.														
Cement		469								469	469			
Clay	483								483		483			
Coal	74,332		300				24,064	443	98,696	443	99,139			
Stone for cutting	724								724		724			
Kryolite free, having paid full toll on the Rideau Canal		1,629								1,629	1,629			
Grand total, freight	206,648	601,348	9,330	1,545	613	1,559	31,622	142,386	248,213	746,838	995,051			

Total tolls on vessels		9,579 17	7,538 94	17,118 11
do passengers		702 19	2,334 36	3,036 55
do free goods	$13,294 58			
Wharfage and storage				4,643 33
Fines and damages				161 10
Winterage, basin dues and other receipts				14,644 91
Total revenue exclusive of hydraulic rent				85,053 85

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

No. 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 Fiscal Year ended 30th June, 1892.

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.
Ashes, pot and pearl	3	60	31						34	60	94	6 80	12 00	18 80
Apples		4,736								4,736	4,736		710 40	710 40
Agricultural products not enumerated, vegetable	231	1,886	29						260	1,886	2,146	39 00	125 99	164 99
do do animal	8	1,092							8	1,092	1,100	1 20	163 80	165 00
Agricultural implements		4								4	4		0 80	0 80
Barley		12,263								12,263	12,263		352 77	352 77
Bricks	47		315						362		362	54 30		54 30
Bones		93								93	93		13 95	13 95
Brimstone														
Cement and water lime	2,314		1,574						3,888		3,888	583 20		583 20
Clay, lime and sand	55	1,982	191						246	1,982	2,228	36 90	297 30	334 20
Coal		38,588						107,263		145,851	145,851		21,877 65	21,877 65
Corn		845						5,670		6,515	6,515		887 94	887 94
Cattle	1	12							1	12	13	0 15	1 80	1 95
Cotton, raw														
Crockery and earthenware	106	15	136						242	15	257	48 40	3 00	51 40
Dye wood and dye stuffs	2	13							2	13	15	0 40	2 60	3 00
Fish	473		57						530		530	79 50		79 50
Flax and hemp														
Flour		3,631								3,631	3,631		544 65	544 65
Furniture	84	617	1						85	617	702	17 00	123 40	140 40
Gypsum														
Glass, all kinds	290	37	31						321	37	358	64 20	7 40	71 60
Hay, pressed														
Hogs		11								11	11		1 65	1 65
Horses	10	29							10	29	39	1 50	4 35	5 85
Hides and skins, horns and hoofs		42								42	42		6 30	6 30
Ice														

Iron, railway	3,282	1							3,282	1	3,283	492	30	0	15	492	45
do pig	3,032		56						3,088		3,088	463	20			463	20
do all other	1,448	12	383						1,831	12	1,843	274	65	1	80	276	45
Iron ore																	
Kryolite, chemical ore and other ore, except iron		1,205								1,205	1,205			60	25	60	25
Lard and lard oil	29	65	16						45	65	110	6	75	9	75	16	50
Meal, all kinds	18	27							18	27	45	2	70	4	05	6	75
Meats, other than pork	7	2							7	2	9	1	05	0	30	1	35
Marble	9								9		9	1	80			1	80
Manilla																	
Molasses	84								84		84	16	80			16	80
Nails	1,489	13	327						1,816	13	1,829	363	20	2	60	365	80
Oats		2,673								2,673	2,673			223	24	223	24
Oil, in barrels	311	107	41						352	107	459	70	40	21	40	91	80
Oil cake																	
Pease		12,840								12,840	12,840			743	00	743	00
Potatoes		5								5	5			0	75	0	75
Pork	8	58							8	58	66	1	20	8	70	9	90
Paint	187	38	24						211	38	249	42	20	7	60	49	80
Pitch and tar	25	7	21						46	7	53	9	20	1	40	10	60
Rags	3	175							3	175	178	0	60	35	00	35	60
Rye		643								643	642			53	16	53	16
Rosin	2								2		2	0	40			0	40
Salt	1,708		2,786						4,494		4,494	674	10			674	10
Stone intended for cutting		1,565	145						145	1,565	1,710	21	75	234	75	256	50
do wrought	3								3		3	0	60			0	60
do not suitable for cutting, unwrought		100								100	100			8	40	8	40
Seeds, all kinds		251								251	251			37	65	37	65
Sheep		2								2	2			0	30	0	30
Soda ash	402	24	213						615	24	639	123	00	4	80	127	80
Steel	600		29						629		629	94	35			94	35
Sugar	2,220	3	615						2,835	3	2,838	567	00	0	60	567	60
Spirits, beer, &c	140	458	302						442	458	900	88	40	91	60	180	00
Tobacco, raw		1								1	1			0	15	0	15
Tallow	13								13		13	1	95			1	95
Tin	392	5	48						440	5	445	88	00	1	00	89	00
Turpentine	6								6		6	1	20			1	20
Wheat		8,588						7,824		16,412	16,412			1,661	26	1,661	26
White lead	127		8						135		135	27	00			27	00
Whiting	243		50						293		293	58	60			58	60
Wool	9	2	2						11	2	13	1	65	0	30	1	95
All other goods and merchandise not enumerated	2,899	1,734	754						3,653	1,734	5,387	730	60	346	80	1,077	40
Bark																	
Barrels, empty	127	14	1						128	14	142	23	64	1	70	25	34
Boat knees																	
Floats																	
Firewood, in vessels		435								435	435			29	00	29	00

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.				
												$ cts.	$ cts.	$ cts.
Firewood, in rafts														
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 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	39								39		39	15 60		15 60
Total freight paying tolls	22,729	97,852	8,186					120,757	30,915	218,609	249,524	5,218 19	28,809 46	34,027 65
Free Articles having paid full Tolls on the Welland Canal.														
All other, vegetable		2								2	2			
Ashes		36								36	36			

Corn		54,669								54,669	54,669			
Flour		3,357								3,357	3,357			
Glass		1								1	1			
Horses		1								1	1			
Iron, pig		371								371	371			
Meal, all kinds		18								18	18			
Meats, other than pork		94								94	94			
Merchandise		228								228	228			
Pease		524								524	524			
Rye		68,211								68,211	68,211			
Seeds, all kinds		2								2	2			
Spirits, beer, &c		21								21	21			
Wheat		181,211								181,211	181,211			
Barrels, empty		1								1	1			
Lumber, sawn, in vessels		3,338						400		3,738	3,738			
Timber, square, in rafts		1,820								1,820	1,820			
Staves, pipes		8								8	8			
do West India		120								120	120			
Coal, per Order in Council	5,561		300						5,861		5,861			
Kryolite		1,629								1,629	1,629			
Grand total, freight	28,290	413,514	8,486					121,157	36,776	534,671	571,447			

Total through tolls on vessels	5,687 37	5,840 12	11,527 49
do do passengers	293 55	1,706 40	1,999 95
do do free goods $ 8,210 95			
Total through tolls	11,199 11	36,355 98	47,555 09

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

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, 1892.

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.
Ashes, pot and pearl	3				6				9		9	0 89		0 89
Apples	49	309			6				55	309	364	4 87	12 55	17 42
Agricultural products not enumerated, vegetable	65	216							65	219	281	5 68	7 40	13 08
Agricultural products not enumerated, animal	46	52					1		47	52	99	4 12	3 77	7 89
Agricultural implements	87	2							87	2	89	12 97	0 15	13 12
Barley	220	8,719							220	8,719	8,939	4 40	191 06	195 46
Bricks	12,318	76					147		12,465	76	12,541	469 64	2 86	472 50
Bones		28					13		13	28	41	0 49	2 15	2 64
Brimstone	282						9		291		291	27 86		27 86
Cement and water lime	846	215							846	215	1,061	84 26	8 10	92 36
Clay, lime and sand	19,327	6,636					3,227		22,554	6,636	29,190	846 91	253 71	1,100 62
Coal		4,096		62		935		20,777		25,870	25,870		1,818 37	1,818 37
Corn	8	14				24			8	38	46	0 72	1 26	1 98
Cattle	41	336							41	336	377	2 16	24 14	26 30
Cotton, raw														
Crockery and earthenware	81	1							81	1	82	13 52	0 05	13 57
Dye wood and dye stuffs	74								74		74	4 30		4 30
Fish	187	40							187	40	227	13 21	2 70	15 91
Flax and hemp	1								1		1	0 04		0 04
Flour	589	79			7	74			596	153	749	41 07	8 71	49 78
Furniture	247	158							247	158	405	21 55	9 74	31 29
Gypsum	1,779	141							1,779	141	1,920	24 61	5 33	29 94
Glass, all kinds	52	54							52	54	106	9 74	3 15	12 89
Hay, pressed	936	455	35		8				979	455	1,434	39 16	27 46	66 62
Hogs														
Horses	123	260							123	260	383	6 90	14 81	21 71
Hides and skins, horns and hoofs	1	1							1	1	2	0 05	0 08	0 13
Ice														
Iron, railway	36	5							36	5	41	3 54	39	3 93

do pig	607	11							607	11	618	29 46	0 42	29 88
do all other	11,398	674							11,398	674	12,072	452 55	27 54	480 09
Iron ore														
Kryolite, chemical ore and other ore, except iron														
Lard and lard oil	72	143							72	143	215	5 83	5 62	11 45
Meal, all kinds	36	658							36	658	694	2 54	29 75	32 29
Meats, other than pork	26								26		26	2 64		2 64
Marble	6								6		6	1 14		1 14
Manilla														
Molasses	616	24					125		741	24	765	64 55	1 20	65 75
Nails	485	651							485	651	1,136	80 00	32 55	112 55
Oats	752	17,852							752	17,852	18,604	25 47	481 91	507 38
Oil, in barrels	427	50			5	4	48		480	54	534	48 17	2 70	50 87
Oil cake	12								12		12	1 10		1 10
Pease	860	34,099							860	34,099	34,959	17 36	766 75	784 11
Potatoes	9	134							9	134	143	0 44	8 90	9 34
Pork	440	153							440	153	593	42 75	5 79	48 54
Paint	76	181							76	181	257	12 19	9 05	21 24
Pitch and tar	64	26					222		286	26	312	19 48	1 35	20 83
Rags	3	5							3	5	8	0 30	0 50	0 80
Rye	94	1,335							94	1,335	1,429	3 20	31 35	34 55
Rosin	752	113					1,049		1,801	113	1,914	90 89	5 65	96 54
Salt	2,474	39						2	2,474	41	2,515	222 16	1 97	224 13
Stone intended for cutting	328	20					2,418		2,746	20	2,766	103 56	0 75	104 31
do wrought	355						8		363		363	18 15		18 15
do not suitable for cutting, unwrought		9,038								9,038	9,038		180 75	180 75
Seeds, all kinds	8,058	1,772							8,058	1,772	9,830	301 66	65 69	367 35
Sheep		98								98	98		7 52	7 52
Soda ash	80	6					2		82	6	88	9 71	0 30	10 01
Steel	226	14							226	14	240	22 07	0 56	22 63
Sugar	1,037	23							1,037	23	1,060	173 53	1 15	174 68
Spirits, beer, &c	241	17							241	17	258	35 40	1 00	36 40
Tobacco, raw	7								7		7	0 70		0 70
Tallow							13		13		13	0 49		0 49
Tin	66	38							66	38	104	9 66	1 90	11 56
Turpentine	5	14					64		69	14	83	3 91	0 70	4 61
Wheat	4,113	19,564							4,113	19,564	23,667	92 03	429 08	521 11
White lead	21								21		21	3 63		3 63
Whiting	61								61		61	12 90		12 90
Wool														
All other goods and merchandise not enumerated	3,258	1,190	9		454	522	212	7	3,933	1,719	5,652	434 83	125 25	560 08
Bark		13								13	13		3 75	3 75
Barrels, empty	54	6	11	2	40				105	8	113	8 51	0 46	8 97
Boat knees														
Floats	260	3,944							260	3,944	4,204	19 44	54 88	74 32
Firewood, in vessels	2,985	7,101		1,065	87				3,072	8,166	11,238	51 26	235 62	286 88
do rafts														

No. 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.
Hoops														
Hop poles														
Lumber, sawn, in vessels	25,752	14,342	789	416					26,541	14,758	41,299	910 26	417 31	1,327 57
do rafts		4								4	4		0 15	0 15
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph posts, in rafts		19,068								19,068	19,068		476 70	476 70
Railway ties, in vessels	496	30							496	30	526	9 90	0 59	10 49
do in rafts														
Saw logs	197	14,380							197	14,380	14,577	4 50	328 72	333 22
Staves and headings, barrel														
do pipe														
do W. India		8								8	8		0 30	0 30
Staves, salt barrel														
Shingles	4	6							4	6	10	0 50	0 75	1 25
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	434	2,093							434	2,093	2,527	7 13	35 17	42 30
do rafts	3,732	4,510							3,732	4,510	8,242	96 20	121 80	218 00
Traverses		9,376								9,376	9,376		24 40	24 40
Woodenware and wood partly manufactured	3	8							3	8	11	0 30	0 90	1 20
Total freight paying tolls	108,380	184,724	844	1,545	613	1,559	7,558	20,786	117,395	208,614	326,009	5,095 11	6,327 09	11,422 20
Free Articles, having paid full tolls on the Welland Canal.														
Corn		2,487								2,487	2,487			

Free Articles, per Order in Council.														
Cement and water lime		469								469	469			
Clay, lime and sand	483								483		483			
Coal	68,771						24,064	443	92,835	443	93,278			
Iron, all other		14								14	14			
Square timber, in vessels		140								140	140			
Stone for cutting	724								724		724			
Grand total freight	178,358	187,834	844	1,545	613	1,559	31,622	21,229	211,437	212,167	423,604			
Total way tolls on vessels												3,891 80	1,698 82	5,590 62
do passengers												408 64	627 96	1,036 60
do free goods											$5,083 63			
Total way tolls												9,395 55	8,653 87	18,049 42

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892

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, 1892.

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.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl		20								20	20	3 80
Apples	18	26							18	26	44	1 93
Agricultural products, not enumerated, vegetable	1	440							1	440	441	42 02
do do animal		1,449								1,449	1,449	120 29
Agricultural implements	3	10							3	10	13	2 05
Barley		150								150	150	11 22
Bricks												
Bones		8								8	8	0 80
Brimstone												
Cement and water lime		20								20	20	1 97
Clay, lime and sand	400	7,302							400	7,302	7,702	211 49
Coal		648								648	648	23 78
Corn		4								4	4	39
Cattle	1	759							1	759	760	50 54
Cotton, raw												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish	1	6							1	6	7	0 66
Flax and hemp												
Flour	6	71							6	71	77	6 60
Furniture	8	26							8	26	34	4 18
Gypsum												
Glass, all kinds		1								1	1	0 19
Hay, pressed		208								208	208	19 17
Hogs		9								9	9	0 72
Horses	24	173							24	173	197	9 87
Hides and skins, horns and hoofs		16								16	16	1 56
Ice												
Iron, railway												
do pig												
do all other	8	58							8	58	66	2 60
Iron ore												

Kryolite, chemical ore and other ore, except iron		835								835	835	41 75	
Lard and lard oil													
Meal, all kinds		27								27	27	2 47	
Meats, other than pork		55								55	55	5 27	
Marble													
Manilla													
Molasses	24								24		24	1 42	
Nails	10	1							10	1	11	0 75	
Oats		2,901								2,901	2,901	221 38	
Oil, in barrels	13	12							13	12	25	2 70	
Oil cake													
Pease		3,141								3,141	3,141	214 62	
Potatoes		654								654	654	57 14	
Pork	25	18							25	18	43	2 04	
Paint		1								1	1	0 19	
Pitch and tar													
Rags		6								6	6	0 96	
Rye		48								48	48	4 42	
Rosin													
Salt	15								15		15	1 39	
Stone intended for cutting													
do wrought		3								3	3	0 29	
do not suitable for cutting, unwrought													
Seeds, all kinds		33								33	33	2 76	
Sheep		411								411	411	31 00	
Soda ash													
Steel	16	1							16	1	17	0 50	
Sugar	50	3							50	3	53	10 84	
Spirits, beer, &c	17	4							17	4	21	1 53	
Tobacco, raw													
Tallow		29								29	29	2 52	
Tin	2								2		2	0 15	
Turpentine													
Wheat		24								24	24	2 19	
White lead		1								1	1	0 19	
Whiting		1								1	1	0 05	
Wool		7								7	7	0 70	
All other goods and merchandise not enumerated	89	297							89	297	386	50 29	
Bark													
Barrels, empty		32								32	32	4 03	
Boat knees	1								1		1	0 03	
Floats		30,480								30,480	30,480	323 75	
Firewood, in vessels	165	39,548		759					165	40,307	40,472	1,606 47	
do rafts		120								120	120	1 20	
Hoops		4								4	4	0 41	
Hop poles													
Lumber, sawn in vessels	325,711			88,079					325,711	88,079	413,790	30,707 22	
do rafts		95								95	95	1 11	
Masts, spars, and telegraph poles, in vessels		40								40	40	3 31	
do do do rafts													

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.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Railway ties, in vessels		435								435	435	71 97
do rafts												
Saw logs		17,838								17,838	17,838	410 54
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles		189		445						634	634	517 31
Split posts and fence rails, in vessels		3		1						4	4	1 72
do do rafts												
Timber, square, in vessels		2,804								2,804	2,804	76 30
do rafts		3,080								3,080	3,080	53 64
Traverses		220								220	220	0 55
Woodenware and wood partly manufactured		2								2	2	0 47
Total freight paying tolls	326,608	114,807		89,284					326,608	204,091	530,699	34,955 37
Free, per Order in Council—												
Firewood		3,180								3,180	3,180	
Floats		15,020								15,020	15,020	
Lumber, sawn		587								587	587	
Timber, square		2,160								2,160	2,160	
Saw logs		11,986								11,986	11,986	
Grand total freight	326,608	147,740		89,284					326,608	237,024	563,632	

Total tolls on vessels		3,432 93
do passengers		158 65
do free goods	$463 56	
Fines		10 00
Other receipts		8 00
Total, revenue exclusive of hydraulic rent		38,564 95

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, 1892.

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.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples	3	909						46	3	955	958	61 84
Agricultural products not enumerated, vegetable								1		1	1	0 10
do do do animal												
Agricultural implements												
Barley		338	504						504	338	842	44 92
Bricks	329	100						237	329	337	666	38 70
Bones			341						341		341	34 10
Brimstone												
Cement and water lime								31		31	31	3 10
Clay, lime and sand	410	245						4,092	410	4,337	4,747	471 87
Coal	40	215						85,648	40	85,863	85,903	8,386 61
Corn												
Cattle		60								60	60	2 00
Cotton, raw												
Crockery and earthenware		15								15	15	1 50
Dye wood and dye stuffs								62		62	62	6 20
Fish												
Flax and hemp												
Flour	237	36							237	36	273	9 10
Furniture								2		2	2	0 58
Gypsum												
Glass, all kinds												
Hay, pressed	625	2,345	133						758	2,345	3,103	138 06
Hogs												
Horses		9								9	9	0 30
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other	25								25		25	0 84
do ore												

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadinn Ports.		Tons		Total Tolls.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Kryolite, chemical ore and other ore, except iron												
Lard and lard oil												
Meal, all kinds												
Meats, other than pork												
Marble												
Manilla												
Molasses								120		120	120	12 00
Nails												
Oats		1,391	484						484	1,391	1,875	94 80
Oil, in barrels		6						29		35	35	3 49
Oil cake												
Pease		1,513								1,513	1,513	50 50
Potatoes	3								3		3	0 24
Pork												
Paint								4		4	4	0 40
Pitch and tar								118		118	118	11 80
Rags												
Rye												
Rosin								2,042		2,042	2,042	204 20
Salt	124								124		124	5 18
Stone intended for cutting	1,012								1,012		1,012	101 20
do wrought	373							900	373	900	1,273	102 45
do not suitable for cutting, unwrought								426		426	426	42 60
Seeds, all kinds												
Sheep	3	176							3	176	179	5 97
Soda ash								149		149	149	9 93
Steel												
Sugar												
Spirits, beer, &c												
Tobacco, raw												
Tallow												
Tin												
Turpentine								42		42	42	4 20
Wheat												
White lead												
Whiting												

Wool													
All other goods and merchandise not enumerated	685	327		443				2,396	685	3,166	3,851	288	33
Bark									18		18	1	64
Barrels, empty	5		13										
Boat knees										3	3	0	25
Floats		3											
Firewood, in vessels	11,561	594	12,474						24,035	594	24,629	810	05
do in rafts													
Hoops													
Hop poles													
Lumber, sawn, in vessels	33,538		63,474						97,012		97,012	5,749	70
do in rafts			63						63		63	5	00
Masts, spars, and telegraph poles, in vessels													
do do do in rafts													
Railway ties, in vessels	1,092		827						1,919		1,919	153	16
do in rafts													
Saw logs													
Staves and headings, barrels													
do do pipe													
do do West India													
Staves, salt barrel													
Shingles	7		28						35		35	14	21
Split posts and fence rails, in vessels													
do do in rafts													
Timber, square, in vessels													
do in rafts													
Traverses													
Woodenware and wood partly manufactured													
Total freight paying tolls	50,072	8,282	78,341	443				96,345	128,413	105,070	233,483	16,871	12
Coal free	345								345		345		
Grand total freight	50,417	8,282	78,341	443				96,345	128,758	105,070	233,828		

CANAL STATISTICS.

Total tolls on vessels		2,303 63
do passengers		75 19
do free goods	$30.34	
Fines and damages		13 00
Other receipts		75 30
Total revenue exclusive of hydraulic rents		19,338 24

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

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, 1892.

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.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl		22								22	22	2 64
Apples	31	82							31	82	113	3 88
Agricultural products not enumerated, vegetable	363	11							363	11	374	17 78
do do do animal	46	416							46	416	462	15 16
do implements	46	106							46	106	152	17 56
Barley	368	7							368	7	375	8 94
Bricks	18	26							18	26	44	1 26
Bones	11	11							11	11	22	0 88
Brimstone												
Cement and water lime	186	38							186	38	224	6 01
Clay, lime and sand	90	2							90	2	92	2 16
Coal		9,319								9,319	9,319	410 79
Corn	4	24							4	24	28	0 75
Cattle	4	3							4	3	7	0 20
Cotton, raw												
Crockery and earthenware	43	30							43	30	73	7 95
Dye wood and dye stuffs	11	13							11	13	24	2 16
Fish	74	9							74	9	83	2 16
Flax and hemp												
Flour	110	466							110	466	576	14 70
Furniture	13	26							13	26	39	4 10
Gypsum												
Glass, all kinds	51	6							51	6	57	5 67
Hay, pressed	506	4							506	4	510	12 05
Hogs												
Horses	5	9							5	9	14	0 50
Hides and skins, horns and hoofs	11	8							11	8	19	0 73
Ice												
Iron, railway	10								10		10	0 24
do pig	62	13							62	13	75	2 25
do all other	335	84							335	84	419	11 59
do ore												

Kryolite, chemical ore and other ore, except iron	2,049	535							2,049	535	2,584	128	90
Lard and lard oil	22	27							22	27	49	1	36
Meal, all kinds		35								35	35	0	83
Meats, other than pork	11	9							11	9	20	0	55
Marble	4	2							4	2	6	0	54
Manilla													
Molasses	79	1							79	1	80	7	36
Nails	306	5							306	5	311	28	35
Oats	140	770							140	770	910	26	28
Oil, in barrels	177	275							177	275	452	42	53
Oil cake		3								3	3	0	11
Pease	121	28							121	28	149	4	57
Potatoes	16	277							16	277	293	7	97
Pork	227	57							227	57	284	7	44
Paint	25	1							25	1	26	2	57
Pitch and tar	20								20		20	1	86
Rags	8	6							8	6	14	1	54
Rye	137	25							137	25	162	4	11
Rosin	5								5		5	0	45
Salt	1,781	176							1,781	176	1,957	55	14
Stone intended for cutting	29	37							29	37	66	3	00
do wrought	20	4							20	4	24	2	91
do not suitable for cutting, unwrought		280								280	280	6	61
Seeds, all kinds	8	8							8	8	16	0	51
Sheep	5								5		5	0	14
Soda ash	14								14		14	1	85
Steel	31								31		31	1	04
Sugar	580	65							580	65	645	63	00
Spirits, beer, &c	67	15							67	15	82	7	43
Tobacco, raw	1								1		1	0	03
Tallow													
Tin	14								14		14	1	25
Turpentine													
Wheat	24	146							24	146	170	5	03
White lead	23								23		23	2	04
Whiting	34								34		34	3	00
Wool	1	5							1	5	6	0	24
All other goods and merchandise not enumerated	773	482							773	482	1,255	142	07
Bark	20	53							20	53	73	2	95
Barrels, empty	75	27							75	27	102	7	57
Boat knees													
Floats	440	300							440	300	740	11	90
Firewood, in vessels	24,508	3,056							24,508	3,056	27,564	479	90
do do rafts													
Hoops													
Hop poles													
Lumber, sawn, in vessels	16,469	10,126	6,934						23,403	10,126	33,529	1,337	59
do do rafts		10								10	10	0	38
Masts, spars and telegraph poles, in vessels		34								34	34	1	68
do do do rafts													

No. 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 Canadian to United States Ports.		Tons.		Total Tons.	Amount of Toll.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Railway ties, in vessels	5,365	66							5,365	66	5,431	571 27
do do rafts	815								815		815	86 69
Saw logs	61	187							61	187	248	6 00
Shingles	77	61							77	61	138	22 19
Split posts and fence rails, in vessels	5	9							5	9	14	2 51
do do rafts												
Timber, square, in vessels												
do do rafts	495	20							495	20	515	21 77
Traverses	83	14							83	14	97	8 26
Woodenware and wood partly manufactured	7	16							7	16	23	2 55
Total freight paying tolls	57,570	27,988	6,934						64,504	27,988	92,492	3,677 93
Coal, free, per Order in Council	4,275								4,275		4,275	
Firewood do do	4,380								4,380		4,380	
Stone, free, for canal construction	350								350		350	
Chemical ore, free, having paid full tolls on Welland Canal		554								554	554	
Grand total freight	66,575	28,542	6,934						73,509	28,542	102,051	

Total tolls on vessel		1,798 75
do passengers		140 42
do coal, free	$114.11	
do firewood, free	73.00	
do stone, free	8.18	
do chemical ore, free	27.70	
Wharfage and storage		131 18
Fines and damages		20 00
Other receipts		314 70
Total revenue, exclusive of hydraulic rents		6,082 98

Department of Railways and Canals,
Ottawa, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

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, 1892.

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.		
												$ cts.
Fish	20	636							20	636	656	6 56
Flour	1,839	68							1,839	68	1,907	19 07
Coal	220	25,390							220	25,390	25,610	256 10
Lumber	2,376	1,044							2,376	1,044	3,420	34 20
Other agricultural products	3,945	5,597							3,945	5,597	9,542	95 42
Other merchandise	1,461	509							1,461	509	1,970	19 70
Total freight paying tolls	9,861	33,244							9,861	33,244	43,105	431 05
Tolls on vessels												1,885 98
Other receipts												3 28
Total revenue												2,320 31

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

APPENDIX A—*Continued*—CANALS.

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1892.

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.		
												$ cts.
Ashes, pot and pearl												
Apples												
Agricultural products not enumerated, vegetable												
do do do animal												
do implements												
Barley												
Bricks		7								7	7	0 68
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												
do 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														
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														
Wool														
All other goods and merchandise not enumerated	57	77								57	77	134	4	02
Bark	32									32		32	0	94
Barrels, empty														
Boat knees														
Floats		1,127									1,127	1,127	12	16
Firewood, in vessels	12,915	1,289								12,915	1,289	14,204	145	86
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	711	157								711	158	868	15	63
do rafts	160	42								160	42	202	3	60
Masts, spars, and telegraph poles, in vessels														
do do do rafts	166	5								166	5	171	10	10

No. 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.		
												$ cts.
Railways ties, in vessels	115	.. ..	.....	.....	.....	.... ..	.....	.....	115	.....	115	2 39
do rafts	170	10	.....	.....	.....	.. ..	.... ..	.....	170	10	180	7 46
Saw logs	3,089	125	.....	.....	.....	... ...	.. ..	.....	3,089	125	3,214	25 54
Staves and headings, barrel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do pipe	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do West India	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Staves, salt barrel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shingles	162	9	.....	.....	.....	.....	.....	.....	162	9	171	14 83
Split posts and fence rails, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do do rafts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Timber, square, in vessels	.....	50	.....	.....	.....	.....	.....	.....	.....	50	50	0 75
do rafts	90	1,143	.....	.....	.....	.....	.....	.....	90	1,143	1,233	15 38
Traverses	25	200	.....	.....	.....	.....	.....	.....	25	200	225	4 50
Woodenware and wood partly manufactured	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total freight paying tolls	17,717	4,241	.....	.....	.....	.....	.....	.....	17,717	4,241	21,958	264 09
Total tolls on vessels												329 10
do passengers												95 65
Other receipts												72 00
Total revenue exclusive of hydraulic rent												760 84

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

Department of Railways and Canals,
Ottawa, 30th September, 1892.

APPENDIX A—*Continued*—CANALS.

No. 18.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1892.

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.		
												$ cts.
Ashes, pot and pearl												
Apples	104	54							104	54	158	3 03
Agricultural products not enumerated, vegetable	10	255							10	255	265	5 12
do do do animal												
do implements	10	2							10	2	12	0 35
Barley	36	565	360						396	565	961	18 04
Bricks												
Bones		2								2	2	0 04
Brimstone	1								1		1	0 02
Cement and water lime	101								101		101	1 90
Clay, lime and sand												
Coal		572						987		1,559	1,559	28 33
Corn	3								3		3	0 06
Cattle	3	2							3	2	5	0 10
Cotton, raw												
Crockery and earthenware	11								11		11	0 28
Dye wood and dye stuffs	2								2		2	0 05
Fish	6								6		6	0 12
Flax and hemp												
Flour	9								9		9	0 18
Furniture	72	8	10					3	82	11	93	2 41
Gypsum												
Glass, all kinds	12								12		12	0 32
Hay, pressed												
Hogs												
Horses	34	11	3					1	37	12	49	0 98
Hides and skins, horns and hoofs	1								1		1	0 02
Ice	150								150		150	3 75
Iron, railway												
do pig												
do all other	42	1							42	1	43	0 82
do ore												

No. 18.—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.		
												$ cts.
Kryolite, chemical ore and other ore, except iron												
Lard and lard oil	1								1		1	0 02
Meal, all kinds												
Meats, other than pork												
Marble	8								8		8	0 21
Manilla												
Molasses	44								44		44	1 10
Nails	82						12		94		94	2 88
Oats	17	17							17	17	34	0 64
Oil, in barrels	18	57							18	57	75	1 92
Oil cake	1								1		1	0 02
Pease	48	641					12		60	641	701	13 17
Potatoes	7								7		7	0 14
Pork												
Paint	2	5							2	5	7	0 18
Pitch and tar												
Rags												
Rye	202								202		202	3 80
Rosin												
Salt	1	28						23	1	51	52	0 99
Stone intended for cutting												
do wrought												
do not suitable for cutting, unwrought	1,511	30							1,511	30	1,541	15 41
Seeds, all kinds		152								152	152	2 86
Sheep	10								10		10	0 02
Soda ash	13								13		13	0 33
Steel												
Sugar	110								110		110	2 79
Spirits, beer, &c	8								8		8	0 21
Tobacco, raw		2								2	2	0 04
Tallow												
Tin	1								1		1	0 03
Turpentine												
Wheat	30	380							30	380	410	7 71
White lead	43								43		43	1 08
Whiting												

Wool												
All other goods and merchandise not enumerated	965	50					13	965	63	1,028	25	57
Bark												
Barrels, empty												
Boat knees												
Floats												
Firewood, in vessels	150		192					342		342	2	85
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	80	463	309					389	463	852	9	60
do rafts												
Masts, spars, and telegraph poles, in vessels												
do do do rafts												
Railway ties, in vessels												
do rafts									27	27	0	30
Saw logs		27										
Staves and headings, barrel												
do do pipe												
do do West India												
Staves salt, barrel												
Shingles	3	1						3	1	4	0	21
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels									3,305	3,305	41	25
do rafts		3,305										
Traverses								1		1	0	05
Woodenware and wood partly manufactured	1											
Total freight paying tolls	3,963	6,630	874				24	1,027	4,861	7,657	12,518	201 30

Total tolls on vessels	255 84
do passengers	179 87
Total revenue exclusive of hydraulic rent	637 01

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

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.
Class No. 1.		$ cts.		$ cts.		$ cts.
Canadian vessels, steam	370,883	4,150 94	669,196	3,888 03	68,558	226 70
United States vessels, steam	470,308	7,062 68	21,030	166 50	378	5 29
Canadian vessels, sail	192,981	3,893 09	1,165,469	12,546 61	44,488	580 36
United States vessels, sail	108,348	2,405 72	69,070	516 97	115,086	1,491 28
Total, Class No. 1	1,142,520	17,512 43	1,924,765	17,118 11	228,510	2,303 63
Class No. 2.	No.		No.		No.	
Passengers	33,996	429 81	64,671	3,036 55	4,298	75 19
Class No. 3.	Tons.		Tons.		Tons.	
Bricks	225	31 01	12,903	526 80	666	38 70
Brimstone	66	9 90	291	27 86	...	...
Cement and water lime	50	6 32	4,949	675 56	31	3 10
Clay, lime and sand	70	5 25	31,418	1,434 82	4,747	471 87
Fish	305	40 56	757	95 41	...	...
Gypsum	...	...	1,920	29 94	...	...
Iron, railway	127	19 05	3,324	496 38	...	...
do pig	499	99 80	3,706	493 08	...	...
do all other	993	172 02	13,915	756 54	25	0 84
Steel	8,420	1,263 00	869	116 98	...	...
Salt	1,804	354 70	7,009	898 23	124	5 18
Stone, for cutting	3,774	754 80	4,476	360 81	1,012	101 20
Apples	1,211	32 18	5,100	727 82	958	61 84
Barley	8,108	1,621 60	21,202	548 23	842	44 92
Corn	171,892	34,378 40	6,561	889 92	...	...
Cotton, raw	...	...	...	...	...	...
Flax and hemp	...	...	1	0 04	...	...
Flour	15,012	2,275 93	4,380	594 43	273	9 10
Hay, pressed	121	19 20	1,434	66 62	3,103	138 06
Meals, all kinds	29,447	5,889 30	739	39 04	...	...
Oil cake	...	...	12	1 10	...	...
Oats	51,346	10,269 20	21,277	730 62	1,875	94 80
Pease	764	128 80	47,799	1,527 11	1,513	50 50
Potatoes	...	...	148	10 09	3	0 24
Rye	68,566	13,713 20	2,072	87 71	...	...
Seeds, all kinds	257	51 40	10,081	405 00	...	...
Tobacco, raw	...	...	8	0 85	...	...
Wheat	219,727	43,319 99	40,089	2,182 37	...	...
All other agricultural products, vegetable	453	29 00	2,427	178 07	1	0 10
Bones	...	...	134	16 59	341	34 10
Cattle	1	0 02	390	28 25	60	2 00
Hogs	...	...	11	1 65	...	...
Hides and skins, horns and hoofs	73	10 95	44	6 43	...	...
Horses	81	3 21	422	27 56	9	0 30
Lard and lard oil	17	3 40	325	27 95	...	...
Meats, other than pork	80	16 00	35	3 99	...	...
Pork	73	14 60	659	58 44	...	...
Sheep	...	...	100	7 82	179	5 97
Tallow	119	18 70	26	2 44	...	...
Wool	1,077	215 10	13	1 95	...	...
All other agricultural products, animal	...	...	1,199	172 89	...	...
Total, Class No. 3	584,758	114,766 59	252,225	14,257 39	15,762	1,062 82

Continued—CANALS.

Amount of Tolls collected during the Fiscal Year ended 30th June, 1892.

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.
139,696	209 76	163,388	656 17	84,809	768 38	31,556	631 12	29,695	229 87
168	0 50	186	2 29	626	15 08			28	0 75
11,345	43 58	158,129	2,200 92	81,735	831 78	62,743	1,254 86	24,053	98 48
92	2 00	24,817	573 55	12,831	183 51				
151,301	255 84	346,520	3,432 93	180,001	1,798 75	94,299	1,885 98	53,776	329 10
No.		No.		No.		No.		No.	
14,939	179 87	12,426	158 65	5,958	140 42			10,374	95 65
Tons.		Tons.		Tons.		Tons.		Tons.	
				44	1 26			7	0 68
1	0 02								
101	1 90	20	1 97	224	6 01				
		7,702	211 49	92	2 16				
6	0 12	7	0 66	83	2 16	656	6 56		
				10	0 24				
				75	2 25				
43	0 82	66	2 60	419	11 59				
		17	0 50	31	1 04				
52	0 99	15	1 39	1,957	55 14				
				66	3 00				
158	3 03	44	1 93	113	3 88				
961	18 04	150	11 22	375	8 94				
3	0 06	4	0 39	28	0 75				
9	0 18	77	6 60	576	14 70	1,907	19 07	25	0 25
		208	19 17	510	12 05				
		27	2 47	35	0 83				
1	0 02			3	0 11				
34	0 64	2,901	221 38	910	26 28				
701	13 17	3,141	214 62	149	4 57				
7	0 14	654	57 14	293	7 97				
202	3 80	48	4 42	162	4 11				
152	2 86	33	2 76	16	0 51				
2	0 04			1	0 03				
410	7 71	24	2 19	170	5 03				
265	5 12	441	42 02	374	17 78	9,542	95 42		
2	0 04	8	0 80	22	0 88				
5	0 10	760	50 54	7	0 20				
		9	0 72						
1	0 02	16	1 56	19	0 73				
49	0 98	197	9 87	14	0 50				
1	0 02			49	1 36				
		55	5 27	20	0 55				
		43	2 04	284	7 44				
10	0 02	411	31 00	5	0 14				
		29	2 52						
		7	0 70	6	0 24				
		1,449	120 29	462	15 16				
3,176	59 84	18,563	1,030 23	7,604	219 59	12,105	121 05	32	0 93

APPENDIX A—

No. 19.—STATEMENT of the Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 4.		$ cts.		$ cts.		$ cts.
Ashes, pot and pearl	36	7 20	103	19 69		
Agricultural implements	1	0 15	93	13 92		
Crockery and earthenware			339	64 97	15	1 50
Dye woods and dye stuffs			89	7 30	62	6 20
Furniture	17	2 72	1,107	171 69	2	0 58
Glass, all kinds	36	5 50	464	84 49		
Marble	3,745	561 75	15	2 94		
Manilla	179	26 85				
Molasses	40	7 90	849	82 55	120	12 00
Nails	75	4 95	2,965	478 35		
Oil, in barrels	55	7 65	993	142 67	35	3 49
Paint	22	3 30	506	71 04	4	0 40
Pitch and tar	49	7 35	365	31 43	118	11 80
Rags	60	12 00	186	36 40		
Rosin			1,916	96 94	2,042	204 20
Soda ash	42	6 30	727	137 81	149	9 93
Sugar	393	22 30	3,898	742 28		
Stone, wrought	2	0 30	366	18 75	1,273	102 45
Tin	258	38 31	549	100 56		
Turpentine			89	5 81	42	4 20
White lead			156	30 63		
Whiting			354	71 50		
Whiskey and all other spirits	231	45 42	1,158	216 40		
Merchandise, not enumerated	46,653	6,899 81	11,039	1,637 48	3,851	288 33
Total, Class No. 4	51,894	7,659 76	28,326	4,265 60	7,713	645 08
Class No. 5.						
Bark			13	375		
Barrels, empty	109	22 10	255	34 31	18	1 64
Boat knees						
Floats	40	1 75	4,204	74 32	3	25
Firewood, in vessels	9,321	431 49	11,673	315 88	24,629	810 05
do in rafts						
Lumber, sawn, in vessels	70,122	12,536 95	42,385	1,429 57	97,012	5,749 70
do in rafts			4	0 15	63	5 00
Hoops						
Railway ties, in vessels	241	13 78	526	10 49	1,919	153 16
do in rafts						
Masts, spars and telegraph poles, in vessels						
do do in rafts			19,068	476 70		
Square timber, in vessels	25,752	3,859 56	2,527	42 30		
do in rafts	379	15 58	8,242	218 00		
Woodenware and wood partly manufactured	15	6 00	50	16 80		
Shingles	19	7 81	10	1 25	35	14 21
Split posts and fence rails, in vessels						
do do in rafts						
Saw logs	3,190	128 64	14,577	333 22		
Staves and headings, barrel	155	12 40				
do do pipe	96	17 60				
do do West India	132	24 68	8	30		
do do salt barrel						
Traverses			9,376	24 40		
Hop poles						
Total, Class No. 5	109,571	17,078 34	112,918	2,981 44	123,679	6,734 01

Continued—CANALS.

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.
.....	.....	20	3 80	22	2 64	.....	.....	.....	.....
12	0 35	13	2 05	152	17 56	.....	.....	.....	.....
11	0 28	.....	.....	73	7 95	.....	.....	.....	.....
2	0 05	.....	.....	24	2 16	.....	.....	.....	.....
93	2 41	34	4 18	39	4 10	.....	.....	.....	.....
12	0 32	1	0 19	57	5 67	.....	.....	.....	.....
8	0 21	.....	.....	6	0 54	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
44	1 10	24	1 42	80	7 36	.....	.....	.....	.....
94	2 88	11	0 75	311	28 35	.....	.....	.....	.....
75	1 92	25	2 70	452	42 53	.....	.....	.....	.....
7	0 18	1	0 19	26	2 57	.....	.....	.....	.....
.....	.....	.....	.....	20	1 86	.....	.....	.....	.....
.....	.....	6	0 96	14	1 54	.....	.....	.....	.....
.....	.....	.....	.....	5	0 45	.....	.....	.....	.....
13	0 33	.....	.....	14	1 85	.....	.....	.....	.....
110	2 79	53	10 84	645	63 00	.....	.....	.....	.....
.....	.....	3	0 29	24	2 91	.....	.....	.....	.....
1	0 03	2	0 15	14	1 25	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
43	1 08	1	0 19	23	2 04	.....	.....	.....	.....
.....	.....	1	0 05	34	3 00	.....	.....	.....	.....
8	0 21	21	1 53	82	7 43	.....	.....	.....	.....
1,028	25 57	386	50 29	1,255	142 07	1,970	19 70	134	4 02
1,561	39 71	602	79 58	3,372	348 83	1,970	19 70	134	4 02
.....	.....	.....	.....	73	2 95	.....	.....	32	0 94
.....	.....	32	4 03	102	7 57	.....	.....	.....	.....
.....	.....	1	0 03	.....	.....	.....	.....	.....	.....
.....	.....	30,480	323 75	740	11 90	.....	.....	1,127	12 16
342	2 85	40,472	1,606 47	27,564	479 90	.....	.....	14,204	145 86
.....	.....	120	120	.....	.....	.....	.....	.....	.....
852	9 60	413,790	30,707 22	33,529	1,337 59	3,420	34 20	868	15 63
.....	.....	95	1 11	10	0 38	.....	.....	202	3 60
.....	.....	4	0 41	.....	.....	.....	.....	.....	.....
.....	.....	435	71 97	5,431	571 27	.....	.....	115	2 39
.....	.....	.....	.....	815	86 69	.....	.....	180	7 46
.....	.....	40	3 31	34	1 68	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	171	10 10
.....	.....	2,804	76 30	.....	.....	.....	.....	50	0 75
3,305	41 25	3,080	53 64	515	21 77	.....	.....	1,233	15 38
1	0 05	2	0 47	23	2 55	.....	.....	.....	.....
4	0 21	634	517 31	138	22 19	.....	.....	171	14 83
.....	.....	4	1 72	14	2 51	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	30	17,838	410 54	248	6 00	.....	.....	3,214	25 54
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	220	0 55	97	8 26	.....	.....	225	4 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,531	54 26	510,051	33,780 03	69,333	2,563 21	3,420	34 20	21,792	259 14

APPENDIX A—

No. 19.—STATEMENT of the Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Special Class.		$ cts.		$ cts.		$ cts.
Coal	181,075	36,215 00	171,721	23,696 02	85,903	8,386 61
Kryolite or chemical ore	2,327	116 35	1,205	60 25	....	....
Iron ore	....	....	....	....	....	....
Stone, unwrought, not suitable for cutting	203	12 67	9,138	189 15	426	42 60
Ice	350	17 50	....	....	....	....
Total, Special Class	183,955	36,361 52	182,064	23,945 42	86,329	8,429 21
Total freight and tolls	930,178	193,808 45	575,533	65,604 51	233,483	19,249 94
Timber and other wood, free	263	12 00	5,827	668 64	....	....
Wheat, corn, flour, iron, salt, coal, &c., &c., free	14,312	2,092 40	413,691	12,625 94	345	30 34
Grand totals, passengers and tonnage of vessels not included	944,753	195,912 85	995,051	78,899 09	233,828	19,280 28

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

Continued—CANALS.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

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.
1,559	28 33	648	23 78	9,319	410 79	25,610	256 10	.....	.....
.....	.....	835	41 75	2,584	128 90	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,541	15 41	.....	.....	280	6 61	.....	.....	.....	.....
150	3 75	.....	.....	.....	.....	.....	.....	.....	.....
3,250	47 49	1,483	65 53	12,183	546 30	25,610	256 10	.....	.....
12,518	637 01	530,699	38,546 95	92,492	5,617 10	43,105	2,317 03	21,958	688 84
.....	.....	32,933	463 56	4,380	73 00	.....	.....	.....	.....
.....	.....	.....	.....	5,179	149 99	.....	.....	.....	.....
12,518	637 01	563,632	39,010 51	102,051	5,840 09	43,105	2,317 03	21,958	688 84

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—

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	1,142,520	17,512 43	1,924,765	17,118 11	228,510	2,303 63
	No.		No.		No.	
Passengers	33,996	429 81	64,671	3,036 55	4,298	75 19
Forest, Produce of Wood.	Tons.		Tons.		Tons.	
Bark			13	3 75		
Boat knees						
Floats	40	1 75	4,204	74 32	3	0 25
do Free.						
Firewood	9,321	431 49	11,673	315 88	24,629	810 05
do Free.						
Hoops and hop poles						
Lumber, sawed	70,122	12,536 95	42,389	1,429 72	97,075	5,754 70
do Free.			3,738			
Masts, spars, &c			19,068	476 70		
Railway ties	241	13 78	526	10 49	1,919	153 16
Saw logs	3,190	128 64	14,577	333 22		
do Free.	263					
Staves, all kinds	383	54 68	8	0 30		
do Free.			128			
Shingles	19	7 81	10	1 25	35	14 21
Split posts and rails						
Timber, square	26,131	3,875 14	10,769	260 30		
do Free.			1,960			
Traverses			9,376	24 40		
Total	109,710	17,050 24	118,439	2,930 33	123,661	6,732 37
Farm Stock.						
Cattle	1	0 02	390	28 25	60	2 00
Hogs			11	1 65		
Horses	81	3 21	422	27 56	9	0 30
do Free.			1			
Sheep			100	7 82	179	5 97
Total	82	3 23	924	65 28	248	8 27
Produce of Animals.						
Bones			134	16 59	341	34 10
Horns and hoofs, hides and skins, raw	73	10 95	44	6 43		
Lard and lard oil	17	3 40	325	27 95		
do Free	16					
Meats other than pork	80	16 00	35	3 99		
do Free			94			
Pork	73	14 60	659	58 44		
Tallow	119	18 70	26	2 44		
Wool	1,077	215 10	13	1 95		
do Free	2					
Agricultural products not enumerated, animal			1,199	172 89		
Total	1,457	278 75	2,529	290 68	341	34 10

Continued—CANALS.

Fiscal Year ended 30th June, 1892, showing the Total Quantity of each Description 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.
151,301	255 84	346,520	3,432 93	180,001	1,798 75	94,299	1,885 98	53,776	329 10
No. 14,939	179 87	No. 12,426	158 65	No. 5,958	140 42	No.	.....	No. 10,374	95 65
Tons.		Tons.		Tons.		Tons.		Tons.	
.....	.....	.....	.....	73	2 95	.....	.....	32	0 94
.....	.....	1	0 03	.....	.....	.....	.....	.....	.....
.....	.....	30,480	323 75	740	11 90	.....	.....	1,127	12 16
.....	.....	15,020	.....	.....	.....	.....	.....	.....	.....
342	2 85	40,592	1,607 67	27,564	479 90	.....	.....	14,204	145 86
.....	.....	3,180	.....	4,380	.....	.....	.....	.....	.....
.....	.....	4	0 41	.....	.....	.....	.....	.....	.....
852	9 60	413,885	30,708 33	33,539	1,337 97	3,420	34 20	1,070	19 23
.....	.....	587	.....	.....	.....	.....	.....	.....	.....
.....	.....	40	3 31	34	1 68	.....	.....	171	10 10
.....	.....	435	71 97	6,246	657 96	.....	.....	295	9 85
27	0 30	17,838	410 54	248	6 00	.....	.....	3,214	25 54
.....	.....	11,986	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	0 21	634	517 31	138	22 19	.....	.....	171	14 83
.....	.....	4	1 72	14	2 51	.....	.....	.....	.....
3,305	41 25	5,884	129 94	515	21 77	.....	.....	1,283	16 13
.....	.....	2,160	.....	.....	.....	.....	.....	.....	.....
.....	.....	220	0 55	97	8 26	.....	.....	225	4 50
4,530	54 21	542,950	33,775 53	73,588	2,553 09	3,420	34 20	21,792	259 14
5	0 10	760	50 54	7	0 20	.....	.....	.....	.....
.....	.....	9	0 72	.....	.....	.....	.....	.....	.....
49	0 98	197	9 87	14	0 50	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	0 02	411	31 00	5	0 14	.....	.....	.....	.....
64	1 10	1,377	92 13	26	0 84	.....	.....	.....	.....
2	0 04	8	0 80	22	0 88	.....	.....	.....	.....
1	0 02	16	1 56	19	0 73	.....	.....	.....	.....
1	0 02	.....	.....	49	1 36	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	55	5 27	20	0 55	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	43	2 04	284	7 44	.....	.....	.....	.....
.....	.....	29	2 52	.....	.....	.....	.....	.....	.....
.....	.....	7	0 70	6	0 24	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1,449	120 29	462	15 16	.....	.....	.....	.....
4	0 08	1,607	133 18	862	26 36	.....	.....	.....	.....

APPENDIX A—

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Agricultural Products.		$ cts.		$ cts.		$ cts.
Agricultural products not enumerated, vegetable	453	29 00	2,427	178 07	1	0 10
do Free	29		2			
Apples	1,211	32 18	5,100	727 82	958	61 84
Barley	8,108	1,621 60	21,202	548 23	842	44 92
Corn	171,892	34,378 40	6,561	889 92		
do Free			57,156			
Flax and hemp			1	0 04		
Flour	15,012	2,275 93	4,380	594 43	273	9 10
do Free			3,357			
Hay, pressed	121	19 20	1,434	66 62	3,103	138 06
Meals, all kinds	29,447	5,889 30	739	39 04		
do Free			18			
Manilla	179	26 85				
Oats	51,346	10,269 20	21,277	730 62	1,875	94 80
Pease	764	128 80	47,799	1,527 11	1,513	50 50
do Free			524			
Potatoes			148	10 09	3	0 24
Rye	68,566	13,713 20	2,072	87 71		
do Free			67,335			
Seeds, all kinds	257	51 40	10,081	405 00		
do Free			2			
Tobacco, raw			8	0 85		
Wheat	219,727	43,319 99	40,089	2,182 37		
do Free			182,087			
Total	567,112	111,755 05	473,799	7,987 92	8,568	399 56
Manufactures.						
Ashes, pot and pearl	36	7 20	103	19 69		
do Free	31		36			
Agricultural implements	1	0 15	93	13 92		
Barrels, empty	109	22 10	255	34 31	18	1 64
do Free			1			
Bricks	225	31 01	12,903	526 80	666	38 70
do Free	315					
Cement and water lime	50	6 32	4,949	675 56	31	3 10
do Free	2,939		469			
Crockery and earthenware			339	64 97	15	1 50
do Free	141					
Furniture	17	2 72	1,107	171 69	2	0 58
do Free	1					
Glass, all kinds	36	5 50	464	84 49		
do Free	31		1			
Iron, railway	127	19 05	3,324	496 38		
do Free	3,028					
Iron, pig	499	99 80	3,706	493 08		
do do Free	56		371			
do all other	993	172 02	13,915	756 54	25	84
do do Free	452		14			
Molasses	40	7 90	849	82 55	120	12 00
Nails	75	4 95	2,965	478 35		
do Free	570					
Oil	55	7 65	993	142 67	35	3 49
do Free	41					
Oil cake			12	1 10		
Paint	22	3 30	506	71 04	4	40
do Free	28					
Pitch and tar	49	7 35	365	31 43	118	11 80
do do Free	21					
Rosin			1,916	96 94	2,042	204 20

Continued—CANALS.

Canals, and the amount of Tolls collected thereon, &c.—*Continued.*

Murray Canal.		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.
265	5 12	441	42 02	374	17 78	9,542	95 42		
158	3 03	44	1 93	113	3 88				
961	18 04	150	11 22	375	8 94				
3	0 06	4	0 39	28	0 75				
9	0 18	77	6 60	576	14 70	1,907	19 07	25	0 25
		208	19 17	510	12 05				
		27	2 47	35	0 83				
34	0 64	2,901	221 38	910	26 28				
701	13 17	3,141	214 62	149	4 57				
7	0 14	654	57 14	293	7 97				
202	3 80	48	4 42	162	4 11				
152	2 86	33	2 76	16	0 51				
2	0 04			1	0 03				
410	7 71	24	2 19	170	5 03				
2,904	54 79	7,752	586 31	3,712	107 43	11,449	114 49	25	0 25
		20	3 80	22	2 64				
12	0 35	13	2 05	152	17 56				
		32	4 03	102	7 57				
				44	1 26			7	0 68
101	1 90	20	1 97	224	6 01				
11	0 28			73	7 95				
93	2 41	34	4 18	39	4 10				
12	0 32	1	0 19	57	5 67				
				10	0 24				
				75	2 25				
43	0 82	66	2 60	419	11 59				
44	1 10	24	1 42	80	7 36				
94	2 88	11	75	311	28 35				
75	1 92	25	2 70	452	42 53				
1	0 02			3	11				
7	0 18	1	0 19	26	2 57				
				20	1 86				
				5	0 45				

APPENDIX A—

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		$ cts.
Manufactures—Concluded.						
Soda ash	42	6 30	727	137 81	149	9 93
do Free.	324					
Spirits, whiskeys, &c.	231	45 42	1,158	216 40		
do do Free.	330		21			
Steel	8,420	1,263 00	869	116 98		
do Free.	6					
Sugar	393	22 30	3,898	742 28		
do Free.	628					
Tin	258	38 31	549	100 56		
do Free.	48					
Turpentine			89	5 81	42	4 20
White lead			156	30 63		
do Free.	6					
Whiting			354	71 50		
do Free.	50					
Woodenware	15	6 00	50	16 80		
Total	20,739	1,778 35	57,527	5,680 28	3,267	292 38
Merchandise.						
Brimstone, crude	66	9 90	291	27 86		
Clay, lime and sand	70	5 25	31,418	1,434 82	4,747	471 87
do do Free.	191		483			
Coal	181,075	36,215 00	171,721	23,696 02	85,903	8,386 61
do Free.			99,139		345	
Dye woods and dye stuffs			89	7 30	62	6 20
Fish	305	40 56	757	95 41		
do Free.	433					
Gypsum			1,920	29 94		
Ores, all kinds	2,327	116 35	1,205	60 25		
do do Free.	544		1,629			
Marble	3,745	561 75	15	2 94		
Rags	60	12 00	186	36 40		
Salt	1,804	354 70	7,009	898 23	124	5 18
do Free.	3,367					
Stone, all kinds	3,979	767 77	13,980	568 71	2,711	246 25
do do			724			
All other goods and merchandise, not enumerated	47,003	6,917 31	11,039	1,637 48	3,851	288 33
do do Free.	684		228			
Total.	245,653	45,000 59	341,833	28,495 36	97,743	9,404 44
Grand totals, passengers and tonnage of vessels not included	944,753	193,808 45	995,051	65,604 51	233,828	19,249 94

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September 1892.

Continued—CANALS.

Canals, and the Amount of Tolls collected thereon, &c.—*Concluded.*

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.
13	0 33			14	1 85				
8	0 21	21	1 53	82	7 43				
		17	0 50	31	1 04				
110	2 79	53	10 84	645	63 00				
1	0 03	2	0 15	14	1 25				
43	1 08	1	0 19	23	2 04				
		1	0 05	34	3 00				
1	0 05	2	0 47	23	2 55				
669	16 67	344	37 61	2,980	232 23			7	0 68
1	0 02								
		7,702	211 49	92	2 16				
1,559	28 33	648	23 78	9,319	410 79	25,610	256 10		
				4,275					
2	0 05			24	2 16				
6	0 12	7	0 66	83	2 16	656	6 56		
		835	41 75	2,584	128 90				
				554					
8	0 21			6	0 54				
		6	0 96	14	1 54				
52	0 99	15	1 39	1,957	55 14				
1,541	15 41	3	0 29	370	12 52				
				350					
1,178	29 32	386	50 29	1,255	142 07	1,970	19 70	134	4 02
4,347	74 45	9,602	330 61	20,883	757 98	28,236	282 36	134	4 02
12,518	637 01	563,632	38,546 95	102,051	5,617 10	43,105	2,317 03	21,958	688 84

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—

No. 21.—STATEMENT showing the Amount of Tolls accrued

CANALS AND OFFICES.	1891.				
	July.	August.	September.	October.	November.
WELLAND CANAL.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Chippewa	3 79	11 84	9 78	6 02	5 30
Colborne	19,048 57	24,780 58	24,832 34	18,785 94	10,127 52
Dalhousie	6,407 44	6,852 84	8,199 83	10,952 98	3,694 07
Dunnville	40 95	52 81	28 80	106 43	116 57
Maitland	1 23	.....	.....	1 00	.....
Robinson	32 81	64 99	8 78	95 91	107 08
St. Catharines	87 48	109 84	85 54	65 47	41 48
Total Welland Canal	25,622 27	31,872 90	33,165 02	29,963 75	14,092 02
ST. LAWRENCE CANALS.					
Beauharnois	237 38	235 03	374 20	177 72	115 01
Cardinal	211 59	24 04	74 69	91 82	48 61
Cornwall	4,866 31	3,160 57	2,729 29	3,108 80	2,506 68
Kingston	1,909 78	1,242 03	813 58	1,681 84	1,169 74
Lachine	330 29	273 96	457 25	451 94	270 58
Montreal	4,371 38	4,605 41	3,961 51	3,146 65	2,622 00
Total St. Lawrence Canals	11,926 73	9,541 04	8,410 52	8,658 77	6,732 62
CHAMBLY CANAL.					
Chambly	1,196 00	1,281 19	885 01	1,511 46	927 83
St. John's	1,875 41	1,401 14	1,192 17	1,353 25	864 50
St. Ours	79 38	60 16	103 73	178 20	160 87
Total Chambly Canal	3,150 79	2,742 49	2,180 91	2,042 91	1,893 20
OTTAWA CANALS.					
Ottawa	3,597 40	2,629 84	2,268 53	2,457 39	1,520 54
Carillon	8 98	6 10	5 59	24 82	32 11
Grenville	3,017 00	2,542 39	2,078 88	1,863 28	1,697 12
Ste Anne	274 81	234 00	245 07	304 48	94 10
Total Ottawa Canals	6,898 19	5,412 33	4,598 07	4,649 97	3,343 87
RIDEAU CANAL.					
Kingston Mills	329 49	257 00	178 89	153 16	112 96
Ottawa	620 32	600 07	539 26	681 64	348 11
Smith's Falls	175 69	102 81	85 27	52 56	31 82
Total Rideau Canal	1,125 50	959 88	803 42	887 36	492 89
ST. PETER'S CANAL.					
St. Peter's Canal	102 35	111 36	282 77	438 40	383 37
NEWCASTLE DISTRICT CANALS.					
Burleigh	18 60	11 39	21 57	19 93	1 75
Bobcaygeon	70 56	91 32	67 38	57 03	10 25
Peterborough	21 35	18 74	21 59	16 54	6 55
Hastings	8 00	6 25	2 25	1 25	.....
Fenelon Falls	0 50	0 50	3 70	.....	1 25
Buckhorn	10 85	9 40	8 75	0 30	.....
Total Newcastle District Canals	129 86	137 60	125 24	95 05	19 80
MURRAY CANAL.					
Brighton	146 09	178 74	63 85	46 05	31 28
Grand Total	49,101 78	50,956 34	49,629 80	47,782 26	26,989 05

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

Continued—CANALS.

each month during the Fiscal Year, ended 30th June, 1892.

	1892.					Total.
December.	January.	March.	April.	May.	June.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
				3 79	6 06	46 58
840 43			6,505 16	20,211 65	16,662 95	141,745 14
24 35			4,878 01	4,581 77	4,819 45	50,410 74
				29 17	56 04	430 77
					1 76	3 99
13 39			71 01	151 52	73 45	618 89
3 24			30 88	65 84	62 57	552 34
881 41			11,485 06	25,043 74	21,682 28	193,808 45
				49 85	96 01	1,285 20
1 45			127 84	61 22	115 88	757 14
66 89				2,859 13	4,063 72	23,361 39
			442 91	1,159 45	3,450 13	11,889 46
4 92				198 51	261 67	2,249 12
				3,321 64	4,053 61	26,082 20
73 26			570 75	7,649 80	12,041 02	65,604 51
				883 85	1,620 07	7,705 42
				2,507 86	1,659 42	10,853 75
			19 45	71 44	77 55	690 78
			19 45	3,463 15	2,757 04	19,249 94
			281 25	3,548 14	3,347 92	19,631 01
			1 25	23 90	13 03	115 78
			156 65	2,839 98	3,051 44	17,246 74
1 00			5 35	114 46	280 15	1,558 42
1 00			424 50	6,526 48	6,692 54	38,546 95
				157 02	86 50	1,275 08
				406 19	548 34	3,743 93
				41 86	108 08	598 09
				605 07	742 98	5,617 10
163 66	30 92	1 06	180 32	254 58	368 24	2,317 03
			2 36	4 76	21 02	101 38
				19 81	41 33	357 68
			6 14	16 54	33 11	140 56
				13 14	1 93	32 82
			1 00	2 25	7 50	16 70
			1 00	0 50	8 90	39 70
			10 50	57 00	113 79	688 84
			24 39	66 32	80 29	637 01
1,119 33	30 92	1 06	12,714 97	43,666 14	44,478 18	326,469 83

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Fiscal Year ended 30th June, 1892.

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.		
WELLAND CANAL.													$ cts.
Canadian vessels, steam	1,175	101,036	90,213	79,027	3,661	307	.....	7,574	89,065	187,944	182,939	370,883	4,150 94
do sail	664	36,437	33,133	55,278	6,452	2	.....	6,905	54,774	98,622	94,359	192,981	3,893 09
Total Canadian	1,839	137,473	123,346	134,305	10,113	309	.....	14,479	143,839	286,566	277,298	563,864	8,044 03
United States vessels, steam	502	1	1	16,631	189	218,678	183,056	186	51,566	235,496	234,812	470,308	7,062 68
do do sail	267	666	20	8,964	3,026	41,556	31,497	2,577	20,042	53,763	54,585	108,348	2,405 72
Total United States	769	667	21	25,595	3,215	260,234	214,553	2,763	71,608	289,259	289,397	578,656	9,468 40
Grand Total, Welland Canal	2,608	138,140	123,367	159,900	13,328	260,543	214,553	17,242	215,447	575,825	566,695	1,142,520	17,512 43
ST. LAWRENCE CANALS.													
Canadian vessels, steam	3,073	348,559	297,246	16,912	608	.....	.....	.....	5,871	365,471	303,725	669,196	3,888 03
do sail	5,968	594,878	451,422	47,839	320	.....	.....	.....	71,010	642,717	522,752	1,165,469	12,546 61
Total Canadian	9,041	943,437	748,668	64,751	928	.....	.....	.....	76,881	1,008,188	826,477	1,834,665	16,434 64
United States vessels, steam	508	55	302	4,007	20	7,194	6,892	20	2,540	11,276	9,754	21,030	166 50
do do sail	609	968	15,989	8,366	1,681	1,107	705	28,722	11,532	39,163	29,907	69,070	516 97
Total United States	1,117	1,023	16,291	12,373	1,701	8,301	7,597	28,742	14,072	50,439	39,661	90,100	683 47
Grand Total, St. Lawrence Canals	10,158	944,460	764,959	77,124	2,629	8,301	7,597	28,742	90,953	1,058,627	866,138	1,924,765	17,118 11

CHAMBLY CANAL.													
Canadian vessels, steam	514	34,159	33,722	94					583	34,253	34,305	68,558	226 70
do sail	585	11,107	10,308	7,798					15,275	18,905	25,583	44,488	580 36
Total Canadian	1,099	45,266	44,030	7,892					15,858	53,158	59,888	113,046	807 06
United States vessels, steam	14	55	92	160					71	215	163	378	5 29
do do sail	1,094	969	3,029	43,574					67,514	44,543	70,543	115,086	1,491 28
Total United States	1,108	1,024	3,121	43,734					67,585	44,758	70,706	115,464	1,496 57
Grand Total, Chambly Canal	2,207	46,290	47,151	51,626					83,443	97,916	130,594	228,510	2,303 63
OTTAWA CANALS.													
Canadian vessels, steam	997	51,772	109,386		2,230					51,772	111,616	163,388	656 17
do sail	1,194	8,407	134,629		15,093					8,407	149,722	158,129	2,200 92
Total Canadian	2,191	60,179	244,015		17,323					60,179	261,338	321,517	2,857 09
United States vessels, steam	4	102	33		51					102	84	186	2 29
do do sail	251	3,237	751		20,424			405		3,642	21,175	24,817	573 55
Total United States	255	3,339	784		20,475			405		3,744	21,259	25,003	575 84
Grand Total, Ottawa Canals	2,446	63,518	244,799		37,798			405		63,923	282,597	346,520	3,432 93
RIDEAU CANAL.													
Canadian vessels, steam	1,344	40,047	44,609	153						40,200	44,609	84,809	768 38
do sail	1,025	39,907	41,510	318						40,225	41,510	81,735	831 78
Total Canadian	2,369	79,954	86,119	471						80,425	86,119	166,544	1,600 16
United States vessels, steam	62	278	348							278	348	626	15 08
do do sail	145	2,012	7,854	2,965						4,977	7,854	12,831	183 51
Total United States	207	2,290	8,202	2,965						5,255	8,202	13,457	198 59
Grand Total, Rideau Canal	2,576	82,244	94,321	3,436						85,680	94,321	180,001	1,798 75
ST. PETER'S CANAL.													
Canadian vessels, steam	168	16,014	15,542							16,014	15,542	31,556	631 12
do sail	1,259	31,744	30,549					450		32,194	30,549	62,743	1,254 86
Total Canadian	1,427	47,758	46,091					450		48,208	46,091	94,299	1,885 98

No. 22.—General Statement showing the Number, Tonnage and Nationality, &c.—*Concluded.*

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
													$ cts.
St. Peter's Canal—*Concluded.*													
United States vessels, steam													
do do sail													
Total United States													
Grant Total, St. Peter's Canals	1,427	47,758	46,091					450		48,208	46,091	94,299	1,885 98
Trent Valley Canals.													
Canadian vessels, steam	761	14,657	15,088							14,657	15,088	29,695	229 87
do sail	399	12,306	11,747							12,306	11,747	24,053	98 48
Total Canadian	1,160	26,963	26,785							26,963	26,785	53,748	328 35
United States vessels, steam	3	4	24							4	24	28	0 75
do do sail													
Total United States	3	4	24							4	24	28	0 75
Grant Total, Trent Valley Canals	1,163	26,967	26,809							26,967	26,809	53,776	329 10
Murray Canal.													
Canadian vessels, steam	798	87,292	31,625	9,678					11,101	96,790	42,726	139,696	209 76
do sail	175	4,408	5,077	537					1,323	4,945	6,400	11,345	43 58
Total Canadian	973	91,700	36,702	10,215					12,424	101,915	49,126	151,041	253 34
United States vessels, steam	2	163	5							163	5	168	0 50
do do sail	6	35	57							35	57	92	2 00
Total United States	8	198	62							198	62	260	2 50
Grant Total, Murray Canal	981	91,898	36,764	10,215					12,424	102,113	49,188	151,301	255 84

RECAPITULATION.

Canadian Vessels. *Steam and Sail.*													
Welland	1,839	137,473	123,346	134,305	10,113	309	.....	14,479	143,839	286,566	277,298	563,864	8,044 03
St. Lawrence	9,641	943,437	748,668	64,751	928	.....	.....	.....	76,881	1,008,188	826,477	1,834,665	16,434 64
Chambly	1,699	45,266	44,030	7,892	.....	.....	.....	.....	15,858	53,158	59,888	113,046	807 06
Ottawa	2,191	60,179	244,015	.....	17,323	.....	.....	.....	.....	60,179	261,338	321,517	2,857 09
Rideau	2,369	79,954	86,119	471	.....	.....	.....	.....	.....	80,425	86,119	166,544	1,600 16
St. Peter's	1,427	47,758	46,091	.....	.....	.....	.....	.....	450	48,208	46,091	94,299	1,885 98
Trent Valley	1,160	26,963	26,785	.....	.....	.....	.....	.....	.....	26,963	26,785	53,748	328 35
Murray	973	91,700	36,702	10,215	.....	.....	.....	.....	12,424	101,915	49,126	151,041	253 34
Total Canadian	20,099	1,432,730	1,355,756	217,634	28,364	309	.....	14,929	249,002	1,665,602	1,633,122	3,298,724	32,210 65
United States Vessels. *Steam and Sail.*													
Welland	769	667	21	25,595	3,215	260,234	214,553	2,763	71,608	289,259	289,397	578,656	9,468 40
St. Lawrence	1,117	1,023	16,291	12,373	1,701	8,301	7,597	28,742	14,072	50,439	39,661	90,100	683 47
Chambly	1,166	1,024	3,121	43,734	.....	.....	.....	.....	67,585	44,758	70,706	15,464	1,496 57
Ottawa	255	3,339	784	.....	20,475	.....	.....	495	.....	3,744	21,259	25,003	575 84
Rideau	207	2,290	8,202	2,965	.....	.....	.....	.....	.....	5,255	8,202	13,457	198 59
St. Peter's	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trent Valley	3	4	24	.....	.....	.....	.....	.....	.....	4	24	28	0 75
Murray	8	198	62	.....	.....	.....	.....	.....	.....	198	62	260	2 50
Total United States	3,497	8,545	28,509	84,667	25,391	268,535	222,150	31,910	153,265	393,657	429,311	822,968	12,426 12
Grand Total, Canadian and United States	23,566	1,441,275	1,384,261	302,301	53,755	268,844	222,150	46,839	402,267	2,059,259	2,062,433	4,121,692	44,636 77

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

Department of Railways and Canals,
Ottawa, 30th September, 1892.

No. 23.—COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the undermentioned Canals for the Fiscal Year ended 30th June, 1892, and the three preceding Years.

GOODS, WARES AND MERCHANDISE.	Welland Canal.				St. Lawrence Canals.				Chambly Canal.			
	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.
Farm stock	9	25	54	82	840	981	1,107	924	183	226	234	248
Forest	156,771	194,144	138,205	109,710	159,430	144,461	126,128	118,439	102,102	88,955	98,868	123,661
Manufactures	23,621	29,082	23,104	20,739	67,173	81,745	67,280	57,527	13,763	7,225	3,218	3,267
Merchandise	288,740	317,150	317,044	245,653	323,099	312,337	348,696	341,833	129,174	91,785	118,830	97,743
Vegetable food and other agricultural products	469,113	564,152	481,095	568,569	292,674	370,577	286,093	476,328	5,423	4,594	3,914	8,909
Total tons	938,254	1,104,553	959,502	944,753	843,216	910,101	829,304	995,051	250,645	192,785	225,064	233,828
Passengers	3,071	9,599	24,089	33,996	48,242	51,519	61,614	64,671	3,713	4,983	3,360	4,298
Number of vessels of all kinds	2,839	3,057	2,547	2,608	9,358	11,188	10,476	10,158	2,305	2,018	2,104	2,207
Total tonnage of vessels of all kinds	939,035	1,144,117	1,030,899	1,142,520	1,575,938	1,750,414	1,720,331	1,924,765	249,367	224,562	240,015	228,510

	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Percentage of decrease of 1892, compared with 1891, is	Percentage of increase of 1892, compared with 1889, is	Percentage of increase of 1892, compared with 1891, is	Percentage of increase of 1892, compared with 1889, is	Percentage of increase of 1892, compared with 1891, is	Percentage of decrease of 1892, compared with 1889, is
	1·53	·69	19·98	18·	3·74	6·7

Goods, Wares and Merchandise.	Murray Canal.				Ottawa Canals.				Rideau Canal.			
	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.
Farm stock		22	25	64	1,294	1,028	1,167	1,377	23	25	38	26
Forest		6,832	4,124	4,530	687,353	698,978	622,329	542,950	91,693	105,237	74,530	73,588
Manufactures		34	1,659	669	425	360	844	344	2,566	2,424	2,336	2,980
Merchandise		3,085	4,205	4,347	10,009	7,636	11,483	9,602	19,647	19,311	20,728	20,883
Vegetable food and other agricultural products		621	3,572	2,908	6,051	4,382	5,155	9,359	2,442	2,393	3,055	4,574
Total tons		10,594	13,585	12,518	705,132	712,384	640,978	563,632	116,371	129,390	100,687	102,051
Passengers		1,331	14,437	14,939	14,248	14,284	12,683	12,426	3,527	2,535	4,376	5,958
Number of vessels of all kinds		167	996	981	3,166	3,066	2,830	2,446	2,752	2,407	2,252	2,576
Total tonnage of vessels of all kinds		22,102	118,436	151,301	430,698	410,534	393,525	346,520	184,575	159,559	144,510	180,001

Murray Canal.		Ottawa Canals.		Rideau Canal.	
Percentage of decrease of 1892, compared with 1891, is	Percentage of	Percentage of decrease of 1892, compared with 1891, is	Percentage of decrease of 1892, compared with 1889, is	Percentage of increase of 1892, compared with 1891, is	Percentage of decrease of 1892, compared with 1889, is
7·85		12·06	20·06	1·35	1·23

Department of Railways and Canals,
Ottawa, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals, during the Fiscal Years ended 30th June, 1889, 1890, 1891, 1892.

PROPERTY AND VESSELS.	Welland Canal.				St. Lawrence Canals.				Chambly Canal.			
	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.
Tonnage of property, up.... ...	296,090	315,726	313,480	242,312	280,075	299,357	258,594	248,213	91,226	91,668	101,722	128,758
do down.....	642,164	788,827	646,022	702,441	563,141	610,744	570,710	746,838	159,419	101,117	123,342	105,070
Total tonnage of property, up and down.	938,254	1,104,553	959,502	944,753	843,216	910,101	829,304	995,051	250,645	192,785	225,064	233,828
Tonnage of vessels, up	469,884	564,536	508,144	575,825	915,314	1,009,119	971,281	1,058,627	81,109	84,888	86,934	97,916
do down	469,151	579,581	522,755	566,695	660,624	741,295	749,050	866,138	168,258	139,674	153,981	130,594
Total tonnage of vessels, up and down.....	939,035	1,144,117	1,030,899	1,142,520	1,575,938	1,750,414	1,720,331	1,924,765	249,367	224,562	240,015	228,510
Grand total tonnage of property and vessels, up and down....	1,877,289	2,248,670	1,990,401	2,087,273	2,419,154	2,660,515	2,549,635	2,919,816	500,012	417,347	465,079	462,338

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1889, 1890, 1891, 1892—*Concluded.*

PROPERTY AND VESSELS.	Murray Canal.				Ottawa Canal.				Rideau Canal.			
	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.	1889.	1890.	1891.	1892.
Tonnage of property, up	....	3,941	9,108	4,861	172	10,416	639	326,608	86,245	114,513	75,122	73,509
do down	....	6,653	4,477	7,657	704,960	701,968	640,339	237,024	30,126	14,877	25,565	28,542
Total tonnage of property, up and down	.....	10,594	13,585	12,518	705,132	712,384	640,978	563,632	116,371	129,390	100,687	102,051
Tonnage of vessels, up	.....	11,242	72,863	102,113	77,419	68,222	70,886	63,923	88,721	79,787	67,612	85,680
do down	....	10,860	45,573	49,188	353,279	342,312	322,639	282,597	95,854	79,772	76,398	94,321
Total tonnage of vessels, up and down	.....	22,102	118,436	151,301	430,698	410,534	393,525	346,520	184,575	159,559	144,010	180,001
Grand total tonnage of property and vessels, up and down	....	32,696	132,021	163,819	1,135,830	1,122,918	1,034,503	910,152	300,946	288,949	244,697	282,052

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

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, 1891 and 1892, and the Amount of Tolls collected thereon.

ARTICLES.	1891.		1892.	
	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.
Ashes, pot and pearl	176	32 07	181	33 33
do Free.	55		67	
Apples	4,280	434 47	7,584	830 68
Agricultural products not enumerated, vegetable	8,122	228 91	13,503	367 51
do do do Free.	24		31	
do do animal	2,527	196 18	3,110	308 34
do do do Free.	14			
Agricultural implements	278	33 09	271	34 03
Barley	12,549	1,674 43	31,638	2,252 95
Bricks	13,453	609 76	13,845	598 45
do Free.	398		315	
Bones	186	19 35	507	52 41
Brimstone, crude	1,061	151 15	358	37 78
Cement and water lime	3,435	459 10	5,375	694 86
do Free.	1,217		3,408	
Clay, lime and sand	44,804	2,176 86	44,029	2,125 59
do Free.	730		674	
Coal	532,838	79,821 01	475,835	69,016 63
do Free.	98,621		103,759	
Corn	264,351	50,858 47	178,488	35,269 52
do Free.	85,527		57,156	
Cattle	1,285	85 78	1,223	81 11
Cotton, raw	3	0 32		
Crockery and earthenware	476	81 72	438	74 70
do Free.	124		141	
Dye woods and dye stuffs	358	26 55	177	15 71
Fish	1,398	85 52	1,814	145 47
do Free.	69		433	
Flax and hemp	5	0 65	1	0 04
do Free.	1			
Flour	22,896	2,958 83	22,259	2,920 26
do Free.	1,233		3,357	
Furniture	897	136 18	1,292	185 68
do Free.	2		1	
Gypsum	839	17 78	1,920	29 94
do crude	205	2 56		
Glass, all kinds	715	124 48	570	96 17
do Free.	17		32	
Hay, pressed	4,357	202 08	5,376	255 10
Hogs	59	6 80	20	2 37
Horses	628	41 91	772	42 42
do Free.	3		1	
Hides and skins, horns and hoofs	146	17 67	153	19 69
Ice	15,325	1,015 33	500	21 25
Iron, railway	14,934	2,163 05	3,461	515 67
do Free.	14,186		3,028	
Iron, pig	3,577	419 87	4,280	595 13
do Free.	76		427	
Iron, all other	12,729	949 85	15,461	944 41
do Free.	708		466	
Iron ore	5,370	274 89		

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Continued.*

ARTICLES.	1891.		1892.	
	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.
Kryolite or chemical ore, and other ore except iron	12,272	613 25	6,951	347 25
do do do Free.	917	.....	2,727	.....
Lard and lard oil	473	55 42	392	32 73
do Free.	172	.....	16	.....
Meal, all kinds	27,340	5,322 87	30,248	5,931 64
do Free.	233	.....	18	.....
Meats, other than pork	106	11 71	190	25 81
do Free.	1	.....	94	.....
Marble	4,972	746 70	3,774	565 44
Manilla	141	20 65	179	26 85
Molasses	1,490	177 10	1,157	112 33
Nails	4,974	697 46	3,456	515 28
do Free.	457	.....	570	.....
Oats	32,865	5,919 53	78,343	11,342 92
do Free.	9	.....	.....	.....
Oil	2,189	258 27	1,635	200 96
do Free.	38	.....	41	.....
Oil cake	7	0 66	16	1 23
do Free.	2	.....	.....	.....
Pease	26,198	665 10	54,067	1,938 77
do Free.	390	.....	524	.....
Potatoes	1,052	75 14	1,105	75 58
Pork	1,004	124 79	1,059	82 52
do Free.	322	.....	.....	.....
Paint	791	111 68	566	77 68
do Free.	62	.....	28	.....
Pitch and tar	1,219	148 02	552	52 44
do	17	.....	21	.....
Rags	155	27 24	266	50 90
Rye	3,102	169 20	71,050	13,813 24
do Free.	.....	.....	67,335	.....
Rosin	4,554	336 44	3,963	301 59
do Free.	1	.....	.....	.....
Salt	15,618	1,984 94	10,961	1,315 63
do Free.	7,220	.....	3,367	.....
Stone, intended for cutting	15,723	2,136 97	9,328	1,219 81
do do Free.	450	.....	1,074	.....
do wrought	706	67 65	1,668	124 70
do not suitable for cutting, unwrought	22,374	1,042 06	11,588	266 44
do do do Free.	1,470	.....	.....	.....
Seeds, all kinds	4,431	212 42	10,539	462 53
do Free.	101	.....	2	.....
Sheep	650	41 42	705	44 95
Soda ash	2,739	472 65	945	156 22
do Free.	523	.....	324	.....
Steel	412	56 84	9,337	1,381 52
do Free.	.....	.....	6	.....
Sugar	4,693	760 83	5,099	841 21
do Free.	175	.....	628	.....
Spirits	1,663	285 68	1,500	270 99
do Free.	335	.....	351	.....
Tobacco, raw	34	3 16	11	0 92
do Free.	1	.....	.....	.....
Tallow	173	26 72	174	23 66
do Free.	54	.....	.....	.....

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Continued.*

ARTICLES.	1891.		1892.	
	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.
Tin	669	111 92	824	140 30
do Free.	37		48	
Turpentine	220	17 55	131	10 01
do Free.	1			
Wheat	177,501	30,518 87	260,420	45,517 29
do Free.	108,468		182,087	
White lead	225	34 07	223	33 94
do Free.	11		6	
Whiting	794	141 38	389	74 55
do Free.	52		50	
Wool	195	35 79	1,103	217 99
do Free.			2	
All other goods and merchandise, not enumerated	56,158	8,002 98	66,316	9,067 27
do do do Free.	1,147		912	
Bark	63	3 57	118	7 64
Barrels, empty	702	79 90	516	69 65
do Free.			1	
Boat-knees			1	0 03
Floats	20,166	246 11	36,594	424 13
do Free.	11,340		15,020	
Firewood, in vessels	109,200	3,362 76	128,205	3,792 50
do do Free.	13,680		4,380	
do in rafts	480	25 47	126	1 20
do do	10,166		3,180	
Hoops	247	29 00	4	0 41
Lumber, sawn, in vessels	735,327	57,331 34	661,978	51,820 46
do do Free	2,430		3,738	
do in rafts	490	32 04	374	10 24
do do Free	1,802		587	
Masts, spars and telegraph poles, in vessels	771	15 52	19,313	491 79
do do Free	10			
do do in rafts	18,669	476 49		
Railway ties, in vessels	11,334	1,136 54	8,667	823 06
do do Free	25			
do in rafts	1,021	91 32	995	94 15
do do Free	11,025			
Saw logs	28,178	749 63	39,094	904 24
do Free	13,629		12,249	
Staves and headings, barrel			155	12 40
do pipe	114	21 31	96	17 60
do do Free			8	
do West India	36	6 75	140	24 98
do do Free			120	
do salt barrel	9	0 17		
Shingles	1,019	451 51	1,011	577 81
Split posts and fence rails, in vessels	44	6 93		
do do in rafts	1	13	18	4 23
do do do Free	410			
Timber, square, in vessels	66,119	9,609 17	31,133	3,978 91
do do Free	360		140	
do in rafts	14,480	341 84	16,754	365 62
do do Free	4,520		5,980	
Traverses	12,676	43 77	9,918	37 71

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Concluded.*

ARTICLES.	1891.		1892.	
	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.
Woodenware and wood partly manufactured	214	81 13	91	25 87
do do Free	1,742	.....	.....	.....
Total tonnage freight paying tolls	2,425,504	280,884 18	2,439,966	277,716 92
Total tonnage freight free	396,810	.....	476,930	.....
Grand total—freight	2,822,314	.....	2,916,896	.....
Passengers—total number	128,560	4,020 73	146,662	4,116 14
Vessels—tonnage	3,764,922	40,858 18	4,121,692	44,636 77
Total tolls collected	.....	325,763 09	.....	326,469 83
Total tolls free	.....	15,699 53	.....	16,115 87
Gross total tolls	.....	341,462 62	.....	342,585 70

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

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 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.	$ cts.
Ashes, pot and pearl		5						35		40	40		8 00	8 00
Apples		1,101	103		19				122	1,101	1,223	6 43	27 55	33 98
Agricultural products, not enumerated, vegetable				400		42		2		444	444		28 80	28 80
Agricultural products, not enumerated, animal														
Agricultural implements														
Barley						8,113				8,113	8,113		1,622 60	1,622 60
Bricks	18		31						49		49	5 52		5 52
Bones														
Brimstone					66				66		66	9 90		9 90
Cement and water lime				5	413				413	5	418	61 95	0 63	62 58
Clay, lime and sand	70								70		70	5 25		5 25
Coal					185,190	1,382	17,374	20,698	202,564	22,080	224,644	40,512 20	4,416 00	44,928 20
Corn			3			127,494		57,683	3	185,177	185,180	0 45	37,035 40	37,035 85
Cattle	1								1		1	0 02		0 02
Cotton, raw														
Crockery and earthenware	5								5		5	0 10		0 10
Dye wood and dye stuffs														
Fish	35		35		234	1			304	1	305	40 36	0 20	40 56
Flax and hemp														
Flour		4,524				6,802		2,191		13,517	13,517		1,911 76	1,911 76
Furniture		1	9		2	7		4	11	12	23	1 65	2 23	3 88
Gypsum														
Glass, all kinds	1		29			1		1	30	2	32	4 37	0 40	4 77
Hay, pressed	100	21							100	21	121	15 00	4 20	19 20
Hogs														
Horses	50	7	2		1	3		4	53	14	67	1 45	1 57	3 02
Hides and skins, horns and hoofs					87				87		87	13 05		13 05
Ice			350		800				1,150		1,150	57 50		57 50

Iron, railway	127								127		127	19 05		19 05
do pig								499		499	499		99 80	99 80
do all other	3	1,052	228		282	10	35		548	1,062	1,610	81 81	209 50	291 31
Kryolite, chemical ore and other ore, except iron						1,773		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		1				26,096		67		26,164	26,164		5,232 70	5,232 70
Meats, other than pork			16			2		1	16	3	19	2 40	0 60	3 00
Marble					3,556				3,556		3,556	533 40		533 40
Manilla					139				139		139	20 85		20 85
Molasses			2		45	18		20	47	38	85	7 05	7 60	14 65
Nails	66		63						129		129	12 40		12 40
Oats		136				52,823				52,959	52,959		10,591 80	10,591 80
Oil, in barrels	6		2		47	1			55	1	56	7 47	0 20	7 67
Oil cake														
Pease		390		240						630	630		102 00	102 00
Potatoes	13		12						25		25	2 33		2 33
Pork			2			73		201	2	274	276	0 30	54 80	55 10
Paint	8		5		131				144		144	20 56		20 56
Pitch and tar					264				264		264	39 60		39 60
Rags						60				60	60		12 00	12 00
Rye	337		480					65,071	817	65,071	65,888	122 55	13,014 20	13,136 75
Rosin														
Salt		1,861	1		211	494			212	2,355	2,567	31 80	471 00	502 80
Stone intended for cutting		251						6,351		6,602	6,602		1,320 40	1,320 40
do wrought			2					7	2	7	9	0 30	1 40	1 70
do not suitable for cutting, unwrought					2,813				2,813		2,813	281 30		281 30
Seeds, all kinds						256		2		258	258		51 60	51 60
Sheep														
Soda ash	2				97				99		99	14 59		14 59
Steel					6,220				6,220		6,220	933 00		933 00
Sugar	182		9		202				393		393	35 08		35 08
Spirits, beer, &c	3	119	14			167		43	17	329	346	2 16	65 80	67 96
Tobacco, raw		1								1	1		0 20	0 20
Tallow					60	8		9	60	17	77	9 00	3 40	12 40
Tin	3				243				246		246	36 51		36 51
Turpentine														
Wheat	2,332	34,503		590		32,097		129,136	2,332	196,326	198,658	43 79	39,049 05	39,092 84
White lead			3						3		3	0 45		0 45
Whiting														
Wool					6	1,237			6	1,237	1,243	0 90	247 40	248 30
All other goods and merchandise not enumerated	1,069	312	398		46,355	1,779		289	47,822	2,380	50,202	7,050 73	421 34	7,472 07
Bark														
Barrels, empty			43		49	4			92	4	96	18 78	0 78	19 56
Boat knees														
Floats		40								40	40		1 75	1 75
Firewood, in vessels	1,434	7,032	720						2,154	7,032	9,186	60 33	347 11	407 44
do rafts														

No. (A) 7.—General Statement showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Hop poles														
Lumber, sawn, in vessels		2,482	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														
Railway ties, in vessels		63		264						327	327		28 03	28 03
do rafts														
Saw logs	343	1,961		1,462					343	3,423	3,766	19 82	141 05	160 87
Staves and headings, barrel		155								155	155		12 40	12 40
do pipe								8		8	8		1 50	1 50
do West India														
Staves, salt barrel														
Shingles		19								19	19		7 81	7 81
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		2,116						18,238		20,354	20,354		3,049 94	3,049 94
do rafts	245	17							245	17	262	14 13	2 36	16 49
Traverses														
Woodenware and wood partly manufactured					11				11		11	4 40		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			31						31		31			
Agricultural products not enumerated, vegetable			52						52		52			

Bricks			469					469		469	
Cement and water lime	686		1,694					2,380		2,380	
Clay, lime and sand			206					206		206	
Crockery and earthenware	77		174					251		251	
Fish			7					7		7	
Flax and hemp			1					1		1	
Furniture	1							1		1	
Glass, all kinds			30					30		30	
Iron, railway	2,855							2,855		2,855	
do pig			112					112		112	
do all other	303		292					595		595	
Meats other than pork			1					1		1	
Nails	227		333					560		560	
Oil, in barrels	52		12					64		64	
Paint	8		53					61		61	
Pitch and tar	6		16					22		22	
Salt	327		4,064					4,391		4,391	
Soda ash	38		339					377		377	
Sugar	78		334					412		412	
Spirits, beer, &c.	75		219					294		294	
Tin	1		22					23		23	
White lead			3					3		3	
Whiting	1		49					50		50	
Wool			2					2		2	
Merchandise	227		583					810		810	
Kryolite, &c., free, having paid full tolls on Rideau Canal			544					544		544	
Timber, free, from Welland to Port Robinson		389							389	389	
Grand total freight	11,415	58,559	13,845	13,963	247,543	306,257	17,409	306,022	290,212	684,801	975,013

Total tolls on vessels	8,426 04	8,479 50	16,905 54
do passengers	204 02	229 64	433 66
do free goods	$2,153 96		
	59,087 47	139,736 41	198,823 88
Fines and damages			1,338 22
Other receipts			241 20
Total revenue, exclusive of Hydraulic Rents	59,087 47	139,736 41	200,403 30

CANAL STATISTICS.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—*Continued.*

No. (A) 8.—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 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.
Ashes, pot and pearl		5						35		40	40		8 00	8 00
Apples			12		19				31		31	4 65		4 65
Agricultural products not enumerated, vegetable						42		2		44	44		8 80	8 80
Agricultural products not enumerated, animal														
Agricultural implements														
Barley						8,113				8,113	8,113		1,622 60	1,622 60
Bricks	4		31						35		35	5 25		5 25
Bones														
Brimstone					66				66		66	9 90		9 90
Cement and water lime					413				413		413	61 95		61 95
Clay, lime and sand														
Coal					185,190	1,382	17,368	20,698	202,558	22,080	224,638	40,511 60	4,416 00	44,927 60
Corn			3			127,494		57,683	3	185,177	185,180	0 45	37,035 40	37,035 85
Cattle														
Cotton, raw														
Crockery and earthenware														
Dye woods and dye stuffs														
Fish					234	1			234	1	235	35 10	0 20	35 30
Flax and hemp														
Flour						6,802		2,191		8,993	8,993		1,798 60	1,798 60
Furniture			9		2	7		4	11	11	22	1 65	2 20	3 85
Gypsum														
Glass, all kinds			29			1		1	29	2	31	4 35	0 40	4 75
Hay, pressed	100	21							100	21	121	15 00	4 20	19 20
Hogs														
Horses			2		1	3		4	3	7	10	0 45	1 40	1 85
Hides and skins, horns and hoofs					87				87		87	13 05		13 05
Ice			350		800				1,150		1,150	57 50		57 50

Iron, railway	127							127		127	19 05		19 05
do pig							499		499	499		99 80	99 80
do all other		1,036	228	282	10		510	1,046	1,556	76 50	209 20		285 70
Iron ore													
Kryolite, chemical ore and other ore, except iron					1,773		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		67		26,163	26,163		5,232 60	5,232 60
Meats, other than pork			16		2		1	16	3	19	2 40	0 60	3 00
Marble				3,556				3,556		3,556	533 40		533 40
Manilla				139				139		139	20 85		20 85
Molasses			2	45	18		20	47	38	85	7 05	7 60	14 65
Nails	13		63					76		76	11 40		11 40
Oats					52,823				52,823	52,823		10,564 60	10,564 60
Oil, in barrels			2	47	1			49	1	50	7 35	0 20	7 55
Oil cake													
Pease		390							390	390		78 00	78 00
Potatoes			12					12		12	1 80		1 80
Pork			2		73		201	2	274	276	0 30	54 80	55 10
Paint			5	131				136		136	20 40		20 40
Pitch and tar				264				264		264	39 60		39 60
Rags					60				60	60		12 00	12 00
Rye	337		480				65,071	817	65,071	65,888	122 55	13,014 20	13,136 75
Rosin													
Salt		1,861	1	211	494			212	2,355	2,567	31 80	471 00	502 80
Stone intended for cutting		251					6,351		6,602	6,602		1,320 40	1,320 40
do wrought			2				7	2	7	9	0 30	1 40	1 70
do not suitable for cutting, unwrought				2,813				2,813		2,813	281 30		281 30
Seeds, all kinds					256		2		258	258		51 60	51 60
Sheep													
Soda ash				97				97		97	14 55		14 55
Steel				6,220				6,220		6,220	933 00		933 00
Sugar			9	202				2 11		211	31 65		31 65
Spirits, beer, &c		119	14		167		43	14	329	343	2 10	65 80	67 90
Tobacco, raw		1							1	1		0 20	0 20
Tallow				60	8		9	60	17	77	9 00	3 40	12 40
Tin				243				243		243	36 45		36 45
Turpentine													
Wheat		32,163			32,097		128,710		192,970	192,970		38,594 00	38 594 00
Wheat lead			3					3		3	0 45		0 45
Whiting													
Wool				6	1,237			6	1,237	1,243	0 90	247 40	248 30
All other goods and merchandise not enumerated	99	5	398	46,355	1,779		279	46,852	2,063	48,915	7,027 80	412 60	7,440 40
Bark													
Barrels, empty			43	49	4			92	4	96	18 78	0 78	19 56
Boat knees													
Floats													
Firewood, in vessels													

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.
Hoops														
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
do do rafts														
Masts, spars and telegraph poles, in rafts														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels														
do do in rafts														
Saw logs														
Staves and headings, barrel								8		8	8		1 50	1 50
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		2,080						18,238		20,318	20,318		3,046 56	3,046 56
do do in rafts														
Traverses														
Woodenware and wood partly manufactured					11				11		11	4 40		4 40
Total freight paying tolls	680	38,892	3,357	10,952	247,543	306,257	17,368	305,586	268,948	661,687	930,635	50,271 40	129,647 94	179,919 34
Articles having paid full tolls on the St. Lawrence Canals, Free.														
Ashes, pot and pearl			31						31		31			
Agricultural products, not enumerated, vegetable			52						52		52			

Bricks			469						469		469			
Cement and water lime	686		1,694						2,380		2,380			
Clay, lime and sand			206						206		206			
Crockery and earthenware	77		174						251		251			
Fish			7						7		7			
Flax and Hemp			1						1		1			
Furniture	1								1		1			
Glass, all kinds			30						30		30			
Iron, railway	2,855								2,855		2,855			
do pig			112						112		112			
do all other,	303		292						595		595			
Meats other than pork			1						1		1			
Nails	227		333						560		560			
Oil, in barrels	52		12						64		64			
Paint	8		53						61		61			
Pitch and tar	6		16						22		22			
Salt	327		4,064						4,391		4,391			
Soda ash	38		339						377		377			
Sugar	78		334						412		412			
Spirits, beer, &c.	75		219						294		294			
Tin	1		22						23		23			
White lead			3						3		3			
Whiting	1		49						50		50			
Wool			2						2		2			
Merchandise	227		583						810		810			
Kryolite, &c., free, having paid full tolls on Rideau Canal			544						544		544			
Grand total freight	5,642	38,892	12,999	10,952	247,543	306,257	17,368	305,586	283,552	661,687	945,239			

Total tolls on vessels		7,989 05	8,128 52	16,117 57
do passengers		62 30	72 50	134 80
do free goods	$2,136 20			
Total through tolls		$ 58,322 75	137,848 96	196,171 71

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 1st March, 1892.

No. (A) 9.—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 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.
Ashes, pot and pearl														
Apples		1,101	91						91	1,101	1,192	1 78	27 55	29 33
Agricultural products, not enumerated, vegetable				400						400	400		20 00	20 00
Agricultural products, not enumerated, animal														
Agricultural implements														
Barley														
Bricks	14								14		14	0 27		0 27
Bones														
Brimstone														
Cement and water lime				5						5	5		0 63	0 63
Clay, lime and sand	70								70		70	5 25		5 25
Coal							6		6		6	0 60		0 60
Corn														
Cattle	1								1		1	0 02		0 02
Cotton, raw														
Crockery and earthenware	5								5		5	0 10		0 10
Dye wood and dye stuffs														
Fish	35		35						70		70	5 26		5 26
Flax and hemp														
Flour		4,524								4,524	4,524		113 16	113 16
Furniture		1								1	1		0 03	0 03
Gypsum														
Glass, all kinds	1								1		1	0 02		0 02
Hay, pressed														
Hogs														
Horses	50	7							50	7	57	1 00	0 17	1 17
Hides and skins, horns and hoofs														

Ice														
Iron, railway														
do pig														
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														
Lard and lard oil										1	1		0 10	0 10
Meal, all kinds		1												
Meats, other than pork														
Marble														
Manilla														
Molasses									53		53	1 00		1 00
Nails	53									136	136		27 20	27 20
Oats		136							6		6	0 12		0 12
Oil, in barrels	6													
Oil-cake										240	240		24 00	24 00
Pease				240					13		13	0 53		0 53
Potatoes	13													
Pork									8		8	0 16		0 16
Paint	8													
Pitch and tar														
Rags														
Rye														
Rosin														
Salt														
Stone intended for cutting														
do wrought														
do not suitable for cutting, unwrought														
Seeds, all kinds														
Sheep									2		2	0 04		0 04
Soda ash	2													
Steel									182		182	3 43		3 43
Sugar	182								3		3	0 06		0 06
Spirits, beer, &c	3													
Tobacco, raw														
Tallow									3		3	0 06		0 06
Tin	3													
Turpentine														
Wheat	2,332	2,340		590				426	2,332	3,356	5,688	43 79	455 05	498 84
White lead														
Whiting														
Wool														
All other goods and merchandise not enumerated	970	307						10	970	317	1,287	22 93	8 74	31 67
Bark														
Barrels, empty														
Boat knees														
Floats		40								40	40		1 75	1 75

No. (A) 9.—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 Canadian 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.	$ cts.
Firewood, in vessels	1,434	7,032	720						2,154	7,032	9,186	60 33	347 11	407 44
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels		1,522		50						1,572	1,572		158 51	158 51
do do rafts														
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														
Saw logs	343	1,961		1,462					343	3,423	3,766	19 82	141 05	160 87
Staves and headings, barrel		155								155	155		12 40	12 40
do do pipe														
do do W. India														
Staves, salt barrel														
Shingles		19								19	19		7 81	7 81
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 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 Welland 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

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

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 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.	$ cts.
Ashes, pot and pearl	8	67	31		6				45	67	112	8 07	13 40	21 47
Apples	47	5,035			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					20		78	895	973	6 26	131 20	137 46
Agricultural implements	81	6							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				222		13,704	6	13,710	573 93	0 23	574 16
Bones	1	135					13		14	135	149	0 53	17 85	18 38
Brimstone	150						9		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	9,299	206				3,371		22,960	9,299	32,259	893 17	624 72	1,517 89
Coal		43,814		62		1,040		119,184		164,100	164,100		22,780 77	22,780 77
Corn	4	98				68		12,169	4	12,335	12,339	0 40	1,830 95	1,831 35
Cattle	35	367							35	367	402	1 88	27 71	29 59
Cotton, raw	2								2		2	0 30		0 30
Crockery and earthenware	187	26	251						438	26	464	85 47	5 05	90 52
Dye wood and dye stuffs	49	13					38		87	13	100	5 80	2 60	8 40
Fish	280	41	7						287	41	328	28 39	2 88	31 27
Flax and hemp	2								2		2	0 19		0 19
Flour	693	3,992			7	107			700	4,099	4,799	49 57	605 52	655 09
Furniture	316	696	1						317	696	1,013	38 44	123 19	161 63
Gypsum	1,531	187							1,531	187	1,718	21 59	7 06	28 65
Glass, all kinds	352	82	30						382	82	464	74 90	12 20	87 10
Hay, pressed	999	557	35		8				1,042	557	1,599	52 85	33 64	86 49
Hogs		27								27	27		4 05	4 05
Horses	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
Ice														

Iron, railway	3,294	6							3,294	6	3,300	476	74	0	54	477 28
do pig	4,352	11	112						4,464	11	4,475	547	35	0	42	547 77
do all other	10,577	644	478		2				11,057	644	11,701	651	60	28	02	679 62
Iron ore																
Kryolite, chemical ore and other ore, except iron		2,083								2,083	2,083			104	15	104 15
Lard and lard oil	92	244							92	244	336	10	52	21	90	32 42
Meal, all kinds	68	762				3			68	765	833	6	26	33	62	39 88
Meats, other than pork	32		1						33		33	3	56			3 56
Marble	20								20		20	3	93			3 93
Manilla	1								1		1	0	19			0 19
Molasses	719	147					125		844	147	991	90	96	7	35	98 31
Nails	2,111	878	363						2,474	878	3,352	476	03	45	10	521 13
Oats	1,246	7,677							1,246	7,677	8,923	46	93	196	87	243 80
Oil	760	140	65		5	4	62		892	144	1,036	130	09	20	70	150 79
Oil-cake	11								11		11	1	08			1 08
Pease	565	35,660							565	35,660	36,225	11	41	737	48	748 89
Potatoes	18	109							18	109	127	1	81	8	34	10 15
Pork	349	232							349	232	581	33	81	17	53	51 34
Paint	280	289	56				7		343	289	632	65	40	23	90	89 30
Pitch and tar	118	25	22				225		365	25	390	32	42	2	30	34 72
Rags	4	177							4	177	181	0	50	34	70	35 20
Rye	77	1,862							77	1,862	1,939	1	54	37	50	39 04
Rosin	610	109					1,230		1,840	109	1,949	93	09	5	45	98 54
Salt	4,440	21	3,997			7		2	8,437	30	8,467	1,127	18	1	48	1,128 66
Stone intended for cutting	344	1,428					3,357		3,701	1,428	5,129	140	43	211	73	352 16
do wrought	352						13		365		365	18	70			18 70
do not suitable for cutting, unwrought		11,028								11,028	11,028			226	95	226 95
Seeds, all kinds	8,043	1,920							8,043	1,920	9,963	302	00	97	84	399 84
Sheep		96								96	96			7	34	7 34
Soda ash	429	6	350				2		781	6	787	149	67	0	30	149 97
Steel	782	12	23						805	12	817	108	84	0	48	109 32
Sugar	2,640	22	439						3,079	22	3,101	580	09	1	25	581 34
Spirits, beer, &c	405	527	281		2				688	527	1,215	123	70	103	00	226 70
Tobacco, raw	9	3							9	3	12	0	95	0	45	1 40
Tallow	13						13		26		26	2	44			2 44
Tin	456	72	23				1		480	72	552	92	96	3	90	96 86
Turpentine	6	13					86		92	13	105	5	48	0	65	6 13
Wheat	5,635	19,775						5,648	5,635	25,423	31,058	122	22	1,242	70	1,364 92
White lead	123	11	3						126	11	137	24	67	0	55	25 22
Whiting	278		50				2		330		330	65	32			65 32
Wool	9	2	2						11	2	13	1	65	0	30	1 95
All other goods and merchandise, not enumerated	6,368	2,822	856		475	470	212	10	7,911	3,302	11,213	1,228	16	445	70	1,673 86
Bark		13								13	13			3	75	3 75
Barrels, empty	228	24	12	2	51				291	26	317	42	12	2	82	44 94
Boat knees																
Floats	460	4,280							460	4,280	4,740	7	40	74	90	82 30
Firewood, in vessels	2,256	7,992		1,065	75				2,331	9,057	11,388	38	91	291	36	330 27

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														
Hop poles														
Lumber, sawn, in vessels	27,383	15,586	1,025	416					28,408	16,002	44,410	1,032 52	485 93	1,518 45
do rafts		4								4	4		0 15	0 15
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts		20,986								20,986	20,986		524 65	524 65
Railway ties, in vessels	715	30							715	30	745	14 28	0 59	14 87
do rafts														
Saw logs	197	15,401							197	15,401	15,598	4 50	351 44	355 94
Staves and headings, barrel														
do pipe														
do West India														
Staves, salt barrel		9								9	9		0 17	0 17
Shingles	10	6							10	6	16	2 51	0 75	3 26
Split posts and fence rails. in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	250	1,933							250	1,933	2,183	3 25	33 53	36 78
do rafts	3,422	3,348							3,422	3,348	6,770	85 70	84 00	169 70
Traverses		10,280								10,280	10,280		26 75	26 75
Woodenware and wood party manufactured	29	7							29	7	36	11 60	0 80	12 40
Total freight paying tolls.	131,622	252,036	10,625	1,545	637	1,701	9,008	137,013	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.		2								2	2			
Ashes		38						2		40	40			

Corn		55,264								55,264	55,264			
Flour		3,324								3,324	3,324			
Furniture		2								2	2			
Glass		1								1	1			
Horses		1						1		2	2			
Iron, pig		371								371	371			
do all other		14								14	14			
Lard and lard oil		100								100	100			
Meals, all kinds		39						28		67	67			
Pease		390								390	390			
Pork		201								201	201			
Rye		64,978								64,978	64,978			
Seeds, all kinds		2								2	2			
Tobacco		1								1	1			
Wheat		159,305						480		159,785	159,785			
Whiskey and other spirits		105								105	105			
Merchandise		276						2		278	278			
Lumber, in vessels		2,591						400		2,991	2,991			
do rafts		917								917	917			
Square timber, in vessels		140								140	140			
do do rafts		5,680								5,680	5,680			
Coal, free, per Order in Council	70,276		100		8		24,306		94,690		94,690			
Material for Canal Construction.														
Cement and water lime, free, per Order in Council		539								539	539			
Clay, lime and sand, free, per Order in Council	563								563		563			
Stone for cutting	750								750		750			
Kryolite free, having paid full tolls on the Rideau Canal		1,410								1,410	1,410			
Grand total freight	203,211	547,727	10,725	1,545	645	1,701	33,314	137,926	247,895	688,899	936,794			

Total tolls on vessels		9,222 60	6,965 73	16,188 33
do passengers			2,334 68	3,024 63
do free goods	$13,145 38	689 95		
Fines and damages				173 30
Wharfage and storage				4,187 84
Other receipts				13,566 27
Total revenue exclusive of hydraulic rents		20,516 29	42,210 27	80,653 97

CANAL STATISTICS.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—*Continued.*

No. (A) 11.—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.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl	3	67	31						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	267	52						288	267	555	43 20	40 05	83 25
Agricultural products, not enumerated, animal	5	853							5	853	858	0 75	127 95	128 70
Agricultural implements		4								4	4		0 80	0 80
Barley		8,871								8,871	8,871		177 42	177 42
Bricks	43		394		76				513		513	76 95		76 95
Bones		103								103	103		15 45	15 45
Brimstone														
Cement and water lime	2,250		1,463						3,713		3,713	556 95		556 95
Clay, lime and sand	60	2,452	206						266	2,452	2,718	39 90	367 80	407 70
Coal		40,901						100,800		141,701	141,701		21,255 15	21,255 15
Corn		84						12,169		12,253	12,253		1,827 68	1,827 68
Cattle		14								14	14		2 10	2 10
Cotton, raw	2								2		2	0 30		0 30
Crockery and earthenware	106	25	251						357	25	382	71 40	5 00	76 40
Dye wood and dye stuffs	5	13							5	13	18	1 00	2 60	3 60
Fish	97		7						104		104	15 60		15 60
Flax and hemp			1						1		1	0 15		0 15
Flour		3,980								3,980	3,980		597 00	597 00
Furniture	86	580	1						87	580	667	17 40	116 00	133 40
Gypsum														
Glass, all kinds	284	52	30						314	52	366	62 80	10 40	73 20
Hay, pressed	100								100		100	15 00		15 00
Hogs		27								27	27		4 05	4 05
Horses	10	35							10	35	45	1 50	5 25	6 75
Hides and skins, horns and hoofs		29								29	29		4 35	4 35
Ice														

Iron, railway	3,118	1							3,118	1	3,119	467 70	0 15	467 85
do pig	3,226		112						3,338		3,338	500 70		500 70
do all other	1,437	20	478						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
Lard and lard oil	28	111							28	111	139	4 20	16 65	20 85
Meal, all kinds	18	1							18	1	19	2 70	0 15	2 85
Meats, other than pork	5		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	8	363						1,969	8	1,977	393 80	1 60	395 40
Oats		140								140	140		2 93	2 93
Oil, in barrels	357	90	65						422	90	512	84 40	18 00	102 40
Oil cake														
Pease		10,367								10,367	10,367		215 01	215 01
Potatoes	9	8							9	8	17	1 35	1 20	2 55
Pork	10	78							10	78	88	1 50	11 70	13 20
Paint	224	63	56						280	63	343	56 00	12 60	68 60
Pitch and tar	23	7	22						45	7	52	9 00	1 40	10 40
Rags	1	170							1	170	171	0 20	34 00	34 20
Rye		883								833	833		16 92	16 92
Rosin	1								1		1	0 20		0 20
Salt	2,138		3,997						6,135		6,135	920 25		920 25
Stone intended for cutting		1,406								1,406	1,406		210 90	210 90
do wrought	3								3		3	0 60		0 60
do not suitable for cutting, unwrought		100								100	100		8 40	8 40
Seeds, all kinds	1	229							1	229	230	0 15	34 35	34 50
Sheep														
Soda ash	364		350						714		714	142 80		142 80
Steel	555		23						578		578	86 70		86 70
Sugar	1,839	1	439						2,278	1	2,279	455 60	0 20	455 80
Spirits, beer, &c	177	510	281						458	510	968	91 60	102 00	193 60
Tobacco, raw	1	3							1	3	4	0 15	0 45	0 60
Tallow	13								13		13	1 95		1 95
Tin	392	2	23						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		3						100		100	20 00		20 00
Whiting	249		50						299		299	59 80		59 80
Wool	9	2	2						11	2	13	1 65	0 30	1 95
All other goods and merchandise not enumerated	3,169	1,641	847						4,016	1,641	5,657	803 20	328 20	1,131 40
Bark														
Barrels, empty	165	17	1						166	17	183	31 18	2 26	33 44
Boat knees														
Floats														
Firewood, in vessels		987								987	987		65 80	65 80

No. (A) 11.—General Statement showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Firewood, in rafts														
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		29	11 60		11 60
Total freight paying tolls	22,920	88,729	9,549		76			118,617	32,545	207,346	239,891	5,476 78	27,519 48	32,996 26
Free Articles having paid Full Tolls on the Welland Canal.														
Agricultural products, &c., vegetable		2								2	2			

Ashes		38					2		40	40			
Corn		52,539							52,539	52,539			
Flour		3,324							3,324	3,324			
Furniture		2							2	2			
Glass		1							1	1			
Horses		1					1		2	2			
Iron, pig		371							371	371			
Lard and lard oil		100							100	100			
Lumber, sawn, in vessels		2,591					400		2,991	2,991			
do rafts		917							917	917			
Meal, all kinds		39					28		67	67			
Merchandise		276					2		278	278			
Pease		390							390	390			
Pork		201							201	201			
Rye		64,978							64,978	64,978			
Seeds, all kinds		2							2	2			
Tobacco		1							1	1			
Timber, square, in rafts		5,680							5,680	5,680			
Wheat		159,305					480		159,785	159,785			
Whiskey, &c		105							105	105			
Coal, free, per Order in Council	7,851		100					7,951		7,951			
Kryolite, having paid full toll on the Rideau Canal, free		1,410							1,410	1,410			
Grand total freight	30,771	381,002	9,649		76		119,530	40,496	500,532	541,028			

Total through tolls on vessels		5,359 14	5,364 22	10,723 36
do passengers		292 90	1,696 50	1,989 40
do free goods	$8,444 47			
Total through tolls		$11,128 82	34,580 20	45,709 02

B. H. TEAKLES,
Chief Clerk, Canals Revenue,

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX A—*Continued.*

No. (A) 12.—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 Tons, Up.	Amount of Tolls. Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl	5				6				11		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							61	11	72	5 21	0 65	5 86
Agricultural products not enumerated, animal	53	42					20		73	42	115	5 51	3 25	8 76
Agricultural implements	81	2							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	46	0 53	2 40	2 93
Brimstone	150						9		159		159	14 98		14 98
Cement and water lime	874	20				2			874	22	896	89 69	0 93	90 62
Clay, lime and sand	19,323	6,847					3,371		22,694	6,847	29,541	853 27	256 92	1,110 19
Coal		2,913		62		1,040		18,384		22,399	22,399		1,525 62	1,525 62
Corn	4	14				68			4	82	86	0 40	3 27	3 67
Cattle	35	353							35	353	388	1 88	25 61	27 49
Cotton, raw														
Crockery and earthenware	81	1							81	1	82	14 07	0 05	14 12
Dye wood and dye stuffs	44						38		82		82	4 80		4 80
Fish	183	41							183	41	224	12 79	2 88	15 67
Flax and hemp	1								1		1	0 04		0 04
Flour	693	12			7	107			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	35		8				942	557	1,499	37 85	33 64	71 49
Hogs														
Horses	114	231							114	231	345	6 68	13 11	19 79
Hides and skins, horns and hoofs	2	2							2	2	4	0 09	0 08	0 17

Ice														
Iron, railway	176	5							176	5	181	9 04	0 39	9 43
do pig	1,126	11							1,126	11	1,137	46 65	0 42	47 07
do all other	9,140	624			2				9,142	624	9,766	364 35	25 02	389 37
Iron ore														
Kryolite, chemical ore and other ore, except iron		18								18	18		0 90	0 90
Lard and lard oil	64	133							64	133	197	6 32	5 25	11 57
Meal, all kinds	50	761				3			50	764	814	3 56	33 47	37 03
Meats, other than pork	27								27		27	2 66		2 66
Marble	7								7		7	1 33		1 33
Manilla	1								1		1	0 19		0 19
Molasses	610	147					125		735	147	882	69 16	7 35	76 51
Nails	505	870							505	870	1,375	82 23	43 50	125 73
Oats	1,246	7,537							1,246	7,537	8,783	46 93	193 94	240 87
Oil, in barrels	403	50			5	4	62		470	54	524	45 69	2 70	48 39
Oil cake	11								11		11	1 08		1 08
Pease	565	25,293							565	25,293	25,858	11 41	522 47	533 88
Potatoes	9	101							9	101	110	0 46	7 14	7 60
Pork	339	154							339	154	493	32 31	5 83	38 14
Paint	56	226					7		63	226	289	9 40	11 30	20 70
Pitch and tar	95	18					225		320	18	338	23 42	0 90	24 32
Rags	3	7							3	7	10	0 30	0 70	1 00
Rye	77	1,029							77	1,029	1,106	1 54	20 58	22 12
Rosin	609	109					1,230		1,839	109	1,948	92 89	5 45	98 34
Salt	2,302	21				7		2	2,302	30	2,332	206 93	1 48	208 41
Stone intended for cutting	344	22					3,357		3,701	22	3,723	140 43	0 83	141 26
do wrought	349						13		362		362	18 10		18 10
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					2		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			2				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					1		65	70	135	9 96	3 50	13 46
Turpentine	2	13					86		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						2		31		31	5 52		5 52
Wool														
All other goods and merchandise not enumerated	3,199	1,181	9		475	470	212	10	3,895	1,661	5,556	424 96	117 50	542 46
Bark		13								13	13		3 75	3 75
Barrels, empty	63	7	11	2	51				125	9	134	10 94	0 56	11 50
Boat knees														
Floats	460	4,280							460	4,280	4,740	7 40	74 90	82 30

No. (A) 12.—General Statement showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Total.		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 vessel	2,256	7,005		1,065	75				2,331	8,070	10,401	38 91	225 56	264 47
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	27,140	14,743	1,025	416					28,165	15,159	43,324	1,010 77	405 68	1,416 45
do rafts		4								4	4		0 15	0 15
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts		20,986								20,986	20,986		524 65	524 65
Railway ties, in vessels	715	30							715	30	745	14 28	0 59	14 87
do rafts														
Saw logs	197	15,401							197	15,401	15,598	4 50	351 44	355 94
Staves and headings, barrel														
do pipes														
do W. India														
Staves, salt barrel		9								9	9		0 17	0 17
Shingles	10	6							10	6	16	2 51	0 75	3 26
Splits posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	250	1,933							250	1,933	2,183	3 25	33 53	36 78
do rafts	3,422	3,348							3,422	3,348	6,770	85 70	84 00	169 70
Traverses		10,280								10,280	10,280		26 75	26 75
Woodenware and wood partly manufactured		7								7	7		0 80	0 80
Total freight paying tolls.	108,622	163,307	1,080	1,545	637	1,701	9,008	18,396	119,347	184,949	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	2,725			

Coal, free, per Order in Council	62,425				8		24,306		86,739		85,739			
Free articles for Canal construction, per Order in Council, 1884.														
Cement and water lime		539								539	539			
Clay, lime and sand	563								563		563			
Iron, all other		14								14	14			
Stone, for cutting	750								750		750			
Timber, square, in vessels		140								140	140			
Grand total freight	172,360	166,725	1,080	1,545	645	1,701	33,314	18,396	207,399	188,367	395,766			

Total way tolls on vessels		3,863 46	1,601 51	5,464 97
do passengers		397 05	638 18	1,035 23
do free goods	$ 4,700 91			
Total way tolls		9,387 47	7,630 07	17,017 54

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

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 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.		
												$ cts.
Ashes, pot and pearl		28								28	28	5 32
Apples	18	26							18	26	44	1 93
Agricultural products, vegetable	1	432							1	432	433	40 79
do do animal	6	1,407							6	1,407	1,413	117 02
Agricultural implements	3	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												
Flour	6	106							6	106	112	10 05
Furniture	6	27							6	27	33	4 44
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												
Kryolite, chemical ore and other ore, except iron		1,784							1,784	1,784	89	20
Lard and lard oil		4							4	4	0	39
Meal, all kinds		17							17	17	1	57
Meats, other than pork		81							81	81	7	83
Marble												
Manilla												
Molasses	24							24		24	1	42
Nails	10	1						10	1	11	0	75
Oats		1,038							1,038	1,038	82	86
Oil, in barrels	13	12						13	12	25	2	70
Oil cake												
Pease		2,749							2,749	2,749	191	78
Potatoes	14	451						14	451	465	38	00
Pork	25	27						25	27	52	2	85
Paint		1							1	1	0	19
Pitch and tar												
Rags		3							3	3	0	44
Rye		47							47	47	4	32
Rosin												
Salt	16	1						16	1	17	0	50
Stone intended for cutting	1							1		1	0	02
do wrought		3							3	3	0	29
do not suitable for cutting, unwrought												
Seeds, all kinds		37							37	37	3	46
Sheep		431							431	431	32	59
Soda ash												
Steel												
Sugar	16	2						16	2	18	1	24
Spirits, beer, &c	17	3						17	3	20	1	34
Tobacco, raw												
Tallow		24							24	24	2	27
Tin	2							2		2	0	15
Turpentine												
Wheat		18							18	18	1	76
White lead												
Whiting		1							1	1	0	05
Wood		9							9	9	0	90
All other goods and merchandise not enumerated	85	317						85	317	402	53	30
Bark												
Barrels, empty		38							38	38	4	60
Boat knees												
Floats		31,600							31,600	31,600	335	18
Firewood, in vessels	75	43,849		1,542				75	45,391	45,466	1,812	71
do rafts												
Hoops		235							235	235	27	88
Hop poles												
Lumber, sawn, in vessels		317,923		105,548					423,471	423,471	32,352	80
do rafts		159							159	159	9	15
Masts, spars and telegraph poles, in vessels		19							19	19	1	57

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.		
												$ cts.
Masts, spars and telegraph poles, in rafts												
Railway ties, in vessels		435								435	435	71 97
do rafts												
Saw logs		12,662								12,662	12,662	292 24
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles		253		344						597	597	465 49
Split posts and fence rails, in vessels		3		1						4	4	1 72
do do rafts												
Timber, square, in vessels		2,684								2,684	2,684	103 90
do rafts		3,240								3,240	3,240	55 32
Traverses		200								200	200	0 50
Woodenware and wood partly manufactured	4	2							4	2	6	1 01
Total freight paying tolls	771	432,225		107,435					771	539,660	540,431	36,601 56
Articles Free per Order in Council.												
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	$515 72	
Wharfage and storage		
Fines and damages		10 00
Other receipts		
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.

APPENDIX A—*Continued.*

No. (A) 14.—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.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples	3	909						46	3	955	958	61 84
Agricultural products, vegetable								1		1	1	0 10
do animal												
Agricultural implements												
Barley		338	504						504	338	842	44 92
Bricks	150	100						217	150	317	467	30 72
Bones			341						341		341	34 10
Brimstone								140		140	140	27 65
Cement and water lime								31		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	7	1 08
Gypsum												
Glass, all kinds								1		1	1	0 10
Hay, pressed	329	2,323	133						462	2,323	2,785	113 81
Hogs												
Horses		6								6	6	0 20
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other	25							2	25	2	27	1 04
do ore												

Kryolite, chemical ore and other ore, except iron													
Lard and lard oil													
Meal, all kinds													
Meats, other than pork													
Marble													
Manilla									120		120	120	12 00
Molasses													
Nails													
Oats	3	1,236								3	1,236	1,239	41 33
Oil, in barrels		6							33		39	39	3 89
Oil cake													
Pease		1,509									1,509	1,509	50 35
Potatoes	7									7		7	0 70
Pork		3									3	3	0 10
Paint									1		1	1	0 10
Pitch and tar									114		114	114	11 40
Rags													
Rye									1,978		1,978	1,978	196 30
Rosin										187		187	7 46
Salt	187								1,304		1,304	1,304	130 40
Stone intended for cutting									900	373	900	1,273	102 45
do wrought	373								566		566	566	56 60
do not suitable for cutting, unwrought													
Seeds, all kinds										6	146	152	5 07
Sheep	6	146											
Soda ash													
Steel													
Sugar													
Spirits, beer, &c													
Tobacco, raw													
Tallow													
Tin													
Turpentine									62		62	62	6 20
Wheat													
White lead													
Whiting													
Wool													
All other goods and merchandise not enumerated	618	322	268						2,482	886	2,804	3,690	279 51
Bark													
Barrels, empty	5		13							18		18	1 64
Boat knees													
Floats		3									3	3	0 25
Firewood, in vessels	11,435	135	7,726							19,161	135	19,296	649 54
Firewood, in rafts													
Hoops													
Hop poles													
Lumber, sawn, in vessels	40,550		56,878						70	97,428	70	97,498	5,791 76
do rafts	63									63		63	5 00
Masts, spars and telegraph poles, in vessels													
do do rafts													

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.		
												$ cts.
Railway ties, in vessels	1,859	189	745						2,604	189	2,793	218 93
do rafts												
Saw logs												
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles	118		28						146		146	17 35
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels												
do rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	56,418	7,547	66,881					98,073	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					98,073	123,644	105,620	229,264	

Total tolls on vessels		2,437 84
do passengers		66 59
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.

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 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.		
												$ cts.
Ashes, pot and pearl		28								28	28	2 99
Apples	31	76							31	76	107	3 60
Agricultural products not enumerated, vegetable	353	7							353	7	360	17 26
do do do animal	27	370							27	370	397	12 60
Agricultural implements	32	99							32	99	131	15 95
Barley	366	7							366	7	373	8 89
Bricks	15	25							15	25	40	1 20
Bones	11	21							11	21	32	1 26
Brimstone												
Cement and water lime	180	42							180	42	222	5 90
Clay, lime and sand	90	2							90	2	92	2 16
Coal		11,391								11,391	11,391	483 88
Corn		22								22	22	0 61
Cattle	4	3							4	3	7	0 19
Cotton, raw												
Crockery and earthenware	37	30							37	30	67	8 68
Dye wood and dye stuffs	11	14							11	14	25	2 25
Fish	70	3							70	3	73	1 90
Flax and hemp												
Flour	141	549							141	549	690	17 51
Furniture	16	24							16	24	40	4 56
Gypsum												
Glass, all kinds	73	5							73	5	78	8 55
Hay, pressed	879	1							879	1	880	20 72
Hogs												
Horses	5	4							5	4	9	0 33
Hides and skins, horns and hoofs	14	8							14	8	22	0 82
Ice												
Iron, railway	54	6							54	6	60	1 78
do pig	50	13							50	13	63	1 96
do all other	242	53							242	53	295	8 08
do ore												

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.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Kryolite, chemical ore and other ore, except iron	1,815	888							1,815	888	2,703	135 15
Lard and lard oil	19	23							19	23	42	1 24
Meal, all kinds	1	6							1	6	7	0 18
Meats, other than pork	10	7							10	7	17	0 48
Marble	4								4		4	0 36
Manilla												
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	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								33		33	3	00
Wood		6							6		6	0	19
All other goods and merchandise not enumerated	747	499							747	499	1,246	146	37
Bark	20	31							20	31	51	1	92
Barrels, empty	64	13							64	13	77	6	28
Floats	1,115	300							1,115	300	1,415	24	85
Firewood, in vessels	14,067	2,363							14,067	2,363	16,430	320	85
Lumber, sawn, in vessels	17,957	9,113	11,449						29,406	9,113	38,519	1,685	15
do rafts		5								5	5	0	19
Masts, spars and telegraph poles, in vessels		34								34	34	1	68
Railway ties, in vessels	5,634	66							5,634	66	5,700	601	15
do rafts	815								815		815	86	69
Saw logs	385	187							385	187	572	13	40
Shingles	110	47							110	47	157	31	08
Split posts and fence rails, in vessels	5	9	8						13	9	22	3	74
do do rafts													
Timber, square, in vessels													
do rafts	299	20							299	20	319	18	41
Traverses	700								700		700	5	44
Woodenware and wood partly manufactured	9	13							9	13	22	2	55
Total freight paying tolls	49,977	28,142	11,457						61,434	28,142	89,576	3,992	86
Coal, free, per Order in Council	4,313								4,313		4,313		
Firewood, free do	14,520								14,520		14,520		
Stone, free, for canal construction	350								350		350		
Kryolite, free, having paid full tolls on Welland Canal		554								554	554		
Grand total freight	69,160	28,696	11,457						80,617	28,696	109,313		

Total tolls on vessels			1,786 69
do passenger			130 86
do free coal	$	115 13	
do do firewood		242 00	
do do stone		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.

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 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.		
												$ cts.
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	226 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.

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.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples												
Agricultural products not enumerated, vegetable												
do do animal												
Agricultural implements												
Barley												
Bricks		7								7	7	0 68
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

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.		
												$ cts.
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												
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												
Wool												
All other goods and merchandise, not enumerated	52	77							52	77	129	3 87
Bark	32								32		32	0 94
Barrels, empty												
Boat knees												
Floats		1,162								1,162	1,162	12 12
Firewood, in vessels	11,283	1,095							11,283	1,095	12,378	121 90
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	530	62							530	62	592	9 67
do rafts	160	42							160	42	202	3 60
Masts, spars and telegraph poles, in vessels	166	5							166	5	171	10 10
do do rafts												
Railway ties, in vessels	165								165		165	4 39
do rafts	170	10							170	10	180	7 46
Saw logs	3,542	200							3,542	200	3,742	30 10
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	136	19							136	19	155	13 39
Split posts and fence rails, in vessels	3								3		3	0 15
do do rafts	100	1,088							100	1,088	1,188	21 25
Timber, square, in vessels												
do rafts												
Traverses	265	440							265	440	705	5 50
Woodenware and wood partly manufactured												
Total freight paying tolls	16,632	4,207							16,632	4,207	20,839	245 46
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.

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 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.		
												$ cts.
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												
Agricultural implements	2	2							2	2	4	0 11
Barley	36	360	360						396	360	756	14 19
Bricks												
Bones												
Brimstone	1								1		1	0 02
Cement and water lime	102								102		102	1 92
Clay, lime and sand												
Coal		572		250				1,237		2,059	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	7					1	65	7	72	1 86
Gypsum												
Glass, all kinds	13								13		13	0 35
Hay, pressed												
Hogs												
Horses	30	7							30	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

Lard and lard oil	3								3		3	0 06
Marble	10								10		10	0 26
Manilla	7								7		7	0 18
Molasses	44								44		44	1 10
Nails	110						12		122		122	3 59
Oats	17								17		17	0 32
Oil, in barrels	28	57							28	57	85	2 17
Pease	48	306					12		60	306	366	6 87
Potatoes	7								7		7	0 14
Pork	1								1		1	0 02
Rags	4		1						5		5	0 13
Rye	441	86							441	86	527	9 91
Salt		28								28	28	0 54
Stone intended for cutting			1						1		1	0 02
do not suitable for cutting, unwrought	1,450								1,450		1,450	14 50
Sheep	10								10		10	0 02
Soda ash	13								13		13	0 33
Sugar	99								99		99	2 53
Spirits, beer, &c	12								12		12	0 32
Tobacco, raw		2								2	2	0 04
Tallow	2								2		2	0 04
Tin	1								1		1	0 03
Wheat	285	531							285	531	816	15 32
White lead	25								25		25	0 64
All other goods and merchandise not enumerated	928	24	13						941	24	965	24 04
Bark			5						5		5	0 10
Firewood, in vessels	570		375						945		945	7 89
Lumber, sawn, in vessels	88	593	144						232	593	825	9 64
do in rafts	9								9		9	0 19
Saw logs		27								27	27	0 30
Shingles	4	1							4	1	5	0 31
Timber, square in vessels	80								80		80	0 50
do in rafts	80	1,400							80	1,400	1,480	18 50
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

CANAL STATISTICS.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

APPENDIX

No. (A) 19.—STATEMENT of Traffic on the undermentioned Canals, and

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 1.		$ 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
Class No. 2.	No.		No.		No.	
Passengers	35,080	433 66	63,283	3,024 63	3,783	66 59
Class No. 3.	Tons.		Tons.		Tons.	
Bricks	49	5 52	13,710	574 16	167	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	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

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	....	.....
....	.....	.....	.....	.....	.....	.....	.....	1	0 02
24	2 36	222	5 90	.....	.....	.....	.....	102	1 92
8,091	229 22	92	2 16	.....	.....	.....	.....	.....	.....
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) 19.—STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 4.		$ 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, Glass No. 4	55,831	8,306 24	28,597	4,258 47	7,363	620 83
Class No. 5.						
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 in 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	.....	.....	.....	.....	.....	.....
Split posts and fence rails, in rafts	.....	.....	.....	.....	.....	.....
Saw logs	3,766	160 87	15,598	355 94	.....	.....
Staves and headings, barrel	155	12 40	.....	.....	.....	.....
do do pipe	8	1 50	.....	.....	.....	.....
do do West India	.....	.....	.....	.....	.....	.....
do 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) 19.—STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Special Class.		$ 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, 1892.

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.

APPENDIX

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during each description of Property passed through

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		$ cts.
Vessels of all kinds	1,110,156	16,905 54	1,841,629	16,188 33	225,730	2,437 84
	No.		No.		No.	
Passengers	35,080	433 66	63,283	3,024 63	3,783	66 59
Forest—Produce of Wood.	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	5,796 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
Farm Stock.						
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
Produce of Animals.						
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

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.		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.	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	3,576	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) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Agricultural Products.		$ 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
Meal, all kinds	26,164	5,232 70	833	39 88		
do Free			67			
Manilla	139	20 85	1	0 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
Manufactures.						
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	0 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	0 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	0 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) 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.
Manufactures—Con.						
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 59	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
Merchandise.						
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 tonnage 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

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, 1891.

CANALS AND OFFICES.	April.	May.	June.	July.	August.	September	October.	November	December.	Total Tolls.
WELLAND CANAL.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Chippewa	.....	22 24	11 03	3 79	11 84	9 78	6 02	5 30	.....	70 00
Colborne	3,746 67	17,236 94	18,931 79	19,048 57	24,780 58	24,832 34	18,735 94	10,127 52	840 43	138,280 78
Dalhousie	2,620 79	11,465 72	8,606 53	6,407 44	6,852 84	8,199 83	10,952 98	3,694 07	24 35	58,824 55
Dunnville	.....	30 19	118 38	40 95	52 81	28 80	106 43	116 57	.....	494 13
Maitland	8 75	0 65	.....	1 23	.....	.....	1 00	.....	.....	11 63
Robinson	49 46	105 53	71 93	32 81	64 99	8 73	95 91	107 08	13 39	549 83
St. Catharines	64 32	80 83	54 76	87 48	109 84	85 54	65 47	41 48	3 24	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	1 44	45 14	117 04	237 38	235 03	374 20	177 72	115 01	.....	1,302 96
Cardinal	7 80	151 68	100 24	211 59	24 04	74 69	91 82	48 61	1 45	711 92
Cornwall	.....	2,047 43	4,297 33	4,866 31	3,160 57	2,729 29	3,108 80	2,506 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	19 19	252 74	366 33	330 29	273 96	457 25	451 94	270 58	4 92	2,427 20
Montreal	140 79	2,789 07	3,390 96	4,371 38	4,605 41	3,961 51	3,146 65	2,622 00	.....	25,027 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	1,875 41	1,401 14	1,192 17	1,353 25	864 50	.....	11,156 50
St. Ours	.....	47 87	70 77	79 38	60 16	103 73	178 20	100 87	.....	640 98
Total, Chambly 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 59	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
Ste. Anne's	17 09	147 77	203 04	274 81	234 00	245 07	304 48	94 10	1 00	1,521 36
Total Ottawa Canals	541 88	8,056 90	6,938 18	6,898 19	5,412 33	4,598 07	4,649 97	3,343 87	1 00	40,440 39
RIDEAU CANAL.										
Kingston Mills		165 94	282 46	329 19	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		5,910 41
ST. PETER'S CANAL.										
St. Peter's	28 89	154 70	112 98	102 35	111 36	282 77	438 40	383 37	163 66	1,778 48
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
Burleigh		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		651 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	1,119 33	330,348 08

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

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, 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.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													$ cts.
Canadian vessels, steam	1,147	92,764	86,418	74,643	2,352	262	292	7,294	89,946	174,963	179,008	353,971	3,952 11
do sail	641	30,005	28,405	48,708	4,835	288	.....	9,056	52,624	88,057	85,864	173,921	3,460 34
Total Canadian	1,788	122,769	114,823	123,351	7,187	550	292	16,350	142,570	263,020	264,872	527,892	7,412 45
United States vessels, steam	522	1	1	9,180	204	227,752	195,905	201	45,412	237,134	241,522	478,656	7,187 03
do sail	284	91	40	3,887	576	48,252	35,005	457	15,300	52,687	50,921	103,608	2,306 06
Total United States	806	92	41	13,067	780	276,004	230,910	658	60,712	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	.....	.....	.....	5,347	370,319	305,947	676,266	3,920 31
do sail	5,706	550,410	407,809	46,487	320	.....	.....	.....	70,129	596,897	478,258	1,075,155	11,565 42
Total Canadian	747	903,602	707,801	63,614	928	.....	.....	.....	75,476	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	1,933	904,426	723,261	74,724	2,605	7,009	7,908	30,425	91,271	1,016,584	825,045	1,841,629	16,188 33
CHAMBLY CANAL.													
Canadian vessels, steam	464	32,206	31,006	94	.....	.....	.....	.....	746	32,300	31,752	64,052	206 74

do sail	555	10,411	9,792	7,339					17,240	17,750	27,032	44,782	632 22
Total Canadian	1,019	42,617	40,798	7,433					17,986	50,050	58,784	108,834	838 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	43,346	72,525	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		2,312					52,480	115,096	167,576	682 17
do sail	1,123	8,699	134,287		18,040					8,699	152,327	161,026	2,274 15
Total Canadian	2,148	61,179	247,071		20,352					61,179	267,423	328,602	2,956 32
United States vessels, steam	4	102	33		51					102	84	186	2 29
do sail	312	4,677	1,043		25,219					4,677	26,262	30,939	717 31
Total United States	316	4,779	1,076		25,270					4,779	26,346	31,125	719 60
Grand total, Ottawa Canals	2,464	65,958	248,147		45,622					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	762 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						76,143	88,314	164,457	1,786 69
St. Peter's Canal.													
Canadian vessels, steam	129	11,167	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

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—*Continued.*

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
													$ cts.
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					6,733	95,701	38,668	134,369	226 93
do sail	188	5,975	4,403	1,038	175				1,411	7,013	5,989	13,002	51 69
Total Canadian	1,047	96,351	36,338	6,363	175				8,144	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				8,144	102,912	44,719	147,631	281 12

APPENDIX A—*Continued.*

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.													$ cts.
Steam and Sail.													
Welland	1,788	122,769	114,823	123,351	7,187	550	292	16,350	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	838 96
Ottawa	2,148	61,179	247,071	.....	20,352	.....	.....	.....	.....	61,179	267,423	328,602	2,956 32
Rideau	2,244	68,030	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	244,176	1,575,176	1,560,278	3,135,454	30,250 44
UNITED STATES VESSELS.													
Steam and Sail.													
Welland	806	92	41	13,067	780	276,004	230,910	658	60,712	289,821	292,443	582,264	9,493 09
St. Lawrence	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
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	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trent Valley	2	4	4	.....	.....	.....	.....	.....	.....	4	4	8	0 50
Murray	8	198	62	.....	.....	.....	.....	.....	.....	198	62	260	2 50
Total United States	3,602	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	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	390,778	1,970,294	2,003,276	3,973,570	43,026 14

No. (A) 22½.—COMPARATIVE STATEMENT of Grant 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.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1890.												$ cts.
Welland Canal	30,274	56,535	35,959	10,283	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	7,896	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	.....	.....	.....	.....	98,073	123,644	105,620	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.

APPENDIX A—*Continued.*

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the season of Navigation in 1891.

WELLAND CANAL.

	CANADIAN.				UNITED STATES.			
	Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
5	7	35	12	60	9	45	4	20
10	1	10	4	40	3	30		
15	2	30			1	15	1	15
20	2	40	12	240	4	80	4	80
25	6	150	2	50				
30	9	270	2	60	1	30		
35	3	105			1	35		
40	2	80	2	80	1	40	5	200
45			1	45				
50	1	50	1	50	1	50		
65			2	130				
70	1	70	1	70				
75					1	75		
80	2	160	2	160				
85	1	85	1	85			1	85
90			3	270				
100	1	100						
105					1	105		
110					3	330	2	220
115							2	230
120			1	120			2	240
125			1	125			2	250
130	1	130					2	260
135							1	135
145			2	290				
150	1	150	2	300	1	150		
165								
170			1	170				
175	1	175	1	175				
180	1	180	1	180				
185			1	185				
190			2	380				
200			2	400				
210	1	210	1	210	1	210		
215	1	215			1	215		
220	2	440						
225			1	225				
230			2	460			2	460
235			1	235				
240	1	240						
245	1	245	1	245			1	245
255			2	510				
260							3	780
265							1	265
270			1	270				
275			2	550	1	275		
280	1	280	1	280	1	280	1	280
285			5	1,425			5	1,425
290	1	290	2	580				
300	1	300					3	900
305	2	610	1	305			1	305
310			3	930			3	930
315			1	315			6	1,890
320	1	320	5	1,600			4	1,280
325			5	1,625			3	975
330	2	660	3	990			1	330
335			2	670			2	670

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Continued.*

WELLAND CANAL—*Continued.*

	CANADIAN.				UNITED STATES.			
	Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage	Number.	Total Tonnage.	No.	Total Tonnage.	Number.	Total Tonnage.
340							1	340
355							2	710
360	1	360	1	360	1	360		
365							1	365
370							1	370
375			1	375				
380					1	380		
385					1	385		
390					1	390	1	390
395	1	395						
400	2	800			1	400		
405	1	405						
410	1	410	1	410				
425	1	425						
440	2	880	1	440				
450			1	450				
455	1	455	1	455				
460			1	460				
470					2	940	2	940
480							1	480
485	1	485					2	970
490			1	490	1	490	1	490
495							1	495
500	1	500	1	500			2	1,000
510	1	510					2	1,020
515							1	515
520			1	520			1	520
525							2	1,050
530	1	530						
540	2	1,080			1	540		
550			1	550				
555	1	555						
565							1	565
575	1	575						
580	1	580					1	580
590					1	590	1	590
600	1	600			1	600	2	1,200
610							1	610
615					1	615		
620					1	620		
630			1	630			1	630
640					2	1,280	2	1,280
650					1	650		
655					1	655		
660					1	660		
695							1	695
770	1	770						
800							1	800
805							1	805
840					2	1,680		
850					2	1,700		
870							1	870
880					1	880		
908			1	908				
910					1	910		
915					1	915		
920					1	920		

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Concluded.*

WELLAND CANAL—*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.
929	1	929						
940					1	940		
950					1	950		
977	1	977						
980					1	980		
985					1	985		
990					1	990		
1,001			1	1,001				
1,013					1	1,013		
1,022					1	1,022		
1,024					1	1,024		
1,029					1	1,029		
1,035					1	1,035		
1,038					1	1,038		
1,041			1	1,041				
1,053					1	1,053		
1,054					1	1,054		
1,075					1	1,075		
1,168							1	1,168
1,172	1	1,172						
1,203					1	1,203		
1,267	1	1,267						
1,425					1	1,425		
1,441					1	1,441		
1,547					1	1,547		
1,548					1	1,548		
1,550					1	1,550		
1,553					2	3,106		
2,004					1	2,004		
Total.....	81	29,290	113	23,680	80	46,537	97	31,918

APPENDIX A—*Continued.*

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, during the Season of Navigation in 1891.

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.
5	37	185	17	85	6	30	1	5
10	8	80	3	30	3	30		
15	6	90	7	105	1	15	1	15
20	13	260	5	100	3	60	2	40
25	16	400	3	75	2	50		
30	5	150	2	60				
35	13	455	3	105	2	70	4	140
40	6	240	8	320			1	40
45	3	135	5	225				
50	4	200	8	400	2	100		
55	4	220	4	220				
60	3	180	26	1,560				
65	1	65	7	455			1	65
70	2	140	4	280				
75	1	75	8	600	1	75	1	75
80	1	80	8	640				
85	3	255	5	425			8	680
90	1	90	12	1,080			10	900
95	3	285	16	1,520			56	5,320
100	2	200	27	2,700			52	5,200
105	8	840	16	1,680			16	1,680
110			8	880			10	1,540
115	1	115	12	1,381			7	805
120	1	120	5	600			2	240
125	2	250	11	1,375			1	125
130			8	1,040				
135	1	135	7	945				
140			10	1,400				
145	2	290	11	1,595				
150			18	2,700				
155	3	465	37	2,635				
160	3	480	11	1,760			2	320
165			14	2,310	1	165		
170			5	850				
175			3	525				
180			4	720				
185			6	1,110				
190			1	190				
195			5	975				
200	2	400	3	600				
205			3	615				
220	1	220	1	220				
230	1	230	4	920				
235			2	470			1	235
240			1	240	1	240		
250			1	250				
255			1	255				
260			2	520				
270							1	270
275			1	275				
280							1	280
285			1	285				
295	1	295	1	295				
300			1	300			2	600
305	2	610	4	1,220				
310			2	620				
315			3	945				

APPENDIX A—*Continued.*

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Continued.*

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.
320			3	960			1	320
325	1	325					1	325
330			1	330				
335	2	670	3	1,005				
340			5	1,700				
345			2	690				
350			2	700				
360	1	360	1	360				
365			4	1,460				
370			1	370				
375			2	750				
385			1	385				
405	1	405						
410			1	410				
415			1	415				
435			1	435				
440	1	440	2	880				
450			1	450				
455	1	455						
475			1	475				
485			1	485				
500	1	500	1	500				
510	2	1,020						
515			1	515				
520			1	520				
545			1	545				
565			1	565				
575	1	575						
580	1	580						
585			2	1,170				
595	1	595						
600	1	600						
615	1	615	1	615				
630			1	630				
675	1	675						
690	1	690						
715	1	715						
836	1	836						
910					1	910		
1,068	1	1,068			1	1,068		
1,167							1	1,167
2,004					1	2,004		
Total...	180	19,359	443	60,906	25	4,817	183	20,387

APPENDIX A—*Continued.*

No. 24.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Concluded.*

RIDEAU, OTTAWA AND CHAMBLY 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.
5	33	165	158	790	8	40	13	65
10	19	190	25	250	9	90	1	10
15	9	135	8	120	4	60		
20	5	100	3	60	4	60		
25	8	200	5	125				
30	6	180	3	90				
35	4	130	7	245				
40	3	120	6	240	1	40	1	40
45	2	90	2	90				
50	4	200	4	200				
55	5	275	2	110				
60	4	240	3	180	1	60	3	180
65	1	65	3	195			5	325
70			4	280			2	140
75	3	225	3	225			1	75
80	2	160	6	480				
85			3	255			4	340
90	1	90	13	1,170			24	2,160
95			15	1,425			57	5,415
100	3	300	24	2,400			142	14,200
105	1	105	10	1,000	1	105	39	4,095
110			8	880			22	2,420
115			4	460			20	2,300
120	2	240	6	720			7	840
125	1	125	7	875			3	375
130			8	1,040			1	130
135			1	135				
140	1	140	7	980				
145	2	290	10	1,450				
150			16	2,400				
155	1	155	30	4,650				
160			14	2,240			1	160
165			13	2,145				
170			5	850				
175			2	350				
180			2	360				
185			2	370				
195			2	390				
205			1	205				
210			1	210				
230	1	230	1	230				
245			1	245				
270			1	270				
332	2	664						
338			2	676				
344	1	344						
368	2	736						
397	1	397						
Total..	127	6,291	451	32,061	28	455	346	33,270

APPENDIX A—*Continued*—CANALS.

No. 25.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1891.

WELLAND CANAL.

	CANADIAN.							UNITED STATES.						
Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.	Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,267 tons...	33	17,120	1	250 to 1,041 tons...	48	18,640	1	250 to 2,004 tons...	51	45,127	1	250 to 1,168 tons .	68	29,478
2	200 to 249 " ...	6	1,350	2	200 to 249 " ...	8	1,775	2	100 to 249 " ...	2	425	2	200 to 249 "	3	705
3	150 to 199 " ...	3	505	3	150 to 199 " ..	8	1,390	3	150 to 199 " ...	1	150	3	150 to 199 "	.....	.....
4	100 to 149 " ...	2	230	4	100 to 149 " ...	4	535	4	100 to 149 " ...	4	435	4	100 to 149 "	11	1,335
5	50 to 99 " ...	5	365	5	50 to 99 " o..	10	765	5	50 to 99 " ...	2	125	5	50 to 99 "	1	85
6	Under 50 " ...	32	720	6	Under 50 " ...	35	575	6	Under 50 " ...	20	275	6	Under 50 "	14	315
	Total	81	20,290		Total	113	23,680		Total.....	80	46,537		Total.....	97	31,918

ST. LAWRENCE CANALS.

1	250 to 1,068 tons...	23	12,029	1	250 to 630 tons.....	59	22,285	1	250 to 2,004 tons...	3	3,982	1	250 to 1,167 tons...	7	2,962
2	200 to 249 " ...	4	850	2	200 to 249 " ...	14	3,065	2	200 to 249 " ...	1	240	2	200 to 249 "	1	235
3	150 to 199 " ...	6	945	3	150 to 199 "	86	10,975	3	150 to 199 " ...	1	165	3	150 to 199 " ...	2	320
4	100 to 149 " ...	17	1,950	4	100 to 149 "	133	16,296	4	100 to 149 "	.....	.....	4	100 to 149 "	88	9,590
5	50 to 99 " ...	23	1,590	5	50 to 99 "	98	7,180	5	50 to 99 " ...	3	175	5	50 to 99 "	76	7,040
6	Under 50 " ...	107	1,995	6	Under 50 "	53	1,105	6	Under 50 " ...	17	255	6	Under 50 "	9	240
	Total	180	19,359		Total	443	60,906		Total...	25	4,817		Total.	183	20,387

RIDEAU, OTTAWA AND CHAMBLY CANALS.

1	250 to 397 tons.....	6	2,141	1	250 to 338 tons... .	3	946	1	250 to 300 tons.....	....	... ...	1	250 to 300 tons...	....	....
2	200 to 249 "	1	230	2	200 to 249 "	4	890	2	200 to 249 " ...	....	....	2	200 to 249 "	....	.....
3	150 to 199 "	..	.....	3	150 to 199 "	70	11,355	3	150 to 199 "	...	....	3	150 to 199 " ..	1	160
4	100 to 149 "	11	1,355	4	100 to 149 "	101	12,340	4	100 to 149 "	1	105	4	100 to 149 "	234	24,360
5	50 to 99 "	20	1,255	5	50 to 99 "	56	4,520	5	50 to 99 "	1	60	5	50 to 99 "	96	8,635
6	Under 50 "	89	1,310	6	Under 50 "	217	2,010	6	Under 50 "	26	290	6	Under 50 "	15	115
	Total	127	6,291		Total.....	451	32,061		Total.....	28	455		Total.....	346	33,270

No. 26.—Rates of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS

(O.C., 25th April, 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.
Class No. 1.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Vessels, steam ..... per ton.	0 01½	0 01½	0 02½	0 00¾	0 00¾	0 01½	0 00⅝	0 01½
do sail and other.... do	0 02¼	0 02¼	0 03¾	0 01½	0 01¼	0 02¼	0 01	0 02⅝
Class No. 2.								
Passengers, 21 years of age and upwards	0 10	0 10	0 20	0 10	0 05	0 08	0 02½	0 09¾
Passengers, under 21 years each ..	0 05	0 05	0 10	0 05	0 02	0 04	0 01¼	0 04½
Class No. 3.								
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 19¾
Salt								
Salt meats or fish in barrels or otherwise								
Agricultural products, vegetable, not enumerated.....								
Agricultural products, animal, not enumerated.								
Stone, for cutting....								
Wheat								
Class No. 4.								
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, 1891.

TRENT VALLEY CANAL (O.C., 25th JULY, 1888.)

1st Section.	2nd Section.	3rd Section.	4th Section.	Through.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
0 00 3/16 0 00 1/4	0 00 3/16 0 00 1/4	0 00 3/16 0 00 1/4	0 00 3/16 0 00 1/4	0 00 3/4 0 01	0 00 3/16 0 00 1/4
0 01 0 00 1/2	0 01 0 00 1/2	0 01 0 00 1/2	0 01 0 00 1/2	0 04 0 02	0 01 0 00 1/2
0 01	0 01	0 01	0 01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

No. 26.—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 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. Anne's Lock, each way.	Ottawa to St. John's, each way.
Class No. 5.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19¼
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03½
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03½
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 30¼
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 13¼
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 22½
Railway ties, in vessels, each	0 01	0 01	0 01	0 00½	0 00½	0 00¾	0 00¾	0 01⅜
do rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02¼
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 11¼	0 06¾	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 36½
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
Wagon 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 04½	0 02½	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, 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 or cut, per M	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67½
Hop poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65
Special Class.								
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 17¾
Stone, unwrought, corded and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37½	0 28	0 24	0 77½
Kryolite, iron ore or chemical ore	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice	0 05	0 05	0 05	.....	.....	.....	.....	.....

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 Chargeable at Fenelon Falls.	Tolls Chargeable to Bobcaygeon.	Tolls Chargeable to Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	Tolls Chargeable to Whitlaw's.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
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 00⅜	0 00⅜	0 00⅜	0 00⅜	0 00½	0 00⅜
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
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 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
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 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05½	0 05½	0 05½	0 05½	0 22	0 05½
0 00½	0 00½	0 00½	0 00½	0 02	0 00½
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03½	0 03½	0 03½	0 03½	0 14	0 03½
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
Free.	Free.	Free.	Free.	Free.	Free.

Sec. 76.—Standard for estimating weights, 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	⅞
Gypsum and manganese, 6 barrels	1	Saw-logs, standard, 1	½
Horses, 2	1	Square timber, 50 cubic feet	1
Lard and tallow, 7 barrels or 22¼ 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 manufactured 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 :—

WELLAND CANALS.	Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way	½
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne	¼
3. From Dunnville to Port Colborne	¼
4. From Thorold to St. Catharines or Port Dalhousie	¼
5. From Maitland, Dunnville, Colborne, or Port Robinson to Marshville and intermediate places	⅜
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson	⅜
7. From Port Robinson to Allanburg or Thorold	⅜
8. From Port Robinson to St. Catharines or Port Dalhousie	⅛
9. From St. Catharines to Port Dalhousie	⅛
10. From Dunnville to Maitland	⅛
11. From Port Robinson through the Lock and Chippawa Cut	⅛
12. From Port Colborne to Port Maitland	⅛
13. From Chippawa Cut through Lock to Port Robinson	⅛
14. From Colborne, Dunnville, Maitland and Marshville to Thorold	⅛
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines	⅛
16. Through the Chippawa Cut only	⅛
17. Through the Port Robinson Lock only	⅛

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	⅛
Vessels and property passing from Chambly to St. John's, to pay	⅜

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 saw-logs 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 pro- "vided 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 Lock, 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 reshipped 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 48 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 48 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 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 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 48 hours for discharge of cargo before the following be incurred ; and said discharge to be made below the St. Gabriel Lock.

	Mills.
Steam-boats measuring 50 tons or upwards, per ton register, per day of 24 hours	8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours	4

	Cents.
Steam-boats 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, and additional charge of four cents per cord. O. C. August 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 th 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 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.*

	Per ton register.
On steamboats, for each day of 24 hours, or part of a day they remain in the harbour, reckoned from the hour of their arrival to that of their departure	1 cent.
On all other vessels, per day, as aforesaid	½ do

Sec. **100.** *Wharfage Dues.*

	Per ton.
All goods, wares and merchandise, not elsewhere specified	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	7½ 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 cannot be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of ¼ of 1 per cent on the value thereof.

(*b.*) Each entry shall pay not less than five cents.

(*c.*) All property landed on the wharves for reshipment 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
Plank 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	½	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 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 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.

Th 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 29th 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 ¼ of Rideau Canal rates.
From Perth to Kingston, 2 sections, or ⅜ Rideau Canal rates.
From Perth to Ottawa Basin, 2 sections, or ⅜ 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 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 of the 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 of the 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's 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 of the 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 of the 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 of the 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. 4th April, 1892.

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.:—

That a refund be made of a portion of the Canal tolls collected on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat which have been carried through the Welland Canal, and the St. Lawrence Canals to Montreal or to any port east of Montreal in all cases where the said products so carried are exported, and in such cases only.

That this rebate be such as to reduce the tolls to two cents per ton of the said products or any of them, and that the conditions of such refund be the following:—

That the products aforesaid on which the rebate of tolls may be claimed shall be shown to have been originally shipped for Montreal or for some port east of Montreal and shall be shown to have been carried to Montreal or to some port east of Montreal, and actually sent out of the country.

That the right to this rebate shall not be lost by reason of intermediate transhipment, provided that the place of such transhipment is one within the Dominion of Canada.

That the right of this rebate shall extend to any portions of cargoes lightered at Port Colborne and reshipped at Port Dalhousie, and also to shipments of the above named products made from any Canadian Lake Ontario Port.

That payment of the amount to be refunded be made, from time to time, as cargoes of the said products are despatched for export from Montreal or from some port east of Montreal.

That this Order in Council remain in force for the present year, 1892, only.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

The 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, 1892.*

On a memorandum dated 19th April, 1892, from the Minister of Railways and Canals, submitting a memorandum, copy herewith, from the proper officers of the Department of Railways and Canals upon certain objections raised by the Montreal Board of Trade, by forwarders and others to the existing tonnage and wharfage charges on vessels and freight using the basins of the Lachine Canal at Montreal.

From such memorandum, which is of a detailed and explanatory character, it appears that the complaints made are well founded, the complications shown being due to the fact that various Orders in Council have from time to time been passed, fixing and changing rates and charges to meet particular cases as they arose; and pending a general revision of the whole matter of canal regulations, tolls, and charges which seems to be desirable, it is expedient that the subject of these complaints should be dealt with at once.

The Minister, accordingly, on the advice of the Canal Revenue Officers, endorsed by the Superintending Engineer of the Lachine Canal, and the Deputy Head of the Department of Railways and Canals, recommends the adoption of the following:—

1st. The cancellation of Section No. 93 of Consolidated Orders in Council of the 26th October, 1889, Chapter 115, and the substitution therefor of the following:—

Wharfage Dues on Coal for local consumption in Montreal.

Sec. **93.** Coal for local consumption in Montreal, landed on Canal property between Montreal Harbour and Côte St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal Harbour, shall be charged wharfage dues at the rate of 5 cents a ton.

Coal screenings shall be charged 3 cents a ton.

2nd. The cancellations of Sections Nos. 98, 99, 100 and 101 and the substitution of the following:—

Wharfage Dues in all basins of the Lachine Canals on Sea-going vessels.

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 basin of said canal and of the revenue that may be derived from their use.

All property delivered or received by sea going vessels in the Lachine Canal basins at Montreal (except the old lower basin) shall be charged wharfage dues as follows:—

All goods, wares and merchandise, not elsewhere specified	25	cents per ton.
Hay, straw, pig and scrap iron, pot and pearl ashes	20	" "
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep and swine	15	" "
Ballast, clay, fire bricks, gypsum, lime, marble, phosphate, sand salt, coal and coke, grain and seeds of all kinds	7½	" "
Special. Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure.		
Bullion specie	Free.	
Coal screenings	3	" "

Each entry shall pay not less than 5 cents.

All property landed on the canal wharves for reshipment, or transhipped in canal waters shall pay one wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine Canal and which is reshipped from the wharves or vessels into sea-going vessels shall pay wharfage dues equal to one section of canal tolls, viz., 3¾ cents per 1,000 feet, board measure.

The Committee submit the above recommendation for Your Excellency's approval.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

To the Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, 6th day of June, 1892.

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 Order in Council of the 29th day of April, 1891, 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, and excursion parties leaving St. Catharines for Toronto or Hamilton, shall be, and the same are hereby continued in force for the present season of navigation only.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 15th day of July, 1892.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

Whereas, by a clause of the Order in Council of the 4th April, 1892, respecting the rebate to be allowed on certain food products traversing the Welland and St. Lawrence Canals bound for Montreal or some port east of Montreal for exportation, it was provided that the right to such rebate should extend to shipments of the said products made "from any Canadian Lake Ontario Port," this provision being taken from the Order in Council of the 29th April, 1891.

And whereas, it was not intended that the restriction in favour of Canadian Lake Ontario Ports should be continued,—

His Excellency, under 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 said Order in Council of the 4th April, 1892, shall be and the same is hereby amended by the omission of the word "Canadian" from the clause in question; and that such amendment shall have force and effect from the 4th day of April last.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

O. C., 2nd August, 1892.

His Excellency, under the authority conferred upon him by chapter 37 of the Revised Statutes, 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 6th June, 1892, reducing by one-half the usual passenger tolls on the Lachine Canal (such reduction applying to cases where excursion parties are conveyed in steamers specially chartered for that purpose, going and returning the same day), shall be and the same are hereby extended to the Beauharnois Canal for the present season of navigation only.

(Signed) JOSEPH POPE,
Asst. Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.

APPENDIX

DR. No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
$ cts.	$ cts.	$ cts.				
374 60	187 30	561 90	1	Welland Canal	Wood & Green	R. Laurie
1,320 00	240 00	1,560 00	2	do	S. Neelon	R. & J. Laurie
110 00	20 00	130 00	3	do	do	do
88 00	176 00	264 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
300 00	50 00	350 00	7	do		Wm. Hutchison
1,170 00	260 00	1,430 00	8	do	Tuttle, Date & Rodden	J. L. Ranney
75 00	150 00	225 00	9	do	S. Neelon	C. Phelps
140 00	40 00	180 00	10	do	Norris & Neelon	do
167 66	167 66	335 32	11	do	Whitman & Barnes Manufacturing Co	R. Collier
420 00	140 00	560 00	12	do	J. B. Smith	Thomas 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.
825 00	75 00	900 00	15	do		J. C. & J. Gillespie
35 00	.....	35 00	16	do		St. Catharines Street Railway Co
100 50	.....	100 50	17	do		John F. Rees
.....	10 00	10 00	18	do		Duncan Dittrick
.....	75 00	75 00	19	do		Whitman & Barnes Manufacturing Co
10 00	10 00	20 00	20	do		H. Jarvis
.....	2 00	2 00	21	do		St. Catharines & Niagara Central Ry. Co
756 00	216 00	972 00	22	do	McLeary & McLean	Wm. Beatty
480 00	240 00	720 00	23	do	Lybster Cotton Co	Gordon & McKay
120 00	240 00	360 00	24	do		John Riordon
100 00	200 00	300 00	25	do		do
200 00	400 00	600 00	26	do	Merritton Cotton Co	King & Dolan
800 00	400 00	1,200 00	27	do		Corporation of Village of Merritton
90 00	60 00	150 00	28	do		James Wilson
150 00	50 00	200 00	29	do		Lybster Cotton Mills
.....	145 00	145 00	30	do		F. T. Walton
31 80	63 60	95 40	31	do	Thorold & W. C. Co.	Wm. Beatty
100 00	50 00	150 00	32	do	John McDonagh	W. H. Ward
.....	15 00	15 00	33	do		Capt. N. J. Wiggle
.....	114 00	114 00	34	do		Lock Houses
726 00	146 00	872 00	35	do	John McDonagh	W. H. Ward
3 00	1 00	4 00	36	do		St. Catharines & Niagara Central Ry. Co
240 00	80 00	320 00	38	do		John Battle
222 00	222 00	444 00	39	do	Howland, Jones & Co.	P. Howland
65 00	130 00	195 00	40	do	Jas. Norris	Brown & Ross
120 00	80 00	200 00	41	do	Arch. Dobie	Welland Canal Loan Co.
165 00	110 00	275 00	42	do	C. J. Jones	McPherson & Wier

A—*Continued.*

Lessees' Accounts, 1891–92. CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due, 30th June, 1892.	Total.
			$ cts.	$ cts.	$ cts.	$ cts.
Grist-mill, waste weir No. 1, Port Dalhousie	1	June 30, 1892	78 05	93 65	390 20	561 90
Mill lot do do	2	do	100 00	.....	1,460 00	1,560 00
Lot near do do	3	do	8 30	.....	121 70	130 00
Docks near do do	4	do	.....	88 00	176 00	264 00
Dry dock, part of lock No. 1 do	5	Jan. 1, 1882	.....	.....	1,050 00	1,050 00
Saw-mill, waste weir, No. 1 do	6	do	.....	.....	1,270 50	1,270 50
Wharf lot, east end east pier do	7	Jan. 1, 1892	.....	350 00	.....	350 00
Union mill, near lock No. 2, St. Catharines	8	do	.....	1,170 00	260 00	1,430 00
Merchant red mill do	9	do	.....	.....	225 00	225 00
Wharf at lock No. 4 do	10	do	.....	.....	180 00	180 00
Saw-mill at lock No. 5 do	11	do	.....	167 66	167 66	335 32
Grist-mill at new lock No. 10 do	12	do	.....	.....	560 00	560 00
Water power from locks 3 to 11 do	13	do	.....	500 00	250 00	750 00
Wharf lot at lock No. 4 do	14	Jan. 1, 1893	.....	20 00	.....	20 00
Lot near at lock No. 5 do	15	Oct. 1, 1892	.....	.....	900 00	900 00
Privilege of placing bridge over water way, St. Catharines	16	do 1886	.....	.....	35 00	35 00
16¾ acres of lot 11, con. 7, ground, for pasture, St. Catharines	17	Mar. 1, 1885	.....	.....	100 50	100 50
Lot for wood and coal yard	18	do	.....	10 00	.....	10 00
Old lock-house at lock No. 6, St. Catharines	19	Oct. 1, 1892	.....	75 00	.....	75 00
Part of lot 16, con. 4, ground, for sail loft, St. Catharines	20	July 1, 1893	.....	.....	20 00	20 00
Swing bridge over canal, Thorold	21	Oct. 1, 1891	.....	.....	2 00	2 00
Saw-mill at lock No. 20, Merritton	22	June 30, 1892	.....	.....	972 00	972 00
Cotton factory at lots 12, 13 and 14 do	23	do	.....	460 00	260 00	720 00
Water lots at lots 16, 18, 19 and 21 do	24	do	.....	240 00	120 00	360 00
Paper factory, lot 17 do	25	do	.....	200 00	100 00	300 00
Water supply to cotton mills do	26	do	.....	500 00	100 00	600 00
Lot between lock No. 25 and guard-gates, Merritton	27	do	.....	.....	1,200 00	1,200 00
Water supply at Merritton	28	do	.....	90 00	60 00	150 00
Part of lots 11 and 12, con. 10, ground, Merritton	29	Feb. 1, 1893	.....	.....	200 00	200 00
Part of lots 9 and 10, con. 10, ground, Merritton	30	Jan. 1, 1892	.....	145 00	.....	145 00
Tannery at lock No. 22, Thorold	31	June 30, 1892	.....	63 60	31 80	95 40
Factory at lock No. 23 do	32	do	.....	.....	150 00	150 00
Wharf lot near lock No. 2 do	33	June 30, 1893	.....	15 00	.....	15 00
Lock-houses do	34	do	.....	114 00	.....	114 00
Saw-mill at lock No. 23, Thorold	35	June 30, 1893	.....	.....	872 00	872 00
Tracks through the towns of Thorold and Merritton	36	Oct. 1, 1892	.....	.....	4 00	4 00
Plaster mills at lock No. 25, Thorold	38	June 30, 1892	.....	280 00	40 00	320 00
Grist-mills at lock No. 25, Thorold	39	do	.....	333 00	111 00	444 00
Merchants' mill do 23 do	40	do	.....	130 00	65 00	195 00
Machine shop do 22 do	41	do	.....	120 00	80 00	200 00
do do 23 do	42	do	.....	220 00	55 00	275 00

APPENDIX

DR. No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
$ cts.	$ cts.	$ cts.				
5 00	5 00	10 00	43	Welland Canal....	.....	Corporation of Thorold..
180 00	120 00	300 00	44	do	J. Davey, jun	John Battle. .. ....
5,007 46	.....	5,007 46	45	do	.....	Wright & Duncan .....
80 00	20 00	100 00	46	do	.....	P. H. Musson.....
940 00	.....	940 00	47	do	J. & J. Abbey....	McFarland & Lemnon..
129 00	86 00	215 00	48	do	.....	John Hill. .....
710 00	.. .. ..	710 00	49	do	.....	Port Robinson Dry Dock Co.....
141 15	.....	141 15	50	do	Henderson Bros.....	Eli Mead.....
151 30	.....	151 30	51	do	do	A. Sherwood..... ...
300 00	.....	300 00	52	do	do	Henderson Bros.....
40 00	.....	40 00	53	do	.....	F. O. White..... ... .
1 00	1 00	2 00	54	do	.....	Grand Trunk Ry. ...
1 00	1 00	2 00	55	do	.....	Corporation County of Welland..... ..
90 00	45 00	135 00	56	do	.....	Phelp Brothers. .....
100 00	20 00	120 00	57	do	.....	James Bridges..... ....
5 00	1 00	6 00	58	do	.....	H. A. Rose ....
....	120 00	120 00	59	do	.....	C. J. Page & Co.....
40 00	80 00	120 00	60	do	.....	Corporation of Town of Welland .....
....	5 00	5 00	61	do	.....	Caleb Swayze.....
.....	240 00	240 00	62	do	.....	T. F. Brown Bros .....
.....	68 00	68 00	63	do	.....	W. H. Crowe .....
.....	125 00	125 00	64	do	.....	H. G. Gonder.... .....
37 50	25 00	62 50	65	do	L. G. Carter.....	A. K. Schofield. ...
....	20 00	20 00	66	do	.....	Welland Railway C ....
....	25 00	25 00	67	do	J. & F. Conlin....	John Gordon . . .o....
... .	1 00	1 00	68	do	.....	Corporation of Por.... borne... ..... t Col-
.....	24 00	24 00	69	do	.....	L. McGlashan.....
382 19	160 00	542 19	70	do	Edward Lee	John Graybiel.....
60 00	10 00	70 00	71	do	.....	Alex. Lattimore.....
1,129 97	143 00	1,272 97	72	do	A. McDonald.....	Wm. Melanby.....
750 00	180 00	930 00	73	do	R. Chambers..	H. & N. Davis.....
743 94	130 00	873 94	74	do	S. & J. Haney	S. Darling . . ..
395 61	80 00	475 61	75	do	S. Walthe & Co.....	L. J. Weatherly.....
922 72	113 00	1,035 72	76	do	S. & J. Haney..	Brown & Merritt. .....
383 34	153 34	536 68	77	do	Wm. Schofield.....	L. Brocklebank..... ...
1,259 50	208 00	1,467 50	78	do	M. A. Smith	Chisholm & Miner ..
70 00	....	70 00	79	do	.....	John Taylor.....
60 00	....	60 00	80	do	.....	Geo. Wallace.....
345 00	.....	345 00	81	do	.....	Rolston & Haskins.....
360 00	360 00	720 00	82	do	Moody & Son.....	R. F. Lattimore.....
26,895 74	7,654 90	34,550 64				
123 00	246 00	369 00	1	Williamsburg Canal	.....	Wm. Gibson.....
4,960 00	160 00	5,120 00	2	do	Edwardsburg Starch Fac.	Benson & Aspden . ..
1,702 62	140 00	1,842 62	3	do	P. O'Keef..... .. .	P. Carmen.....
50 00	500	55 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 ....

A—*Continued.*

Lessees' Accounts, 1891–92. CR.

Description of Property.	Number.	Date to which Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due on 30th June, 1892.	Total.
			$ cts.	$ cts.	$ cts.	$ cts.
Part lot No. 17, near lock No. 24, Thorold	43	Oct. 1, 1892	.....	10 00	.....	10 00
Water lot, Thorold	44	June 30, 1892	.....	180 00	120 00	300 00
Grist-mill, Allanburg	45	Jan. 1, 1882	.....	.....	5,007 46	5,007 46
Storehouse do	46	April 1, 1892	.....	.....	100 00	100 00
Saw-mill, Port Robinson	47	Feb. —, 1876	.....	.....	940 00	940 00
Grist-mill do	48	June 30, 1892	.....	129 00	86 00	215 00
Water to float vessels, Port Robinson	49	do	.....	.....	710 00	710 00
Wharf lot, Welland	50	Dec. 31, 1866	.....	.....	141 15	141 15
do do	51	do	.....	.....	151 30	151 30
do do	52	June 30, 1878	.....	.....	300 00	300 00
Lot for pasture, Welland	53	April 1, 1884	.....	.....	40 00	40 00
Water supply through 10 in. pipe, Welland	54	Dec. 1, 1892	.....	.....	2 00	2 00
do to court-house do	55	June 30, 1892	.....	.....	2 00	2 00
Surplus water, in winter only, near aqueduct, Welland	56	Jan. 1, 1893	.....	45 00	90 00	135 00
Lot on west main street, Welland	57	Aug. 1, 1891	.....	.....	120 00	120 00
Lot for building purposes	58	Mar. 1, 1892	.....	.....	6 00	6 00
Water power for town of Welland	59	Oct. 1, 1892	.....	120 00	.....	120 00
do for pump-house, &c., Welland	60	Jan. 1, 1893	.....	80 00	40 00	120 00
Building lot, Welland	61	July 1, 1893	.....	5 00	.....	5 00
Grist-mill do	62	Oct. 1, 1892	.....	240 00	.....	240 00
Lot for piling lumber, Welland	63	July 1, 1892	.....	68 00	.....	68 00
Lot for general purposes	64	Nov. 21, 1892	.....	125 00	.....	125 00
Wharf lot, Port Colborne	65	June 30, 1892	.....	37 50	25 00	62 50
Lot for elevator, Port Colborne	66	Jan. 1, 1892	.....	20 00	.....	20 00
Lot for coal and wood yard, Port Colborne	67	June 30, 1892	.....	12 50	12 50	25 00
Roadway across canal lands to G.T.R. crossing, Port Colborne	68	Nov. 1, 1893	.....	1 00	.....	1 00
Lots for factory at village of Petersburg	69	Mar. 1. 1893	.....	24 00	.....	24 00
Grist-mill, Marshville	70	June 30, 1892	.....	462 21	79 98	542 19
Part of lots 18 and 19, con. 4, Wainfleet, Marsville	71	July 1, 1893	.....	.....	70 00	70 00
Saw-mill, Broad Creek	72	June 30 1892	.....	.....	1,272 97	1,272 97
Grist and saw-mill, Dunnville	73	do	.....	.....	930 00	930 00
Grist-mill, do	74	do	.....	.....	873 94	873 94
Carding-mill, do	75	do	.....	.....	475 61	475 61
Plaster-mill, do	76	do	.....	.....	1,035 72	1,035 72
Grist-mill, do	77	do	.....	153 34	383 34	536 68
Saw-mill, do	78	do	.....	.....	1,467 50	1,467 50
Wharf lot, do	79	Jan. 1, 1882	.....	.....	70 00	70 00
Lot for tannery do	80	Mar. 1, 1884	.....	.....	60 00	60 00
Water power for electric light, Dunnville	81	Jan. 1, 1893	.....	.....	345 00	345 00
Water lot, do	82	Jan. 1. 1892	.....	.....	720 00	720 00
			186 35	7,097 46	27,266 83	34,550 64
Grist-mill, Mill street, Cardinal	1	June 30, 1892	.....	246 00	123 00	369 00
Starch factory, Edwardsburg	2	do	.....	.....	5,120 00	5,120 00
Tannery do	3	do	.....	.....	1,842 62	1,842 62
Part of lot, 6, con. 1, Edwardsburg	4	July 1, 1891	.....	.....	55 00	55 00
Pasture grounds, Galops Canal	5	Mar. 1, 1893	.....	12 00	.....	12 00
do do	6	Aug. 1, 1893	.....	5 00	.....	5 00
Lot near, do	7	do	.....	5 00	.....	5 00

APPENDIX

DR. No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
$ cts.	$ cts.	$ cts.				
70 00	140 00	210 00	8	Williamsburg Canal		M. T. Beach
70 00	140 00	210 00	9	do	Cameron & McInnis	J. Molson, jun
100 00	20 00	120 00	10	do		W. M. Doran
48 00		48 00	11	do		J. H. Ross
35 00	70 00	105 00	12	do		Municipality of Iroquois.
1 00	1 00	2 00	13	do		School Trustees
10 00	10 00	20 00	14	do		Sydney Shaver
	70 00	70 00	15	do		Corp. Village of Morrisburg.
7,169 62	1,024 00	8,193 62				
120 00	240 00	360 00	1	Cornwall Canal		Andrew Hodge
75 00	150 00	225 00	2	do	Permanent Loan Co	A. F. Gault
	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
	120 00	120 00	6	do		Toronto Paper Co
15 00	5 00	20 00	7	do		do
270 00		270 00	8	do		W. D. & G. C. Wood
80 00		80 00	9	do		Henry Harrison
247 50		247 50	10	do		J. & C. H. Wood
807 50	795 00	1,602 50				
60 00		60 00	1	Beauharnois Canal		St. Amour & Co
100 00		100 00	2	do	N. Papineau	D. P. Pease
80 00	20 00	100 00	3	do		J. Deniers & Co
60 00	20 00	80 00	4	do		M. Julien
	1,500 00	1,500 00	5	do		A. Buntin
20 00	20 00	40 00	6	do		do
60 00	120 00	180 00	7	do	T. & W. Bolduc	F. H. Poitras
120 00	120 00	240 00	8	do	J. Wattie	P. Poulin
400 00	3,900 00	4,300 00	9	do		Montreal Cotton Co
20 00	20 00	40 00	10	do		do
40 00	40 00	80 00	11	do		Jas. T. Anderson
35 00	35 00	70 00	12	do		Lake St. Francis Navigation Co
46 00	23 00	69 00	13	do	Valleyfield Caning Co	R. N. Walsh
92 00	23 00	115 00	14	do		Jas. Anderson
100 00	20 00	120 00	15	do	E. Dion	C. E. Wilson
160 00	40 00	200 00	16	do		O. Trempe
60 00	20 00	80 00	17	do	J. T. Anderson	J. Cardinal
	10 00	10 00	18	do		O. Longtin
20 00	20 00	40 00	19	do		O. P. Dennie
15 00	15 00	30 00	20	do		Estate A. Hodge
	14 00	14 00	21	do		Alex. Coburn
40 00	40 00	80 00	22	do		Robt. Steele
	30 00	30 00	23	do		Louis Leduc
40 00		40 00	24	do		E. French
40 00	8 00	48 00	25	do		S. A. Brodeur
	40 00	40 00	26	do		J. H. Wilson
60 00	15 00	75 00	27	do		Col. McPhee
30 00	10 00	40 00	28	do	F. H. Barbeau	J. Larocque
80 00	20 00	100 00	29	do		Jas. Wattie

A—*Continued.*

Lessees' Accounts, 1891–92. CR.

Description of Property.	Number.	Date to which the Accounts is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1892.	Total.
			$ cts.	$ cts.	$ cts.	$ cts.
Grist-mill at Matilda Lock	8	June 30, '93		140 00	70 00	210 00
do do	9	do		140 00	70 00	210 00
Wharf lot No. 2, Point Iroquois	10	Aug. 30, '92			120 00	120 00
do do 1, do	11	Dec. 1, 1892			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, 1893			2 00	2 00
Part of lot No. 23, con. 1, do	14	do		10 00	10 00	20 00
Water lot & water power for pumping machine	15	Jan. 1, 1893		70 00		70 00
				698 00	7,495 62	8,193 62
Flour and grist-mill, lots 3 and 4	1	June 30, 1892		240 00	120 00	360 00
Hydraulic lot No. 6, south side	2	do		150 00	75 00	225 00
do No. 7	3	June 1, 1892		135 00		135 00
do No. 6	4	do		120 00		120 00
Lot on south side, Water street, for coal yard	5	July 1, 1892		25 00		25 00
Surplus water for paper-mill, lock No. 18	6	Jan. 1, 1892		120 00		120 00
Pipe under canal at lock No. 18	7	April 1, 1893		15 00	5 00	20 00
Hydraulic lots Nos. 1 and 2, north side	8	June 30, 1878			270 00	270 00
Wharf lot, Moulinette	9	May 1, 1893	20 00		60 00	80 00
do near lock No. 20	10	June 30, 1881			247 50	247 50
			20 00	805 00	777 50	1,602 50
Wharf lot, Ste. Cécile, Valleyfield, old bal	1	July 1, 1868			60 00	60 00
do St. Timothy do do	2	June 1, 1864			100 00	100 00
do Ste. Cécile do do	3	May 1, 1892			100 00	100 00
Lot for shed above St. Timothy bridge, Valleyfield	4	June 1, 1893			80 00	80 00
Lots 1, 2, 3, 4 and 5, below lower dam, Valleyfield	5	Jan. 1, 1892		1,000 00	500 00	1,500 00
Lot on corner of St. Timothy and lower dam, Valleyfield	6	May 1, 1893		20 00	20 00	40 00
Saw-mill, lot 1, building lot, Valleyfield	7	June 30, 1892		120 00	60 00	180 00
Woollen-mill, lot 2, building lot do	8	do		240 00		240 00
Lots at head of canal do	9	do		800 00	3,500 00	4,300 00
Cadastral lot 845, for public park do	10	June 1, 1893		40 00		40 00
do 846, Grande Isle do	11	July 1, 1892		40 00	40 00	80 00
Wharf and shed above guard lock do	12	May 1, 1893		35 00	35 00	70 00
do and storehouse do do	13	Aug. 30, 1893		46 00	23 00	69 00
do guard lock, Valleyfield	14	June 30, 1891			115 00	115 00
do do do	15	Nov. 1, 1892		100 00	20 00	120 00
Part of lot 830 do	16	Sept. 1, 1892		80 00	120 00	200 00
Lot 101 and 116 do	17	June 1, 1893		40 00	40 00	80 00
Reserve, guard lock, Valleyfield	18	Dec. 1, 1892		10 00		10 00
do do	19	do 1, 1892		20 00	20 00	40 00
do do	20	do 1, 1892			30 00	30 00
do do	21	do 1, 1892		14 00		14 00
Lot above guard lock do	22	May 1, 1893		40 00	40 00	80 00
Lot for shipyard above guard lock, Valleyfield	23	Sept. 1, 1892		30 00		30 00
Part of lot 1 for piling ground do	24	do 1, 1892			40 00	40 00
Lot above guard lock, Valleyfield	25	Oct. 1, 1892		16 00	32 00	48 00
Part lot 1 for coal yard, guard lock, Valleyfield	26	July 1, 1892			40 00	40 00
Wharf lot, south side canal do do	27	Nov. 15, 1892			75 00	75 00
Reserve, head of canal, Valleyfield	28	Sept. 1, 1892		10 00	30 00	40 00
Lot, rear of lots 1 and 2 do	29	July 1, 1892		100 00		100 00

APPENDIX

DR. No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
$ cts.	$ cts.	$ cts.				
.....	20 00	20 00	30	Beauharnois Canal	Estate Jas. McDonald...	Jas. McDonald.....
30 00	15 00	45 00	31	do ...	.....	Estate Jas. McDonald ..
105 00	105 00	210 00	32	do	.....	Corp. Town of Salisbury.
105 00	105 00	210 00	33	do	.....	Valleyfield Electric Co..
60 00	20 00	80 00	34	do ...	.....	Lake St. Francis Navigation Co .. ..
40 00	.....	40 00	35	do	.....	A. McPhee & Co.. .....
40 00	10 00	50 00	36	do ...	.....	A. D. Doust.....
30 00	10 00	40 00	37	do	.....	A. Lespérance.....
2 00	1 00	3 00	38	do	.....	Can. Mutual Tel. Co ..
5 00	5 00	10 00	39	do	.....	A. Crevier .. ..
8 00	4 00	12 00	40	do	.....	Wm. Hood.....
120 00	120 00	240 00	41	do	S. Vieau.....	J. Meloche .....
40 00	40 00	.....	42	do ...	.....	E. Bergin.....
2,363 00	6,558 00	8,921 00				
.....	30 00	30 00	1	Lachine Canal ...	.....	Beauhr. Steam Nav. Co..
.....	60 00	60 00	2	do	.....	Jas. Wilson, jun.....
.....	75 00	75 00	3	do	.....	Richelieu Navigation Co.
196 00	392 00	588 00	4	do	.....	Frothingham & Workman
132 00	264 00	396 00	5	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	.....	Corporation of 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.. .....
.. ..	40 00	40 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 Line Co.....
.....	1 00	1 00	24	do	.....	Montreal Street Ry. Co.
.. ..	1 00	1 00	25	do	.....	Corporation of Montreal.
.....	1 00	1 00	26	do	.....	do ..
.....	1 00	1 00	27	do	.....	do ..
.....	450 00	450 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, Becket & 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 .....
3,308 79	1,102 93	4,411 72	36	do ...	.....	H. Bulmer, jun., & Bros.

A—*Continued.*

Lessees' Accounts, 1891-92. CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due on 30th June, 1892.	Total.
Part lot 830 for grist-mill, Vallyfield	30	July 1, 1892		20 00		20 00
do 830 for mill yard, &c., Valleyfield	31	Oct. 1, 1892		30 00	15 00	45 00
do 830 and privilege to construct flume to Grand Isle, Valleyfield	32	June 30, 1892		105 00	105 00	210 00
do 830 Valeyfield	33	Jan. 1, 1892		157 50	52 50	210 00
Wharf and lot above guard lock, Valleyfield	34	July 1, 1892		20 00	60 00	80 00
Wharf and storehouse below St. Timothy bridge, Valleyfield	35	May 1, 1893			40 00	40 00
Lot for store and wharf above St. Timothy bridge, Valleyfield	36	do 1, 1893			50 00	50 00
Lot for store and wharf below St. Timothy Bridge, Valleyfield	37	do 1, 1893			40 00	40 00
Privilege of placing poles on canal bank	38	Oct. 1, 1892			3 00	3 00
Lot for public scales above St. Timothy bridge, Valleyfield	39	do 1, 1892		5 00	5 00	10 00
Lot on Grand Isle, east end of dam, Valleyfield	40	Apr. 1, 1893		8 00	4 00	12 00
Lot at lock 7, Melocheville	41	June 30, 1892		60 00	180 00	240 00
Lot near St. Timothy bridge, Valleyfield	42	Sept. 30, 1880			40 00	40 00
				3,206 50	5,714 50	8,921 00
Freight shed at basin No. 1	1	May 1, 1893		30 00		30 00
Store at do	2	do 1, 1893		60 00		60 00
Freight shed at do	3	do 1, 1893		75 00		75 00
Warehouse and coal yard, lot No. 1	4	June 30, 1892		392 00	196 00	588 00
Grain elevator on ½ lot No. 2	5	do 30, 1892		264 00	132 00	396 00
Lots 3 and 4 and ½ lot No. 2, Basin No. 2	7	June 30, 1892		1,128 00	564 00	1,692 00
Flour-mill, lots 5 and ½ No. 6 do	8	do		645 00	322 50	967 50
Nail factory lots 7 do do	9	do		645 00	322 50	967 50
do lots 8 do	10	May 1, 1892		430 00		430 00
Elevator and store, lots 9, 10 and 11	11	April 1, 1892		1,080 00		1,080 00
Flour-mill and store, lots 12 13 and 14	12	do		1,296 00		1,296 00
Spike and nail factory, lot 15	13	June 30, 1892		860 00	430 00	1,290 00
Paint mill, lot 17	14	do		430 00	215 00	645 00
Flour and mill, lots 18 and 19	15	do		860 00	430 00	1,290 00
Lots on S.W. side, waste weir	16	Sept. 1, 1892		1 00		1 00
Dry dock, shipyard and mill, Basin No. 2	17	June 30, 1892		1,000 00	6,000 00	7,000 00
Lot for office, Colborne street, Montreal	18	July 1, 1892		25 00		25 00
Strip, N.W. side Mill street, Basin No. 2	19	Sept. 1, 1892		10 00		10 00
Water supply through 4-inch pipe to factory, Wellington st	20	do		40 00		40 00
Water supply through 10-inch pipe to factory, Basin No. 2	21	July 1, 1892		100 00		100 00
Part lot 384 north, Wellington Basin	22	Nov. 1, 1892		800 00		800 00
Lot for shed, west do	23	Oct. 1, 1892		100 00		100 00
Double track over Wellington street bridge	24	Jan. 1, 1893		1 00		1 00
Floating bath near Wellington bridge	25	July 1, 1892		1 00		1 00
Park lot do	26	Sept. 1, 1892		1 00		1 00
2nd pipe under canal	27	July 1, 1892		1 00		1 00
Land at Basin No. 4	28	do		450 00		450 00
Siding west side Wellington bridge	29	Aug. 1, 1892		120 00		120 00
Lots 1, 2 and 3 West Basin, for piling lumber	30	May 1, 1892			500 00	500 00
Lots 4, 5, 6 and 7 do do	31	do			1,066 66	1,066 66
Lots 8, 9 and 18 do do	32	do			800 00	800 00
Lot for a cattle yard, Point St. Charles	33	Feb. 1, 1893		150 00		150 00
do an hotel do	34	Dec. 1, 1892		600 00		600 00
Lots 1 and 2 west, St. Gabriel, Basin No. 4	35	Jan. 1, 1893		380 92		380 92
Lots 3, 4, 5, 6 and 7 do do	36	May 1, 1893			4,411 72	4,411 72

APPENDIX

DR. No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
$ cts.	$ cts.	$ cts.				
420 75	420 75	841 50	37	Lachine Canal		O. Dufresne & Bro.
1,798 32	684 44	2,482 76	38	do		Bourgoin & Thibault
5,108 24	....	5,108 24	39	do		Henderson Lumber Co.
....	412 33	412 33	40	do		D. Pariseau
....	174 40	174 40	41	do		P. McCrory
....	600 00	600 00	42	do		Standard Agency Co.
....	100 00	100 00	43	do		Waren Scraf Asphalt Paving Co
253 68	84 56	338 24	44	do		R. Ready
....	1 00	1 00	45	do		A. Cantin
....	100 00	100 00	46	do		Mont Transportation Co.
....	180 00	180 00	47	do	P. McCrory.	V. Paradis.
150 60	300 00	450 00	48	do		Henderson Bros.
....	169 12	169 12	49	do		P. McCrory
1,088 16	362 72	1,450 88	50	do		H. Bulmer, jun. & Bros.
....	500 00	500 00	51	do		Dobell, Beckett & Co.
....	40 00	40 00	52	do		B. Ethier
....	1 00	1 00	53	do		S. Delisle
....	200 00	200 00	54	do		Merchants Manuftg. Co.
....	100 00	100 00	55	do		J. & C. Hodson
....	25 00	25 00	56	do		Dominion Abattoir Co.
....	10 00	10 10	57	do		E. V. Mosely & Co.
840 00	1,680 00	2,520 00	58	do		Ira Gould & Son
800 50	1,601 00	2,401 50	59	do		Est. J. Frothingham
....	10 00	10 00	60	do		Albert Fox
....	50 00	50 00	61	do		Dominion Bridge Co.
....	30 00	30 00	62	do		E. Ouellette & Co.
....	10 00	10 00	63	do		Canadian Pac. Railway.
....	20 00	20 00	64	do		Wm. Davis & Son
....	40 00	40 00	65	do		Dominion Barb Wire Co.
....	33 82	33 82	66	do		G. W. Cameron
....	33 84	33 84	67	do		Henderson Bros.
....	10 00	10 00	68	do		Parent Filion
....	10 00	10 00	69	do		R. Latimer
23,180 44	22,639 49	45,819 93				
7 50	....	7 50	1	Chambly Canal		J. A. Maurice
....	60 00	60 00	2	do		South Eastern Ry.
10 00	10 00	20 00	3	do	H. Riendeau	Catelli Bros
19 34	....	19 34	4	do		J. C. Pierce
125 00	25 00	150 00	5	do		Bisset & Donaghy.
125 00	25 00	150 00	6	do		Simard & Godin
25 00	25 00	50 00	7	do		Jas. O'Cain
311 84	145 00	456 84				
....	40 00	40 00	1	Rideau Canal		G. Sterling
3 00	1 00	4 00	2	do		Ottawa Canoe Club
....	80 00	80 00	3	do		Thos. McKay
240 00	60 00	300 00	4	do		G. W. McCulloch
80 00	80 00	160 00	5	do		J. G. Butterworth
....	80 00	80 00	6	do		Dey Bros
120 00	....	120 00	7	do		J. W. McRae & Bros.
2 00	1 00	3 00	8	do		Corp. City of Ottawa.
....	4 00	4 00	9	do		do
250 00	....	250 00	10	do		Wm. Little

A—*Continued.*

Lessees' Accounts, 1891–92. CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due on 30th June, 1892.	Total.
			$ cts.	$ cts.	$ cts.	$ cts.
Lots 8 and 9, St. Gabriel, Basin No. 3	37	May 1, 1893	.....	420 75	420 75	841 50
Lots 12 west and 15 and 16 do do	38	do	.....	.....	2,482 76	2,482 76
Lots 19 and 22 west St. Gabriel Basin, No. 3, and 13 and 14 east do do 2.	39	do 1892	.....	.....	5,108 24	5,108 24
Lots 13 and 14 do do 2.	40	do	.....	412 33	.....	412 33
Lot 21 do do 2.	41	do 1893	.....	174 40	.....	174 40
Lots 7, 8 and 9 S. E. side Wellington Basin	42	do	.....	600 00	.....	600 00
Lot at St. Gabriel, near Atwater Ave. Montreal	43	Oct. 1, 1892	.....	100 00	.....	100 00
Lot 17 east, St. Gabriel Basin No. 3	44	May 1, 1893	.....	338 24	.....	338 24
Water lot in front of his dry dock	45	April 1, 1892	.....	1 00	.....	1 00
Part of island No. 5, for a shipyard, at St. Gabriel	46	July 1, 1892	.....	100 00	.....	100 00
Wharf lot, at St. Gabriel	47	Jan. 1, 1893	.....	180 00	.....	180 00
Two lots on Ottawa street, Montreal	48	Nov. 1, 1892	.....	450 00	.....	450 00
Lot 20, St. Gabriel Basin, No. 2, Montreal	49	May 1, 1893	.....	.....	169 12	169 12
Lots 10 and 11 west, St. Gabriel Basin, No. 3	50	do	.....	.....	1,450 88	1,450 88
Shed, No. 1, St. Gabriel Basin	51	June 30, 1892	.....	500 00	.....	500 00
Lot for a coal shed, Brewster's bridge	52	May 1, 1893	.....	40 00	.....	40 00
Floating bath near do	53	Aug. 1, 1892	.....	1 00	.....	1 00
Water supply through a 10-in. pipe, basin No. 1	54	Jan. 1, 1892	.....	200 00	.....	200 00
do do St. Henri	55	Nov. 1, 1893	.....	100 00	.....	100 00
do establishment, do	56	July 1, 1892	.....	25 00	.....	25 00
do at Grand Trunk Railway Crossing	57	Oct. 1, 1892	.....	10 00	.....	10 00
Supply water at lock No. 3	58	June 30, 1892	.....	1,680 00	840 00	2,520 00
Water power, Côte St. Paul, lock No. 4	59	do	.....	1,601 00	800 00	2,401 50
do supply do do	60	Nov. 1, 1892	.....	10 00	.....	10 00
do do below guard lock, Lachine	61	July 1, 1892	.....	50 00	.....	50 00
Lot above regulating weir, do	62	May 1, 1893	.....	.....	30 00	30 00
Privilege to lay a track on Spoil Bank, Lachine	63	do	.....	10 00	.....	10 00
Lot above new upper entrance to lock, do	64	do	.....	20 00	.....	20 00
Water supply below guard lock, No. 5	65	Sept. 1, 1892	.....	40 00	.....	40 00
Lot 19	66	June 30, 1892	.....	33 82	.....	33 82
do 22, at Côte St. Paul	67	do	.....	33 84	.....	33 84
Using shed No. 4, for skating rink	68	May 1, 1892	.....	10 00	.....	10 00
Space in shed	69	do	.....	10 00	.....	10 00
			.....	19,127 30	26,692 63	45,819 93
Two lots of land, Chambly	1	May 1, 1878	.....	.....	7 50	7 50
Wharf lot at St. Joseph	2	July 1, 1892	.....	60 00	.....	60 00
Lot in village, Chambly	3	May 1, 1893	.....	10 00	10 00	20 00
Wharf, at St. John's	4	Nov. 19, 1881	.....	.....	19 34	19 34
Part of canal wharf, at St. John's	5	June 30, 1892	.....	.....	150 00	150 00
do do	6	do	.....	125 00	25 00	150 00
do do	7	do	.....	25 00	25 00	50 00
			.....	220 00	236 84	456 04
Water lot, foot of Major's Hill, Ottawa	1	Jan. 1, 1892	.....	40 00	.....	40 00
do do	2	June 1, 1892	.....	.....	4 00	4 00
Green Island, above Rideau Falls, Ottawa	3	Jan. 1, 1892	.....	80 00	.....	80 00
Lot for coal shed, canal basin, Ottawa	4	June 30, 1893	.....	.....	300 00	300 00
Lots 1 and 2 for coal shed, canal basin, Ottawa	5	do 1, 1893	.....	80 00	80 00	160 00
Lots 4, 5, 6 and 7, boathouse, E. C. basin, Ottawa	6	May 1, 1893	.....	80 00	.....	80 00
Lot 1, S.E., canal basin, Ottawa	7	April 1, 1882	.....	.....	120 00	120 00
Lot for a weigh-house, W. C. C. basin, Ottawa	8	May 1, 1893	.....	2 00	1 00	3 00
Permission to lay main sewer under W.C.C. basin	9	Dec. 1, 1892	.....	.....	4 00	4 00
Lot for a dwelling, east side deep cut, Ottawa	10	April 1, 1891	.....	.....	250 00	250 00

APPENDIX

DR. No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30 June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
$ cts.	$ cts.	$ cts.				
....	40 00	40 00	11	Rideau Canal....	....	J. & T. Ballantyne .....
5 00	1 00	6 00	12	do	Robt. Hastey.....	John Heney .....
14 00	2 00	16 00	13	do	....	John Neville ....
1 00	1 00	2 00	14	do	.....	Corp. City of Ottawa...
.....	100 00	100 00	15	do	....	Bronson & Weston.....
.....	1 00	1 00	16	do	....	R. W. Baxter.....
2 00	2 00	4 00	17	do	....	Andrew Hickey.....
.....	13 50	13 50	18	do	... .	H. Patterson..... ...
.....	1 00	1 00	19	do	....	John Graham .....
2 00	2 00	4 00	20	do	....	Thos. Kingston.....
.. ..	2 00	2 00	21	do	....	W. D. Morris .....
14 00	2 00	16 00	22	do	....	Robt. McCloy.....
. .....	1 00	1 00	23	do	.....	Estate Thos. McKay ...
1 00	1 00	2 00	24	do	Canada Atlantic Ry. Co.	H. Jackson ....
....	10 00	10 00	25	do	....	Tem. Com. St. Andrew's Church ....
13 00	13 00	26 00	26	do	.. ..	Michael Keily .....
.. .	9 50	9 50	27	do	.. ..	P. O'Donnell.....
36 00	9 00	45 00	28	do	... .	Jas. Marks..... . ....
1 00	1 00	2 00	29	do	... .	Henry Hartney..... .
....	1 00	1 00	30	do	....	L. Duhamel ....
.....	2 00	2 00	31	do	... .	Wm. Miller... .....
....	2 00	2 00	32	do	....	Geo. May.....
....	5 00	5 00	33	do	Canada Pacific Ry ...	St. L. & Ottawa Ry. Co.
108 00	12 00	120 00	34	do ...	.. ..	R. E. Hardey.....
62 50	8 25	70 75	35	do	....	M. Kilroe.....
22 00	2 00	24 00	36	do	....	Francis Abbott..... ....
30 00	3 00	33 00	37	do	.....	do ..... .
30 00	3 00	33 00	38	do	....	do ....
.....	25 00	25 00	39	do	....	J. R. Booth..... .
22 00	2 00	24 00	40	do	....	Widow A. Howlett.....
21 00	3 00	24 00	41	do	....	Wm. Rowland..... .
.....	3 75	3 75	42	do	....	Geo. Rickey..... .....
202 50	22 50	225 00	43	do	....	W. Dawson..... .....
168 75	11 25	180 00	44	do	....	Thos. Paget..... ....
157 50	11 25	168 75	45	do	....	Chas. McCaffrey.....
39 00	9 75	48 75	46	do	....	Geo. Morris.....
49 50	8 25	57 75	47	do	....	Wm. Powell.....
33 00	8 25	41 25	48	do	....	Philip Kennedy .. ....
77 25	7 50	84 75	49	do	....	Daniel Delaney. .....
... .	7 50	7 50	50	do	....	Denis Bergin.....
. .....	3 00	3 00	51	do	....	Thos. May ....
22 50	2 25	24 75	52	do	....	D. Cameron.....
8 00	4 00	12 00	53	do	....	T. & P. Collins.....
50 00	50 00	100 00	54	do	....	London & Can. Loan Co.
50 00	10 00	60 00	55	do ...	....	Stafford Merrifield.....
.. ..	4 50	4 50	56	do	....	Geo. Shepherd .....
25 00	5 00	30 00	57	do	.....	A. C. White.....
.....	5 00	5 00	58	do	.....	Alfred Chester..... ...
10 00	10 00	20 00	59	do	....	Jessie Miner.....
1 00	1 00	2 00	60	do ...	. ...	Josiah Payne.. .....
12 00	12 00	24 00	61	do	....	H. Easton..... ... .
40 00	5 00	45 00	62	do	....	H. Merrick. ....
4,740 00	120 00	4,860 00	63	do	Estate R. Ward	Joshua Bates.....
. .....	0 20	0 20	64	do	....	A. Wood.... .....
.....	4 00	4 00	65	do	....	Wm. Lavender..... .
3 00	3 00	6 00	66	do	....	W. W. Berford, sen ....
.....	3 00	3 00	67	do ...	....	J. B. & B. Tett .....
. .....	10 00	10 00	68	do	....	W. H. Whealey.....

A—*Continued.*

Lessees' Accounts, 1891-92. CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1892.	Total.
			$ cts.	$ cts.	$ cts.	$ cts.
Lot for mill and coal yard at C. A. R. bridge	11	Jan. 1, 1893		40 00		40 00
Reserve on east side Deep Cut, Ottawa	12	Sept. 1, 1892		6 00		6 00
Reserve in front of his property do	13	Jan. 1, 1893			16 00	16 00
Strip of reserve at exhibition grounds, Ottawa	14	do 1, 1893		2 00		2 00
Lots for piling ground, Stewarton do	15	Aug. 30, 1892		100 00		100 00
Reserve in front of lot G, con. C, Nepean	16	Jan. 1, 1893		1 00		1 00
do do do	17	Dec. 1, 1892		4 00		4 00
do S ½ do do	18	Jan. 1, 1893		13 50		13 50
do N ½ do do	19	do 1, 1893		1 00		1 00
do front of lot F con. C do	20	Nov. 1, 1892		4 00		4 00
do do K do	21	Aug. 30, 1892		2 00		2 00
do do K do	22	Nov. 1, 1892			16 00	16 00
do boathouse K do	23	Sept. 1, 1892		1 00		1 00
do front of lot B do	24	Jan. 1, 1893		2 00		2 00
do do H do	25	do 1, 1893		10 00		10 00
do do E con. D do	26	May 1, 1893		13 00	13 00	26 00
do do E do	27	do 1, 1893		9 50		9 50
do do No. 1 con. B do	28	do 1, 1893			45 00	45 00
do front of sub-lots 64 & 65, lt. 1 c. B, Nep.	29	do 1, 1893		2 00		2 00
do front of lot K con. B, Nepean	30	do 1, 1893		1 00		1 00
do front of sub-lot 5, con. B do	31	do 1, 1893			2 00	2 00
Wharf, privileges on sub-lots 29 & 30, c. B, Nep	32	do 1, 1893		2 00		2 00
Right of way over lots 8 and 9 (Dow's swamp) con. B, Nepean	33	do 1, 1893		5 00		5 00
Reserve on lots 22 and 23, con A, Nepean	34	Jan. 1, 1892			120 00	120 00
do N ½ lot 8, con. 1, Nepean	35	do 1, 1893			70 75	70 75
do part lot 40, con. 1, O.F., Nepean	36	do 1, 1892			24 00	24 00
do do do	37	Nov. 1, 1892			33 00	33 00
do do do	38	do 1, 1892			33 00	33 00
do 5½ acres do do	39	Sept. 1, 1892		25 00		25 00
do do do	40	July 1, 1892			24 00	24 00
do lot N, con 1 do	41	June 1, 1893			24 00	24 00
do 1 2 do	42	Jan. 1, 1893		3 75		3 75
do 3 2 do	43	do 1, 1893			225 00	225 00
do N ½ lot 4 2 do	44	do 1, 1893			180 00	180 00
do S ½ 4 2 do	45	do 1, 1893			168 75	168 75
do S ½ 5 2 do	46	do 1, 1893			48 75	48 75
do N ½ 5 2 do	47	Dec. 1, 1892			57 75	57 75
do S ½ 6 2 do	48	Jan. 1, 1893			41 25	41 25
do S ½ 8 2 do	49	Dec. 1, 1892			84 75	84 75
do N ½ 6 2 do	50	Jan. 1, 1893			7 50	7 50
do ½ 23, river front do	51	do 1, 1893		3 00		3 00
do N ½ 22 do do	52	do 1, 1893			24 75	24 75
do 9, con. 1 do	53	June 1, 1893		8 00	4 00	12 00
Surplus water at Bulkhead, Long Island	54	do 1, 1892		50 00	50 00	100 00
Reserve in front of lot No. 40, con. 1, Oxford	55	July 1, 1892			60 00	60 00
do do do	56	Jan. 1, 1893		4 50		4 50
do on W ½ lot 27, con. 1, Marlboro'	57	do 1, 1893			30 00	30 00
do lot 3, con. B, Wolford	58	July 1, 1892		5 00		5 00
do 2 B do	59	do 1, 1892		10 00	10 00	20 00
Part 9 A do	60	April 1, 1893		1 00	1 00	2 00
Lot above old lock, Merrickville	61	Dec. 1, 1891			24 00	24 00
Reserve near swing bridge, Merrickville	62	June 1, 1892			45 00	45 00
Lots A and B, old Sly's	63	May 1, 1892			4,860 00	4,860 00
Part reserve on lot 1, con. 4, Smith's Falls	64	June 30, 1892		0 20		0 20
do 1 4, Elmsley	65	Jan. 1, 1892		4 00		4 00
Part lot 21, con. 5, S. Elmsley, Oliver's Ferry	66	May 1, 1893		3 00	3 00	6 00
Strip of land and warehouse, north Isthmus lock-station, Newboro'	67	do 1, 1893			3 00	3 00
Part of lot 21, con. 5, north Crosby, Newboro'	68	Sept. 1, 1892		10 00		10 00

APPENDIX

DR. No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
$ cts.	$ cts.	$ cts.				
1 00	1 00	2 00	69	Rideau Canal		W. J. Webster
5 00	10 00	15 00	70	do		T. H. Hughes
228 00	76 00	304 00	71	do		Wm. Anglin
367 50	105 00	472 50	72	do		M. J. Foster
52 50	105 00	157 50	73	do		John Rourk
50 00	10 00	60 00	74	do		John Brannigan
7,472 50	1,275 20	8,747 70				
5 00	5 00	10 00	1	Grenville Canal		A. J. Grier.
	10 00	10 00	2	Carillon Canal		Hy. E. Masson
	10 00	10 00	3	do		John Brophy
3 00		3 00	4	Ste. Anne's Lock.		Delphus Lebeau
1 00		1 00	5	do		Can. Mutual Tel. Co.
	1 00	1 00	6	do	G. N. W. Telegraph Co.	Dominion Tel. Co
50 00	50 00	100 00	7	Trent River Works		Francis Sandford
2 00	1 00	3 00	8	do		R. C. Smith
20 00	40 00	60 00	9	do		Jas. Cummings
5 00	1 00	6 00	10	do		Bell Telephone Co
	1 00	1 00	11	do		Lakefield Lumber Co.
	1 00	1 00	12	do		John Hull
3 00	1 00	4 00	13	Cape Breton		Neil MacNeill
89 00	121 00	210 00				

A—*Continued.*

Lessees' Accounts, 1891-92. CR.

Description of Property.	Number.	Date to which Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1892.	Total.
			$ cts.	$ cts.	$ cts.	$ cts.
Part lot 21, con. 5, North Crosby, Newboro'	69	May 1, '93		1 00	1 00	2 00
Water lot at Chaffy's lock	70	June 30, '92		15 00		15 00
Water power at Brewer's upper mills (old lease)	71	Jan. 1, '92			304 00	304 00
do do lower mills	72	do 1, '92			472 50	472 50
do lot 48, con. 1, Kingston	73	July 1, '92		105 00	52 50	157 50
Reserve on lots 35 and 36, con. 1, Kingston	74	Aug. 1, '92			60 00	60 00
				749 45	7,998 25	8,747 70
House and ground on lot No. 8	1	May 1, '93		5 00	5 00	10 00
Lot for pasture	2	June 30, '93		10 00		10 00
do	3	do 30, '93		10 00		10 00
Lots 112 and 113, Ste. Anne's Parish	4	Sept. 1, '91			3 00	3 00
Placing poles on Government reserve	5	July 1, '84			1 00	1 00
do do	6	May 1, '93		1 00		1 00
Lot at Fenelon Falls	7	Dec. 1, '92		50 00	50 00	100 00
Water power at Buckhorn Rapids	8	Jan. 1, '93			3 00	3 00
Lot and lockhouse, Chisholm Rapids	9	June 30, '92		40 00	20 00	60 00
Poles on various canals	10	Jan. 1, '93			6 00	6 00
Water power, Lakefield	11	do 1, '92			1 00	1 00
do do	12	do 1, '92			1 00	1 00
Lot at Long Island, Barachois	13	Feb. 1, '93			4 00	4 00
				116 00	94 00	210 00

APPENDIX

DR. No. 27.—HYDRAULIC and other Rents, &c.—

Balance due on Purchase, 1st July, 1891.	Accrued, year ended 30th June, 1892.	Total.	Number.	Name of Work.	Name of Proprietor.
$ cts.	$ cts.	$ cts.			
54 38	.....	54 38	1	Intercolonial Railway.	John and William Sproule. .....
50 59	.....	50 59	2	.....	John Ferguson.....
59 15	.....	59 15	3	.....	Joseph Graham.....
13 06	.....	13 06	4	.....	Paul Foster.....
14 21	.....	14 21	5	.....	Donald McArthur .....
4 00	.....	4 00	6	.....	Cornelius Dyer.....
33 59	.....	33 59	7	.....	John Foster.....
0 35	.....	0 35	8	.....	William and John T. Ives. .....
96 66	.....	96 66	9	.....	Christie Family.....
4 90	.....	4 90	10	.....	A. W. Tanner.....
23 29	.....	23 29	11	.....	William and Alexander Scott.....
354 18	.....	354 18			

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1892.

A—*Concluded.*

Land Sales, 1891-92—*Concluded.* CR.

Description of Property.	Number.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1892.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
1 1/4 acres of land, Pictou, Nova Scotia	1			54 38	54 38
3 35/100 do do	2			50 59	50 59
2 54/100 do do	3			59 15	59 15
4 37/100 do do	4			13 06	13 06
9 91/100 do do	5			14 21	14 21
1 00/100 do do	6			4 00	4 00
8 99/100 do do	7			33 59	33 59
1 09/100 do do	8			0 35	0 35
3 59/100 do do	9			96 66	96 66
1 68/100 do do	10			4 90	4 90
1 38/100 do do	11			23 29	23 29
				354 18	354 18

C. E. CHUBBUCK,
Clerk of Hydraulic Rents.

DEPARTMENT OF RAILWAYS AND CANALS—CANALS REVENUE BRANCH.

OFFICE OF INSPECTOR OF CANALS REVENUE,
HAMILTON, 21st November, 1892.

SIR,—I have the honour to report that during the fiscal year ending 30th June, 1892, I inspected all offices for the collection of tolls on the Dominion canals.

At date of inspection detailed returns showing particulars of the revenue collected at each of the respective offices were submitted to the department.

The aggregate receipts on account of canal revenue for the fiscal year 1891–92, are $317,339.02.

For hydraulic and other rents the receipts for the fiscal year are $32,084.65.

Classified by districts, and offices, the subdivisions of canal revenue are 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	141,745 14		20 00		141,765 14	135 48
Port Dalhousie	50,410 74		35 82		50,446 56	556 11
Dunnville	430 77				430 77	615 55
Port Maitland	3 99				3 99	
Port Robinson	618 89			177 69	796 58	812 00
St. Catharines	552 34		538 88		1,091 22	5,043 26
Chippewa	46 58				46 58	
Totals	193,808 45		594 70	177 69	194,580 84	7,162 40

ST. LAWRENCE CANALS.

Beauharnois	1,285 20		35 00		1,320 20	3,206 50
Cornwall	23,361 39				23,361 39	805 00
Cardinal	757 14		5 00		762 14	698 00
Lachine	2,249 12	24 90	5 00	1,495 65	3,774 67	
Montreal	26,082 20	4,618 43	116 10	13,149 26	43,965 99	19,128 30
Kingston	11,869 46				11,869 46	
Totals	65,604 51	4,643 33	161 10	14,644 91	85,053 85	23,837 80

CHAMBLY CANAL.

Chambly	7,705 41		13 00	75 30	7,793 71	70 00
St. John's	10,853 75				10,853 75	150 00
St. Ours	690 78				690 78	
Totals	19,249 94		13 00	75 30	19,338 24	220 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	19,631 01				19,631 01	
Grenville	17,246 74		10 00		17,256 74	5 00
Carillon	115 78			8 00	123 78	20 00
St. Anne's Lock	1,553 42				1,553 42	
Totals	38,546 95		10 00	8 00	38,564 95	25 00

RIDEAU CANAL.

Ottawa	3,743 93	131 18	20 00	309 70	4,204 81	590 75
Kingston Mills	1,275 08				1,275 08	105 00
Smith's Falls	598 09			5 00	603 09	53 70
Totals	5,617 10	131 18	20 00	314 70	6,082 98	749 45

ST. PETER'S CANAL.

St. Peter's	2,317 03			3 28	2,320 31	

MURRAY CANAL.

Brighton	637 01				637 01	

TRENT VALLEY CANAL.

Burleigh	101 38				101 38	
Bobcaygeon	357 68			72 00	429 68	
Fenelon Falls	16 70				16 70	50 00
Hastings	32 82				32 82	40 00
Peterborough	140 56				140 56	
Buckhorn	39 70				39 70	
Totals	688 84			72 00	760 84	90 00
Grand totals	326,469 83	4,774 51	798 80	15,295 88	347,339 02	32,084 65

The receipts, as above, were balanced by bank remittances in favour of the Receiver-General.

I have the honour to be, sir,
Your obedient servant,
H. B. WITTON,
Inspector of Canals.

T. TRUDEAU, Esq.,
Deputy Minister, Railways and Canals.

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Supplement to the Annual Report of the Department of Railways and Canals

FOR THE YEAR ENDED 30TH JUNE, 1892.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1892

OTTAWA
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SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS.

OFFICE OF THE CHIEF ENGINEER OF RAILWAYS AND CANALS,
OTTAWA, 27th April, 1893.

SIR,—I have the honour to submit the statistics of the operations of the canals for the season of 1892.

The tables have been compiled and the information prepared by Mr. Teakles, a very careful, painstaking, trustworthy officer, so that I consider they may be accepted as reliable and correct.

I have the honour to be, sir,
Your obedient servant,
COLLINGWOOD SCHREIBER,
Chief Engineer.

J. H. BALDERSON, Esq.,
Secretary, Dept. Railways and Canals.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows:—

For 1891	$350,351 97
1892	358,711 04

By comparing the statistics of 1891 with 1892, it will be seen that the gross revenue has increased $8,359.07.

The increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal		$ 3,925 38
" St. Lawrence Canals	$ 7,471 32	
" Chambly Canal	1,445 97	
" Rideau Canals		646 75
" Ottawa Canals	2,626 29	
" St. Peter's Canal	1,374 10	
" Trent Valley Canals	98 28	
" Murray Canal		84 76
Total	$13,015 96	$ 4,656 89
Total increase	$ 8,359 07	

These figures are somewhat changed by refunds under Orders in Council hereafter referred to.

There were refunded, Welland and St. Lawrence Canal tolls, on grain in 1891, to the amount of $49,834.98, and in 1892, $40,030.83, including the amount of $1,279.62, refunds of Welland Canal tolls on wheat which was ground and the flour exported out of the country, which makes an actual increase of revenue for 1892 of $18,163.22.

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 4th of April, 1892, authorized a refund of canal tolls as follows, viz.:—

That a refund be made of a portion of the canal tolls collected on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat which have been carried through the Welland Canal, and the St. Lawrence Canals to Montreal or to any port east of Montreal, in all cases where the said products so carried are exported, and in such cases only.

That this rebate be such as to reduce the tolls to two cents per ton of the said products or any of them, and that the conditions of such refund be the following:—

That the products aforesaid on which the rebate of tolls may be claimed shall be shown to have been originally shipped for Montreal or for some port east of Montreal and shall be shown to have been carried to Montreal or to some port east of Montreal, and actually sent out of the country.

That the right to this rebate shall not be lost by reason of intermediate transhipment, provided that the place of such transhipment is one within the Dominion of Canada.

That the right to this rebate shall extend to any portions of cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also to shipments of the above named products made from any Canadian Lake Ontario port.

That payment of the amount to be refunded be made, from time to time, as cargoes of the said products are despatched for export from Montreal or from some port east of Montreal.

That this Order in Council remain in force for the present year, 1892, only.

This refund was made applicable by Order in Council of the 15th July, 1892, to the above named products when shipped from any Lake Ontario ports.

There were 195,224 tons of grain passed down the Welland Canal and transhipped at Canadian ports to Montreal, and exported out of the country, during the season of 1892, upon which a refund was made of 18 cents a ton, Welland Canal tolls to the amount of $35,140.32.

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 eleven 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	136,814	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
1892	† 261,954	8,942	201,540

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, and 18 cents a ton on the quantity passed down to Montreal and exported out of the country during the season of 1892.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 186,814 tons to 261,954 tons; and the quantity passed down the Welland Canal, from United States ports to United States ports, has increased from 121,876 to 201,540 tons.

The quantity of barley, corn, oats, pease, rye and wheat, arrived at Montreal *via* Grand Trunk and Canadian Pacific Railways, for a period of 11 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
1892	291,680

* Of this quantity 17,817 tons of corn and wheat were transhipped at Ogdensburg.
† Of this quantity 4,341 tons of wheat were transhipped at Ogdensburg.

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period was:—

	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
1892	302,899

Comparative shipments of grain by the St. Lawrence route, and rail and water *via* 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 1891	320,434
1892	302,899
Showing a decrease of	17,535

The quantity of grain and pease carried to Montreal *via* Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1891	184,410
1892	291,680
Showing an increase of	107,270

The quantity of grain arrived at tidewater by New York Canals, is reported as follows:—

	Tons.
For 1891	1,055,278
1892	899,313
Showing a decrease of	155,965

The quantity of grain carried to tide-water by the New York railways, is reported as follows:—

	Tons.
For 1891	2,356,660
1892	4,515,041
Showing an increase of	2,158,381

The increases and decreases for 1892, as compared with 1891 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		17,535		5·48
do Canadian Pacific and Grand Trunk Railways	107,270		58·16	
do New York Canals		155,965		14·78
do do Railways	2,158,381		91·58	

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to United States ports, on the south of Lake Ontario, has increased from 175,455 tons in 1883, to 330,403 tons in 1892; and the quantity to Ontario ports, between Port Dalhousie and Cornwall, has decreased from 184,502 tons in 1883, to 69,886 tons in 1892. The quantity passed down to Montreal shows an increase from 205,394 tons in 1883, to 267,485 tons in 1892.

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for seven 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
1892, 158	do	do	159,018

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
1892, 89	do	do	109,812

Two Canadian vessels took their cargoes of 924 tons of grain through to Montreal intact in 1892, against three in 1891 with 1,441 tons, and three in 1890 with 1,281 tons.

Twenty-five Canadian vessels lightened their cargoes at Kingston in 1892, against 44 in 1891, and 63 in 1890.

Two hundred and twenty discharged the whole of their cargoes at Kingston in 1892, against 293 in 1891, and 172 in 1890.

Canal Statistics.

The quantity of grain transhipped at Port Colborne in 1892 and the three previous years is given below. The total number of grain laden vessels lightened at this port in 1892, was 74, against 81 the previous year:—

Variety.	1889.	1890.	1891.	1892.
	Bush.	Bush.	Bush.	Bush.
Wheat	37,222	4,310	16,665	68,736
Corn	254,690	773,687	482,802	576,289
Rye	Nil.	Nil.	1,330	2,467
Oats	8,218	44,294	130,276	102,529

The quantity discharged in this port from vessels which did not enter the canal was as follows:—

Variety.	1889.	1890.	1891.	1892.
	Bush.	Bush.	Bush.	Bush.
Wheat	8,608	Nil.	16,628	Nil.
Corn	Nil.	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 1892, was 955,554 tons; of this quantity 929,946 tons was through freight, and 25,608 tons were way or local freight.

Welland Canal.

East and West-bound Freight.

There were 685,348 tons of freight passed eastward, and 270,206 passed westward.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1892 was 929,946 tons.

Of this quantity 263,680 tons were west bound and 666,266 tons east-bound freight.

Of the through east-bound freight Canadian vessels carried 245,739 tons and United States vessels carried 420,527 tons; and of the west-bound freight Canadian vessels carried 22,267 tons and United States vessels carried 241,413 tons.

Of the total quantity of through freight Canadian vessels carried 268,006 tons, and United States vessels carried 661,940 tons.

The total quantity of freight moved on the St. Lawrence Canal during the season of 1892 was 966,755 tons. Of this quantity 518,273 tons were through freight, and 448,482 tons were (way) or local freight.

ST. LAWRENCE CANALS.

East and West-bound Freight.

Of the total quantity of freight passed through the canals during 1892, there were 720,580 tons passed eastward and 246,175 tons passed westward.

The total quantity of through freight was 518,273 tons; of this quantity 486,314 tons was east bound and 31,959 tons was west bound.

Of the total quantity of (way) or local freight, 234,266 tons were east bound and 214,216 tons 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 twelve years, is as follows:—

	Eastward, to Montreal. Tons	Westward, from Montreal. 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
1892	263,144	9,452

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 twelve years, is as follows:—

	Eastward. Tons.	Westward. Tons.		Total.
1881	96,266	97,907	—	194,173
1882	110,286	172,520	—	282,806
1883	174,912	257,699	—	432,611
1884	163,998	243,081	—	407,079
1885	168,212	216,297	—	384,509
1886	244,916	239,562	—	484,478
1887	189,427	151,074	—	340,501
1888	221,062	213,689	—	434,751
1889	297,353	266,231	—	563,584
1890	318,259	215,698	—	533,957
1891	306,257	247,543	—	553,800
1892	300,733	240,332	—	541,065

The total quantity of freight passed through the Welland Canal from United States ports to United States ports, shows a decrease of 12,735 tons as compared with the previous year; and an increase of 346,892 tons as compared with 1881.

Canal Statistics.

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 937,999 tons in 1892, against 1,092,355 in 1891 and 1,167,901 in 1890.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being:—

	Tons.		Tons.
In 1892	5,913,013	In 1885	4,105,594
1891	3,565,381	1884	3,639,805
1890	4,336,199	1883	4,422,461
1889	3,654,984	1882	3,888,557
1888	* 3,197,634	1880	4,732,385
1887	3,847,766	1869	1,087,809
1886	3,802,262		

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-two 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
892	937,999	5,913,013	6,851,012	·137

*Flour and grain only.

The total quantity of freight passed through the several divisions of the canals during the season of 1892 is as follows:—

——	Farm Stock.	Forest, Produce of Wood.	Manufactures.	Merchandise	Agricultural Products.	Total.
Welland	92	140,175	15,182	271,536	528,569	955,554
St. Lawrence	913	112,523	51,052	337,595	464,672	966,755
Chambly	255	162,216	3,833	96,370	8,092	270,766
Ottawa	1,070	628,449	320	8,010	9,162	647,011
Rideau	33	73,443	2,916	16,154	3,820	96,366
St. Peter's	.....	4,572	.....	41,684	12,786	59,042
Murray	52	6,203	660	3,057	3,757	13,729
Trent Valley	.....	22,317	26	170	.....	22,513

The total quantity of freight moved on the Welland was 955,554 tons, of which 528,569 tons were agricultural products.

On the St. Lawrence Canals, the total quantity of freight moved was 966,755 tons, of which 464,672 tons were agricultural products, and 337,595 tons were merchandise.

On the Ottawa Canals, the total quantity of freight moved was 647,011 tons, of this quantity 628,449 tons were the produce of the forest.

The total quantity of freight moved on all the canals for the season of 1892 was 3,031,736 tons.

NORWAY TO CHICAGO.

During the month of May the steam-ship "Wergerland," of Bergen, Norway, passed up the St. Lawrence and Welland Canals with a cargo of fish from Norway to Chicago, and returned on the 6th of June with a cargo consisting of 176 tons of flour, 294 tons of wheat and 29 tons of meat.

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS *via* 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 1881	18·5
1869	47·0	1882	19·0
1870	38·9	1883	18·7
1871	38·9	1884	19·0
1872	40·1	1885	17·1
1873	34·9	1886	16·9
1874	31·7	1887	16·3
1875	28·4	1888	18·8
1876	24·6	1889	15·1
1877	28·3	1890	13·9
1878	27·1	1891	13·4
1879	23·7	1892	9·8
1880	25·1		

Canal Statistics.

The quantity of freight carried by the canals and railways was greater in 1892 by 5,094,390 tons than the quantity carried in 1891 and an increase of 31,165,395 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
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
1892	43,618,569	·0982

Average freight rates, grain, Chicago to Buffalo:—

Year.	Wheat.	Year.	Wheat.
1878	3·1	1886	3·6
1879	4·7	1887	4·1
1880	5·7	1888	2·7
1881	3·2	1889	2·5
1882	2·5	1890	1·9
1883	3·5	1891	2·5
1884	2·1	1892	2·2
1885	2·0	Average fifteen years...	3·1

Handling charge to vessel on grain, $3.50 to $4.00 per 1,000 bushels.

"Wheat was shipped from Duluth to Kingston, Ont., during the season of 1887, at 6¼ to 7¾ cents; in 1888, at 4 to 5 cents; in 1889, at ——; in 1890, at 5⅜, 5½, 4½, 4¼, 4 cents; in 1891, during May, 3⅜, 3½, 3, 2½ cents; during June, 3 cents; and on 25th July, 2½ cents; and in 1892, 5 cents in April; 5¼ cents in May; 4 cents in June; 4½ cents in July; 3 cents in August; and 6, 6¼ in October, per bushel."

SAULT STE. MARIE CANAL.

The following is the comparative statement showing the trade through the Sault Ste. Marie Canal, for the years 1891 and 1892:—

Items.		1891.	1892.
Steam and sail vessels	Number.	10,191	12,580
Lockages	"	4,891	5,867
Tonnage, registered	net tons.	8,400,385	10,647,203
do freight	"	8,888,759	11,214,333
Passenger	Number.	26,190	25,896
Coal	net tons.	2,507,532	2,904,266
Flour	barrels.	3,780,143	5,418,135
Grain	bushels.	39,848,674	42,661,470
Manufactured, and pig iron	net tons.	69,741	59,772
Salt	barrels.	234,528	41,748
Copper	net tons.	69,190	64,993
Iron ore	"	3,560,213	4,901,132
Lumber	feet.	366,305,000	512,844,000
Silver ore, bullion	net tons.	1,731	1,930
Building stone	"	44,080	39,698
Unclassified freight	"	417,039	459,146

Total valuation of property,	1886	$	69,080,071 95
do	do 1887		79,031,757 78
do	do 1888		82,156,019 97
do	do 1889		83,732,527 15
do	do 1890		102,214,948 70
do	do 1891		128,178,208 51
do	do 1892		135,117,267 10

ERIE CANAL.

Mr. Hannan, Superintendent of Public Works, Albany, reports on the traffic through the Erie Canal, for 1892, as follows:—

Tonnage.

"The whole number of tons of freight carried upon the canals of this state for the season of 1892 was 4,281,995 tons, and was composed of the following described classes of articles:—

	Tons.
Produce of the forest	1,249,381
Agriculture	1,038,851
Manufactures	125,781
Merchandise	292,468
Other articles	1,575,514
Total	4,281,995

Of the total tonnage moved 2,404,484 tons were through freight, and 1,877,511 tons were way freight, and 2,986,070 tons went east, 1,295,925 tons went west.

"Comparing the tonnage of the past season with that of 1891 there is shown to be a loss of 281,447 tons, which is attributable to the fact that the railroads have advanced their equipments to such a degree that they are able to carry freight as cheaply by rail as it can be done by canal. This is especially so in such articles as grain, stone and clay, anthracite and bituminous coal, and iron and other ores, which, together with lumber, make up ninety per cent of the merchandise usually transported by canal.

"In my annual report submitted to the legislature in 1891 I directed attention to the improvements made by railroads as compared with the improvements made to the canals of this state for the past several years. The statements made then have since been corroborated by the fact that the railroads have been able to carry freight at a rate which would have been unprofitable to the canal boatmen, and in consequence the canal did not get its share of the carrying trade.

"This was the case during the early part of the season of navigation, and was continued for two months. With the ripening of the crops and the consequent shipment of grain to the seaboard, prices became remunerative to the boatmen and the volume of shipments increased.

"It will be noted, however, that as the railway improvements are perfected, the tonnage of the competing railroads increases, while there is a decrease in canal shipments to a greater or less degree.

"The following is the tonnage of the canals and the principal competing lines each year since the abolition of tolls on the canals:—

Year.	Canals.	New York Central Railway.	Erie Railway.
	Tons.	Tons.	Tons.
1883	5,664,056	10,892,440	13,610,623
1884	5,009,488	10,212,418	16,219,598
1885	4,731,784	10,733,499	10,253,489
1886	5,293,982	12,636,435	18,668,235
1887	5,553,805	14,531,726	13,949,260
1888	4,942,948	15,162,812	15,174,009
1889	5,370,369	15,011,541	15,084,132
1890	5,246,102	16,108,441	16,269,656
1891	4,563,472	16,621,567	17,339,140
1892	4,281,995	20,721,752	18,334,716

IMPROVEMENTS.

"What improvements can be made to the canal to meet its wants and place it on a footing to compete with other carrying routes, so as to continue its use as a great freight regulator and to place it in such a condition that it will remain a benefit to the people of the state? This question has agitated the ingenious minds of a great many people. Various methods have been proposed and considered. Among them one method has been to lengthen the locks so as to permit two boats to be locked at once, thereby saving expense to boatmen in transportation by enabling them to tow two boats by using a less number of horses and men, also reducing the time of transportation between Buffalo and tide water. This improvement has been tried, and while it has been of some benefit, it is still inadequate for the occasion.

"There are two other propositions for improvement being offered, one to increase the speed by power other than horses, and the other to increase the capacity of boats by either deepening the canal or raising its banks, thereby enabling it to get a greater depth of water.

"The question of deepening the canal would require a great expenditure of money, as it would cause the rebuilding of all its structures. The proposition of

raising the banks would be the most feasible of either of these suggestions, as the present structures could be utilized by increasing their height. The other proposition is to increase the motive power and thereby increase the speed of boats; this should be considered very favourably. The power to be considered is electricity, for the great natural facilities for generating such power along the line of the canal are very favourable."

The usual detailed statements in explanation of the various points referred to and of in transit trade are hereto appended.

(From Reports of Geo. F. Stone, Secretary, Board of Trade, Chicago.)

QUANTITY and Value of Exports from Chicago to Canada, by Lake, 1892.

	UNITED STATES VESSELS.		CANADIAN VESSELS.		TOTALS.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		$ cts.		$ cts.		$ cts.
Wheat.....Bush.	1,453,677	1,077,964 48	641,562	494,153 75	2,095,239	1,572,118 23
Corn..... "	1,502,528	712,679 03	748,566	377,647 59	2,251,094	1,090,326 62
Oats..... "	35,925	11,855 00	.....	.....	35,925	11,855 00
Rye ..... "	156,870	123,792 60	181,780	132,418 97	338,650	256,211 57
Flax seed ..... "	31,675	32,774 08	.....	.....	31,675	32,774 08
Timothy seed..... "	.....	.....	141	185 00	141	185 00
Flour ..... Brls.	.....	.....	1,795	8,000 00	1,795	8,000 00
Corn meal..... "	50	150 00	.....	.....	50	150 00
Pork..... "	50	612 50	.....	.....	50	612 50
Beef..... "	20	142 50	709	6,950 00	729	7,092 50
Lard ..... "	20	235 12	.....	.....	20	235 12
Gen'l merchandise.. Pkgs.	.....	.....	87	870 00	87	870 00
Total value	.....	1,960,205 31	.....	1,020,225 31	.....	2,980,430 62

SHIPMENTS of Grain (in transit and export) from Chicago, by Lake, during 1892.

Shipped to	CORN.		OATS.		WHEAT.	RYE.	TOTALS.
	Export.	In Transit.	Export.	In Transit.	Export.	Export.	
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Christianssand, Norway and Sweden.....	.....	.....	.....	.....	9,800	.....	9,800
Collingwood, Ont.....	.....	21,519	.....	.....	.....	.....	21,519
Kingston, Ont.....	1,786,202	.....	.....	.....	2,041,002	230,246	4,057,450
Midland, Ont.....	265,917	1,179,286	35,925	465,193	.....	.....	1,946,320
Montreal, Que.....	107,662	.....	.....	.....	44,437	108,404	260,503
Point Edward, Ont	.....	595,003	.....	212,607	.....	.....	807,610
Prescott, Ont.....	66,313	.....	.....	.....	.....	.....	66,313
Sarnia, Ont.....	.....	395,936	.....	1,016,391	.....	.....	1,412,327
Toronto, Ont.....	25,000	.....	.....	.....	.....	.....	25,000
Totals.....	2,251,094	2,191,744	35,925	1,694,191	2,095,239	338,650	8,606,843

Canal Statistics.

GRAIN FREIGHT 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 1892:—

(From Report, Board of Trade, Chicago.)

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 16.	3¾	3½	....	....	....	....	....	....	....	....
do 23.	2	1¾	....	....	....	....	....	....	....	....
do 30.	2¼	2	....	2¾	6	....	....	....	....	....
May 7.	2	1⅞	....	3¼	6	....	3 to 4	2⅝ to 3⅝	5⅞ to 6⅞	5¼ to 6¼
do 14.	2	1⅞	....	....	6	....	2 3	1⅞ 2⅞	4⅞ 5⅞	4⅝ 5⅝
do 21.	2	1¾	....	....	6	....	2 2¾	1⅝ 2⅝	4⅝ 5⅝	4½ 5⅛
do 28.	1¾	1½	....	....	6	....	2½ 2¾	2¼ 2⅝	5⅛ 5⅝	4⅝ 4¾
June 4.	1½	1¼	....	....	....	4¾	2¼ 2⅝	2 2¼	4⅝ 4⅞	4⅛ 4⅝
do 11.	1½	1¼	....	2¾	....	4¾	2¼	2	4⅝	4⅛
do 18.	2	1⅝	3	2¾	....	4¾	2¼	2	5⅛	4⅝
do 25.	2	1¾	3	2¾	....	4	2¼	2	5⅛	5⅛
July 2.	2	1¾	3	....	....	....	2¼	2	5⅛	4⅝
do 9.	2	1⅝	3	....	5	....	2½ to 2⅝	2 to 2¼	5⅛ to 5¼	4⅝ to 4¾
do 16.	2	1¼	3½	....	....	....	2⅝ 2⅝	2⅛ 2¼	5¼ 5⅜	4⅛ 4⅞
do 23.	2¼	2	3½	....	5⅞	....	2⅝	2¼	5⅜	5⅛
do 30.	2¼	2	3⅛	....	5¾	....	2⅝ 2⅝	2⅜ 2⅝	5½ 5¾	5¼ 5⅜
Aug. 6.	2	1⅛	3⅜	3½	....	6¼	2⅝	2⅝	5½	4¾
do 13.	2½	2¼	3¾	....	....	6¼	2⅝ 3	2⅜ 2⅝	6 6⅜	5⅝ 5¾
do 20.	2½	2¼	4	3¾	6	....	3 3¼	2⅝ 3	6⅜ 6⅝	5⅜ 6⅛
do 27.	2¼	2	3⅜	3½	6	5¾	3 3¼	2⅝ 3	6⅛ 6⅜	5⅜ 5⅝
Sept. 3.	2½	2¼	3⅜	3⅜	6	....	3 3½	2⅜ 3⅛	6⅜ 6¾	5¾ 6¼
do 10	2½	2¼	3¾	....	6	....	3½ 4	3⅛ 3½	6⅝ 7⅜	6¼ 6⅝
do 17.	2⅜	2¼	4	....	....	....	3⅜ 4	3⅜ 3½	7¼ 7⅜	6½ 6⅝
do 24.	2½	2¼	4¼	....	....	....	4	3½ 3⅜	7⅜	6⅝ 6¾
Oct. 1.	2½	2¼	....	....	....	....	4	3½ 3⅝	7⅜	6⅝ 6¾
do 8.	2⅜	2¼	4¼	....	....	....	4 4⅜	3⅜ 4	7⅜ 7½	7 7⅛
do 15.	2½	2¼	4¼	....	....	....	4⅜	4	7½	7⅛
do 22.	2½	2¼	....	....	....	....	4⅜ 5¼	4 4⅞	7⅜ 8⅛	7⅛ 8
do 29.	2½	2¼	....	....	....	....	5¼ 6	4⅞ 5⅜	8⅛ 9⅜	8 8⅜
Nov. 5.	2½	2¼	....	....	....	....	5 6	4⅜ 5⅜	8⅜ 9⅜	7⅜ 8¾
do 12.	2⅜	2½	....	....	....	....	4 5	3⅜ 4⅜	7⅝ 8⅜	7⅛ 8
do 19.	2⅜	2½	....	....	....	....	4	3¾ 4⅜	7⅜	7⅛ 8⅛
do 26.	2⅜	2½	....	....	....	....	4 5	4¾	7⅝ 8⅜	8⅛
Dec. 3.	2¼	2½	....	....	....	....	....	....	....	....

Lake Freight from Chicago to Buffalo on Wheat and Corn, reported as follows, by William Thurstone, Secretary Merchants' Exchange, Buffalo.

STATEMENT showing the dates of the changes in the ruling rates of lake freights on wheat and corn from Chicago to Buffalo during 1892.

1892.	Wheat, bush.	Corn, bush.	1892.	Wheat, bush.	Corn, bush.
	Cts.	Cts.		Cts.	Cts.
April 4	3	2⅜	July 27	2	1¾
do 6	2⅜	2¼	Aug. 1	2 to 2¼	1¾ to 2
do 8	2⅜	2¼	do 2	2¼	2
do 9	2¼	2	do 5	2⅜	2¼
do 11	2		do 11	2⅜ to 2½	2¼
do 12	2	1¾	do 12	2¼	2
do 18	1¾	1½	Sept. 9	2¼	2 to 2¼
do 20	1 to 1¼	1	do 10	2½	2¼
do 21	1¼	1	do 24	2¼	2
do 22	1¼ to 1⅜	1 to 1¼	Oct. 10	2⅜	2⅜
do 23	1⅜	1¼	do 11	2½	2¼
do 26	2	1⅜	do 19	2¼	2
do 29	2¼	2	Nov. 2	2⅜ to 2½	2¼
May 5	2	1⅜	do 4	2½	2¼
do 21	1⅜	1½	do 5	2⅝	2⅜
do 26	1½	1¼	do 11	3	2⅜
June 6	1⅝	1½	do 12	2¾ to 3	2½
do 11	2	1⅝	do 14	2⅝	2¼ to 2½
do 30	1⅞ to 2	1¾	do 15	2⅝	2½
July 1	2	1¾	do 17	2½	2¼
do 23	2 to 2¼	1¾ to 2	do 21	2¼	2
do 25	2¼	2	do 25 to Dec. 4	2½	2¼
do 26	2 to 2¼	1¾ to 2			

NOTE.—Rates from Milwaukee about the same as from Chicago. As a rule oats one-quarter cent less than corn.

Canal Statistics.

AVERAGE LAKE FREIGHTS.

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past ten years, the highest and lowest rate on wheat in each year, and the average rate on wheat each year, in cents, per bushel :—

	Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1883	Wheat	3·0	2·5	2·5	3·8	4·6	3·8	4·0
	Corn	2·7	2·2	2·2	3·5	4·3	3·5	3·7
Highest rate, wheat, 1883, 5¼c. ; lowest, 2·2c. ; average for the season, 3½c.								
1884	Wheat	2·2	2·2	2·0	1·9	2·1	2·0	2·3
	Corn	2·0	2·0	1·7	1·6	1·9	1·6	2·1
Highest rate, wheat, 1884, 3c. ; lowest, 1·6c. ; average for the season, 2·1c.								
1885	Wheat	2·1	1·3	1·3	1·8	1·6	3·1	3·2
	Corn	1·8	1·2	1·1	1·5	1·4	2·2	2·8
Highest rate, wheat, 1885, 3⅜c. ; lowest, 1·1c. ; average for the season, 2c.								
1886	Wheat	3·1	2·7	2·7	3·2	4·5	4·8	4·3
	Corn	2·8	2·5	2·5	2·9	4·2	4·6	4·0
Highest rate, wheat, 1886, 5⅜c. ; lowest, 2c. ; average for the season, 3·6c.								
1887	Wheat	3·4	5·1	3·8	3·5	4·1	4·7	3·9
	Corn	3·1	4·7	3·5	3·3	3·8	4·4	3·6
Highest rate, wheat, 1887, 6c. ; lowest, 3c. ; average for the season, 4·1c.								
1888	Wheat	2·1	1·9	2·2	3·2	3·5	2·4	2·5
	Corn	1·8	1·7	1·9	2·9	3·2	2·1	2·3
Highest rate, wheat, 1888, 4c. ; lowest, 1·7c. ; average for the season, 2·7c.								
1889	Wheat	2·2	2·0	2·1	2·7	3·0	3·0	2·5
	Corn	2·0	1·8	1·9	2·4	2·7	2·7	2·3
Highest rate, wheat, 1889, 3·6c. ; lowest, 2c. ; average for the season, 2·5c.								
1890	Wheat	1·8	2·2	2·3	1·5	2·0	1·8	2·0
	Corn	1·6	2·0	2·0	1·3	1·8	1·6	1·8
Highest rate, wheat, 1890, 2½c. ; lowest, 1·5c. ; average for the season, 1·9c.								
1891	Wheat	1·4	1·2	2·1	2·7	3·3	2·2	4·1
	Corn	1·2	1·1	2·0	2·5	3·0	2·1	3·8
Highest rate, wheat, 1891, 5¼c. ; lowest, 1c. ; average for the season, 2·4c.								
1892	Wheat	1·9	1·8	2·0	2·3	2·3	2·3	2·6
	Corn	1·7	1·6	1·8	2·1	2·1	2·1	2·3
Highest rate, wheat, 1892, 3c. ; lowest, 1c. ; average for the season, 2·2c.								

LAKE FREIGHTS FROM DULUTH TO BUFFALO ON WHEAT.

The following statement shows the dates of the changes in the ruling rates on wheat from Duluth to Buffalo during the season of 1892, on the dates specified :—

Date, 1892.	Rate.	Date, 1892.	Rate.
	Cents.		Cents.
Opening to May 7	3½	Aug. 27	3
May 16	3¼	Oct. 1	3½
June 4	2⅞	do 15	3¾
do 18	2⅝	do 22	4
do 25	3	Nov. 5	3½
July 9	3¼	do 12	4
do 16	3 to 3¼	do 17	3½
Aug. 2	3	do 26	3¾
do 6	3¼	do 30	4
do 20	2¾		

In 1885 the range of freight on wheat, Duluth to Buffalo, was 1⅛ to 5 cents; in 1886, 3¼ to 8 cents; in 1887, 5 to 8 cents; in 1888, 2 to 5 cents; in 1889, 2 to 5 cents; in 1890, 2 to 5 cents; in 1891, 1¼ to 9½ cents; and in 1892, 2¼ to 4 cents per bushel.

The first arrival by lake at Duluth, in 1892 on 21st April, in 1891 on 30th April, in 1890 on 23rd April, in 1889 on 20th April, in 1888 on 12th May, in 1887 on 8th May, and in 1886 on 4th May.

The following statement shows the average rates of canal freights on wheat and corn, between Buffalo and New York, during each month in the past ten years, and the highest and lowest rates on wheat, and average rate on wheat in each year:

	Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1883	Wheat	5·0	4·3	3·9	4·6	6·3	5·5	4·6
	Corn	4·5	3·9	3·6	4·3	5·9	5·0	4·1
Highest rate, wheat, 1883, 6·5c.; lowest, 3·5c.; average for the season, 4·9c.								
1884	Wheat	3·8	3·4	3·6	4·2	4·7	5·0	4·7
	Corn	3·4	3·1	3·2	3·8	4·2	4·4	4·2
Highest rate, wheat, 1884, 5·5c.; lowest, 3·2c.; average for the season, 4·2c.								
1885	Wheat	4·2	3·1	3·0	3·7	3·5	4·2	5·0
	Corn	3·8	2·9	2·8	3·3	3·2	3·9	4·5
Highest rate, wheat, 1885, 6c.; lowest, 3c.; average for the season, 3·8c.								
1886	Wheat	5·7	3·8	4·0	5·4	6.0	5·5	4·8
	Corn	5·1	3·4	3·6	4 8	5·5	5·0	4·5
Highest rate, wheat, 1886, 6·5c.; lowest, 3c.; average for the season, 5c.								
1887	Wheat	5·1	4·5	3·8	4·0	4·5	4·8	5·8
	Corn	4·6	4·1	3·4	3·6	4·1	4·4	5·3
Highest rate, wheat. 1887, 7c.; lowest, 3·5c.; average for the season, 4·6.								
1888	Wheat	3·4	2·5	2·5	4·1	3·9	3·7	3·5
	Corn	3·1	2·3	2·3	3·8	3·6	3·4	3·2
Highest rate, wheat, 1888, 4·5c.; lowest, 2c.; average for the season, 3·4.								
1889	Wheat	4 0	3·8	4·0	4·4	5·0	5·0	5·0
	Corn	3·6	3·4	3·6	3·9	4·5	4·5	4·4
Highest wheat, rate, 1889. 5c.; lowest, 3·7c.; average for the season, 4·8.								
1890	Wheat	3·9	3·8	3·6	3·8	3·9	4·0	3·5
	Corn	3·5	3·4	3·2	3·4	3·5	3·6	3·1
Highest rate, wheat, 1890, 4·2c.; lowest, 3c.; average for the season, 3·8.								
1891	Wheat	2·8	2·9	2·8	3·8	4·2	4·6	4·0
	Corn	2·5	2·6	2·5	3·5	3·8	4·2	3·6
Highest rate, wheat, 1891, 4·⅜c.; lowest, 2·5c.; average for the season, 3·5c.								
1892	Wheat	2·7	2·2	2·4	3·0	3·8	4·7	4·6
	Corn	2 4	2·0	2·2	2·6	3·4	4·4	4·3
Highest rate, wheat, 1892, 6c.; lowest, 2⅛c.; average for the season, 3·5c.								

NOTE.—Canal free of tolls.

Canal Statistics.

FREIGHTS, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax-seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years:—

Year.	Grain received.	Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including Storage.†
	Bush.	Cts.	Cts.	Cts.
1870	32,208,039	11·2	3·1	1¼
1871	61,319,313	12·6	3·1	1¼
1872	58,703,666	13·0	3·1	1¼
1873	65,498,955	11·4	3·1	1¼
1874	55,660,198	10·0	3·1	1¼
1875	52,833,451	7·9	2·0	1
1876	44,207,121	6·6	2·0	1
1877	61,822,292	7·4	1·0	1
1878	78,828,443	6·0	1·0	1
1879	75,089,768	6·8	1·0	1
1880	105,133,009	6·5	1·0	1
1881	56,389,827	4·7	1·0	¾
1882	51,501,503	5·4	1·0	¾
1883	65,722,080	4·9	.....	¾
1884	58,071,800	4·2	.....	¾
1885	52,671,090	3·8	.....	¾
1886	75,570,850	5·0	.....	¾
1887	87,073,570	4·6	.....	¾
1888	73,977,390	3·4	.....	¾
1889	*92,290,550	4·8	.....	¾
1890	91,994,680	3·8	.....	¾
1891	135,315,510	3·5	.....	¾
1892	138,872,560	3·5	.....	¾

NOTE.—Prior to 1870 tolls were 6·21 cents a bushel, and the elevating charges 2 cents a bushel.
* Including flax-seed. † Storage varied; five or ten days' limit.

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 1892.

(Prepared by Secretary of the Board of Trade, Chicago.)

Shipped to	Articles.	1892.	1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1881.	1880.
		$	$	$	$	$	$	$	$	$	$	$	$
Liverpool	Grain	·3287	·4075	·3187	·3958	·3490	·3487	·3672	·2943	·4428	·3647	·3718	·4922
do	Sacked flour	·3625	·4187	·3625	·4162	·3371	·3491	·3420	·2887	·2982	·4030	·3499	·5423
do	Provisions	·4575	·5531	·5109	·5746	·3747	·4073	·4415	·3508	·4674	·5183	·4670	·6871
Glasgow	Grain	·3550	·4425	·3550	·4075	·3605	·3705	·3910	·3228	·2641	.....	·3932	.....
do	Sacked flour	·3906	·4469	·4188	·4425	·3579	·3968	·3951	·3443	·2811	.....	·4400	·5651
do	Provisions	·4969	·5953	·5833	·6142	·4658	·4855	·5329	·4086	·4789	.....	·5361	·6732
London	Grain	·3462	·4250	·3550	.....	·3802	·3945	·4086	·2921	·2783	.....	·3620	.....
do	Sacked flour	·3681	·4328	·4047	·4510	·3776	·3784	·4021	·3171	·3825	.....	·4276	.....
do	Provisions	·4488	·5953	·5813	·6196	·4570	·4781	·5471	·4046	·4891	.....	·5550	.....
Antwerp	do	·5025	·5250	·4688	·6094	·4472	·4961	·5219	·4327	·5373	·6295	·5708	·7385
Hamburg	do	·5000	·5500	·5250	·6262	·5426	·5229	·5154	·3842	·5434	·6279	·5471	.....
Amsterdam	do	·5500	·6000	·5000	·6500	·5426	·5525	·5562	·4383	·5434	·6683	.....	.....
Rotterdam	do	·5500	·6000	·5000	·6500	·5426	·5508	·5562	·4383	·4354	·6683	.....	.....
Copenhagen	do	·6094	·6375	·5813	·6492	·5483	·5508	·5169	·4951	·5434	·7158	.....	.....
Stockholm	do	·7219	·6938	·6094	·7500	·6671	·5865	·5543	·5468	·5908	·8255	.....	.....
Stettin	do	·6094	·6375	·6813	·6492	·5483	·5508	·5833	·5210	·5422	·7420	.....	.....
Bordeaux	do	·6200	·7500	·6650	·7491	·5821	·6021	·5708	·5066	·5603	·6432	.....	.....

Canal Statistics.

THE UNITED STATES IN TRANSIT TRADE.

(Foreign Commerce, Bureau of Statistics, Washington, U.S.)

The in-transit and transhipment transactions of 1892 were distributed as to countries and ports as follows:—

Of the value of merchandise received from British North America, amounting to $23,928,255, $19,005,704 came from the provinces of Quebec, Ontario, Manitoba and the North-west Territory, and $4,922,551 from other British possessions.

The receipts from Europe amounted to $27,598,909, of which $21,334,783 came from the United Kingdom, and $6,264,126 from other parts of Europe. The receipts from the West Indies were valued at $12,604,194, of which those from Cuba amounted to $11,054,445.

Merchandise valued at $1,260,421 was received from Asia and Oceanica.

Of the shipments from the United States, articles valued at $26,704,114 were destined for British North America, $24,189,181 worth of which were shipped to the provinces of Quebec, Ontario, Manitoba and the North-west Territory. The value of shipments to Europe was $30,317,164, of which merchandise valued at $20,141,862 was destined for the United Kingdom. The value of shipments to Mexico was $4,953,911, and of those to the West Indies, $4,309,014.

The value of receipts of in-transit merchandise at leading ports of entry was as follows:—At New York, $33,812,074; Portland, Maine, $5,987,065; Boston, $4,853,428; New Orleans, $2,563,336; San Francisco, $841,198; Galveston, $199,841; and at northern border and lake ports, $16,949,263.

THE CARRYING TRADE.

Values of the imports and exports of merchandise, by geographical divisions and of merchandise in the in-transit and transhipment trade, carried in cars and other land vehicles, in American and in foreign steam and sailing vessels, respectively, during the year ending 30th June, 1892, with the percentages of the total value of such merchandise carried in American vessels.

Imports and Exports.

Geographical Divisions.	In Cars and other Vehicles.	In American Vessels.		In Foreign Vessels.		Total.	Per cent of American Vessels.
		Steam.	Sailing.	Steam.	Sailing.		
	$	$	$	$	$	$	
Europe	a3,842,568	9,634,223	5,932,021	1,146,124,815	76,717,992	1,242,251,619	1·25
North America	64,835,838	65,642,682	39,844,178	87,112,450	22,185,267	279,620,365	37·72
South America		39,721,598	20,176,046	107,457,299	16,520,430	183,875,373	32·58
Asia	a4,268,818	9,202,553	7,115,088	61,003,808	18,138,384	99,728,601	16·36
Oceanica		3,581,660	16,433,955	8,287,870	10,427,092	38,730,577	51·68
Africa		81,993	2,631,579	4,833,581	2,807,416	10,354,569	26·21
All other countries			176,259	2,769,168	174,079	3,119,506	5·65
Total	72,947,224	127,864,659	92,309,076	1,417,588,991	146,970,660	1,857,680,610	11·85

In-transit and Transhipment Trade.

Total received and shipped	48,385,275	20,218,417	503,040	54,373,624	552,756	b 139,135,474	14·89

a. Transported through adjacent foreign territory.

b. Includes $15,102,362 merchandise carried in vessels of which the nationality and motive power are not known.

"Of the total value of merchandise, amounting to $827,402,462, imported during the fiscal year 1892, $39,726,595 came overland, $139,139,891 in United States vessels, and $648,535,976 in foreign vessels; of the total value of merchandise exported, amounting to $1,030,278,148 there was shipped by land vehicles $33,220,629, by United States vessel, $81,033,844, and by foreign vessels, $916,023,675.

It thus appears that, of the imports, only 16·82 per cent of the total value, and of the exports only 7·87 per cent, were shipped in United States vessels.

Analysing the carrying trade in our foreign commerce by geographical divisions, we find the following percentages of total values carried in United States vessels, to wit:—

Geographical Divisions.	Imports from.	Exports to.
	Per cent.	Per cent.
Europe	·98	1·38
North America	38·05	37·19
South America	28·42	51·46
Asia	16·10	17·41
Oceanica	55·00	46·76
Africa	9·31	44·05
All other countries	4·09	10·89

It will be observed that over $8,000,000 worth of merchandise is returned as imported and exported from and to Europe and Asia "in cars and other land vehicles." This apparent inconsistency is explained by the fact that this merchandise was received and shipped through adjacent foreign territory, and the merchandise having crossed the border of the United States in land vehicles, the transportation is necessarily so returned.

Of the total value of merchandise shipped in the in-transit and transhipment trade, viz., $139,135,474, $18,385,275 was carried in cars and other land vehicles, $20,721,457 in United States vessels, $54,926,380 in foreign vessels, and $15,102,362 in vessels, the nationality and motive power of which were not known. Of the total value of merchandise in the trade only 14·89 per cent was carried in United States vessels. The merchandise valued $15,102,362, returned as shipped in vessels, nationality and motive power not known, is such merchandise as was shipped across the territory of the United States, the transportation by which the same left the last port of the United States for the foreign countries of destination not being known."

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 ending 30th June, 1892, as compared with 1891 was as follows:—

	1891.		1892.		Increase + Decrease—	
	Number.	Tons.	Number.	Tons.	Tons.	Per Cent.
Entered at Sea Ports.						
American—						
Sailing	3,152	1,336,468	3,126	1,427,976	+91,508	+6·84
Steam	2,626	2,333,904	2,501	2,318,675	—15,229	— ·65
Total	5,578	3,670,372	5,627	3,746,651	+76,279	+2·08
Foreign—						
Sailing	6,812	2,942,115	6,413	3,044,594	+102,479	× ·35
Steam	5,607	8,782,124	7,210	11,389,235	+2,607,111	+29·69
Total	12,419	11,724,239	13,623	14,433,829	+2,709,590	+23·11
Total entered at sea ports	18,197	15,394,611	19,250	18,180,480	+2,785,869	+18·10
Entered at Lake Ports.						
American	5,268	710,432	5,285	723,304	+12,872	+1·81
Foreign	9,113	2,099,252	8,609	2,109,640	+10,388	+ ·49
Total entered at lake ports	14,381	2,809,684	13,894	2,832,944	+23,260	+ ·83

ELEVATOR CAPACITY, RECEIPTS AND RATES AT BUFFALO.

Mr. Thurstone, Secretary of Board of Trade, Buffalo, reports as follows:—

1892.

Opening of navigation to 10th November. Elevating, receiving, weighing and discharging sound grain, $\frac{5}{8}$ cent per bushel; for storing each ten days or parts thereof, $\frac{1}{4}$ cent per bushel. Above charge to be paid by the consignee of the grain. No grain will be received for transfer. The vessel paying only the shovelling.

November 10th to close of navigation. For elevating, receiving, weighing and discharging sound grain, per bushel, $\frac{5}{8}$ cent; storing first ten days or parts thereof, per bushel, $\frac{1}{4}$ cent; storing each succeeding ten days or parts thereof, per bushel, $\frac{1}{4}$ cent, until such charge (accumulated after the first ten days) shall amount to 2 cents per bushel, then the grain shall be free of storage until five days after the opening of canal navigation in 1893. On all grain in store before 10th November, 1892, the charge for winter storage will be $\frac{1}{4}$ cent per bushel for each ten days or parts thereof, until such charge (accumulated after 10th November, 1892) shall amount to 2 cents per bushel, then the grain shall be free of storage until five days after the opening of canal navigation in 1893. Above charge to be paid by the grain. No grain will be received for transfer.

The following are about the charges made by elevators for handling sound car grain:—

Elevating from cars, including shovelling and storing, five or ten days, or parts thereof, one-half of one cent per bushel. Storage each succeeding ten days, or parts thereof, one-quarter of one cent per bushel. Running to side-bin for delivery to

cars and wagons, one-quarter of one cent per bushel. Blowing and cleaning, one-quarter of one cent per bushel.

"The following statement shows the names and storage capacity of the several grain elevators, transfers and floaters of the port of Buffalo:"—

Names of Elevators.	Capacity.	Names of Elevators.	Capacity.
	Bushels.		Bushels.
Bennett	801,000	Swiftsun (unused)	
Brown	250,000	Union	130,000
City A	600,000	Watson	600,000
City B	800,000	Wheeler	350,000
C. J. Wells	550,000	Wilkeson	400,000
Coatsworth	1,200,000	William Wells (unused)	
Connecting terminal	950,000		
Dakota	850,000	Total, 36 elevators	15,130,000
Erie Basin (unused)			
Erie Canal (Black Rock)	140,000	Transfer Towers—	
Evans	400,000	Horton	
Exchange	500,000	Hefford	
Frontier	650,000	Chicago	
Flax Seed	65,000	Fulton	
International (Black Rock)	650,000	Merchants'	
Kellogg	600,000	North-west	
Lake Shore (unused)		Western Transit	
Lyon (unused)			
Marine	125,000	Total, 7 transfers	
National and Globe Mills	100,000		
N. Y. L. E. & Western	720,000	Floaters—	
Niagara A	800,000	Cyclone	
Niagara B	1,200,000	Buffalo	
Niagara C	200,000	Free Canal	
Ontario	450,000	Free Trade	
Queen City, A., B. and C	450,000	Iva. Y. Munn	
Richmond	250,000	Marquette	
Schreck	50,000		
Sternberg (unused)		Total, 6 floaters	
Sturges	300,000		

Showing a total elevator storage capacity of 15,130,000 bushels of grain; but it may be noted that about twenty per cent should be deducted from this capacity for storage of remnants, working room, and elevators out of repair. The estimated cost of the elevators, transfers and floaters, over $9,000,000. The transfer capacity for each twenty-four hours would probably aggregate 4,500,000 bushels—that is to say, there are facilities for receiving from lake vessels and railroads, and transporting to canal boats and cars, daily, the quantity named from forty-nine elevators, transfers and floaters.

Of the above list, the connecting terminals, Kellogg, Ontario, Bennett, Niagara B, Dakota, Wilkeson and Evans each have two legs. The terminal, Kellogg and Bennett each have one portable leg, which enables them to work in two hatches of any vessel at the same time. The City B. also has a portable leg, which can be worked in connection with the stationary leg of City A.

(*Circular.*)

TOLLS TO BE PAID BY VESSELS PASSING THROUGH THE ST. MARY'S FALLS CANAL.

1892.
Department No. 145.
Bureau of Navigation.

TREASURY DEPARTMENT,
WASHINGTON, D.C., 20th August, 1892.

To Collectors of Customs and others—

For your information and guidance, I append hereto a copy of instructions of this date, addressed to the collector of customs at Marquette, Michigan, relative to tolls to be exacted, under the proclamation of the president, dated the 18th instant, from vessels passing through the St. Mary's Falls Canal.

O. L. SPAULDING,
Acting Secretary.

TREASURY DEPARTMENT,
WASHINGTON, D.C., 20th August, 1892.

Collector of Customs, Marquette, Mich.—

SIR,—Your attention is invited to the following proclamation by the president, dated the 18th instant, viz.:—

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas, by an Act of Congress, approved 26th July, 1892, entitled "An Act to enforce reciprocal commercial relations between the United States and Canada, and for other purposes," it is provided: "That, with a view of securing reciprocal advantages for the citizens, ports and vessels of the United States, on and after the first day of August, eighteen hundred and ninety-two, whenever and so often as the president shall be satisfied that the passage through any canal or lock connected with the navigation of the St. Lawrence River, the great lakes or the water ways connecting the same, of any vessels of the United States, or of cargoes or passengers in transit to any port of the United States, is prohibited or is made difficult or burdensome by the imposition of tolls or otherwise which, in view of the free passage through the St. Mary's Falls Canal, now permitted to vessels of all nations, he shall deem to be reciprocally unjust and unreasonable, he shall have the power, and it shall be his duty, to suspend, by proclamation to that effect, for such time and to such extent (including absolute prohibition) as he shall deem just, the right of free passage through the St. Mary's Falls Canal, so far as it relates to vessels owned by the subjects of the government so discriminating against the citizens, ports or vessels of the United States, or to any cargoes, portions of cargoes, or passengers in transit to the ports of the government making such discrimination, whether carried in vessels of the United States or of other nations.

"In such case and during such suspension tolls shall be levied, collected and paid as follows, to wit: Upon freight of whatever kind or description, not to exceed two dollars per ton; upon passengers, not to exceed five dollars each, as shall be, from time to time, determined by the president: *Provided*, That no tolls shall be charged or collected upon freight or passengers carried to or landed at Ogdensburg, or any port west of Ogdensburg and south of a line drawn from the northern boundary of the State of New York through the St. Lawrence River, the great lakes and their connecting channels to the northern boundary of the State of Minnesota.

"Sec. 2. All tolls so charged shall be collected under such regulations as shall be prescribed by the secretary of the treasury, who may require the master of such vessel to furnish a sworn statement of the amount and kind of cargo and the number of passengers carried and the destination of the same, and such proof of the actual delivery of such cargo or passengers at some port or place within the limits above

named as he shall deem satisfactory; and until such proof is furnished such freight and passengers may be considered to have been landed at some port or place outside of those limits, and the amount of tolls which would have accrued if they had been so delivered shall constitute a lien, which may be enforced against the vessel in default wherever and whenever found in the waters of the United States," and

Whereas the government of the Dominion of Canada imposes a toll amounting to about 20 cents per ton on all freight passing through the Welland Canal in transit to a port of the United States, and also a further toll on all vessels of the United States and on all passengers in transit to a port of the United States, all of which tolls are without rebate. And

Whereas, the government of the Dominion of Canada, in accordance with an order in Council of 4th April, 1892, refunds 18 cents per ton of the 20 cent toll at the Welland Canal on wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, upon condition that they are originally shipped for and carried to Montreal or some port east of Montreal for export, and that, if transhipped at an intermediate point, such transhipment is made within the Dominion of Canada, but allows no such nor any other rebate on said products when shipped to a port of the United States, or when carried to Montreal for export if transhipped within the United States. And

Whereas, the government of the Dominion of Canada, by said system of rebate and otherwise, discriminating against the citizens of the United States in the use of said Welland Canal in violation of the provisions of article 27 of the treaty of Washington, concluded 8th May, 1871. And

Whereas, said Welland Canal is connected with the navigation of the great lakes, and I am satisfied that the passage through it of cargoes in transit to ports of the United States is made difficult and burdensome by said discriminating system of rebate and otherwise, and is reciprocally unjust and unreasonable;

Now, therefore, I, Benjamin Harrison, President of the United States of America, by virtue of the power to that end conferred upon me by said act of congress, approved 26th July, 1892, do hereby direct that from and after 1st September, 1892, until further notice, a toll of 20 cents per ton be levied, collected and paid on all freight of whatever kind or description passing through the St. Mary's Falls Canal in transit to any port of the Dominion of Canada, whether carried in vessels of the United States or of other nations; and to that extent I do hereby suspend from and after said date the right of free passage through said St. Mary's Falls Canal of any and all cargoes or portions of cargoes in transit to Canadian ports.

In testimony whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 18th day of August, in the year of our Lord one thousand eight hundred and ninety-two, and of the independence of the United States of America the one hundred and seventeenth.

BENJ. HARRISON.

[SEAL.]

By the President,
JOHN W. FOSTER,
Secretary of State.

On the passage through the canal at St. Mary's Falls, in your district, from and after the 1st proximo, of any vessel with cargo, you will exact tolls as provided for above. But no tolls will be charged or collected as regards freight carried to and landed at Ogdensburg, or any port west of Ogdensburg and south of a line drawn from the northern boundary of the State of New York through the St. Lawrence River, the great lakes and their connecting channels to the northern boundary of the State of Minnesota.

The master of every such vessel will be required to furnish a sworn statement, substantially in the form of a manifest, showing the date, the name of the vessel, its destination, the name of the master, and the number of tons and the kind of merchandise carried. If the destination be such as to exempt the vessel from the tolls,

you will make entry of the fact in a book with columns exhibiting the particulars specified in the master's statement, and also the amounts chargeable and the amounts paid. On the next arrival of the vessel you will exact the tolls, unless on or before that time, and within one month from her passage through the canal, there shall be furnished to you proof of the actual delivery of the cargo at some port or place within the limits of the United States above specified. Such proof will consist of the certificate of the collector of customs at the port of destination, showing the entry of the vessel and the landing of the merchandise there. The certificate will be in the following form:—

CERTIFICATE OF LANDING OF CARGO TRANSPORTED THROUGH THE ST. MARY'S FALLS CANALS.

CUSTOM-HOUSE, PORT OF ———,
COLLECTOR'S OFFICE, ———, 189 .

These are to certify, that there have been delivered at this port from on board the ———, whereof ——— ——— is master, from the port of ———, the following merchandise, *——— transported through the St. Mary's Falls Canal, viz.:

Witness my hand and seal, this ——— day of ———, 189—.

——— ———,
Collector.

*Specify number of tons.

Should the prescribed evidence not be furnished within a period of one month after the passage of the canal by the vessel, you will report the facts to the department, to the end that measures may be taken by it for the recovery of the amounts due.

The tolls collected will be deposited as miscellaneous receipts, and included in a special account forwarded to the first auditor, in which the total amount received each month will be credited, and the amount deposited debited, and will be entered on stub book (Cat. No. 399), with other collections, as "tolls for passage of vessels through St. Mary's Falls Canal, ——— tons of freight, $———."

An abstract will accompany each account, showing the name of the vessel and of the master, the number of tons of merchandise, the date of the master's statement, and the date of payment.

Receipts for the amounts paid will be given to the payers.

Respectfully yours,

O. L. SPAULDING,
Acting Secretary.

(*Circular.*)

TOLLS, ST. MARY'S FALLS CANAL.

1892.
Department No. 161.
Bureau of Navigation.

TREASURY DEPARTMENT,
WASHINGTON, D.C., 10th September, 1892.

To Collectors of Customs, Northern, North-eastern and North-western Frontiers:

"Tolls, as prescribed by the department's circular No. 145, of 1892, will be collected in the case of vessels passing through St. Mary's Falls Canal, consigned to American ports, but whose manifests state that the cargo is to be exported to Canada, either to be retained there or for export therefrom to a foreign country other than the United States.

When the manifest shows that the final destination of the cargo is the United States, or a foreign place other than Canada, *via* the United States, whether the merchandise be subject to "shippers' orders" or otherwise, the collector will issue landing certificate accordingly, unless upon investigation he shall find that the

manifest was made out with intent to defraud the United States, or to conceal the true final destination, and that tolls were properly payable, in each case he will withhold his certificate and take measures for the collection of the tolls due."

(Sgd.) O. L. SPAULDING,
Acting Secretary.

(*Circular.*)

TOLLS, ST. MARY'S FALLS CANAL.

1892.
Department No. 166.
Bureau of Navigation.

TREASURY DEPARTMENT, 19th September, 1892.

To Collectors of Customs:

Circular No. 161, of 10th September, 1892, relative to tolls on freight shipped in certain cases to ports in the United States *via* St. Mary's Falls Canal, is hereby suspended, pending further investigation.

O. L. SPAULDING,
Assistant Secretary.

No. 1.—TOTAL Values of Merchandise received from British North America for Immediate Transit across United States Territory, for Immediate Transhipment in Ports of the United States to British North America, and so shipped, during each year from 1873 to 1892, 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.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1873	495,289	12,894,164	5,240	.....	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	8,999,596	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	2,879,422	15,551,238	544,018	2,475	18,977,153
1878	163,978	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	12,889,587
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	34,005,845	855,784	1,190	37,595,484
1883	561,791	29,204,031	36,973	25	29,802,820	2,455,557	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	19,700,458
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	1,525,048	6,417,701	372,934	27,134	8,542,817	1,781,028	13,45 ,169	370,322	1,137	13,611,656
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	3,070,657	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
1892	4,393,062	19,005,704	201,373	328,116	23,928,255	2,079,783	24,189,181	428,188	6,962	26,704,114

No. 2.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In-transit and Transhipment Trade of the United States with the British North American Possessions during the Year ended 30th June, 1892.

CUSTOMS DISTRICTS INTO WHICH RECEIVED.	COUNTRIES FROM WHICH RECEIVED.					CUSTOMS DISTRICTS FROM WHICH SHIPPED.	COUNTRIES TO WHICH SHIPPED.				
	Nova Scotia, New Brunsw'ck and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-west Territories.	British Columbia.	Newfoundland and Labrador.	British West Indies.		Nova Scotia, New Brunsw'ck and Prince Edward Island.	Quebec, Ontario, Manitoba and the North-west Territories.	British Columbia.	Newfoundl'd and Labrador.	British West Indies.
	$	$	$	$	$		$	$	$	$	$
Alaska			18,274			Alaska			18,274		
Baltimore, Md		103,320	81,070			Bangor, Me		3,435,894			
Bangor, Me	3,435,894					Boston and Charlestown, Mass	311,640	4,307,155	16		13,615
Boston and Charlestown, Mass	210,922	53,666				Buffalo Creek, N.Y	1,600	1,705	1,885		98,798
Buffalo Creek, N.Y		1,499,295				Champlain, N.Y	42,919	1,300			628
Champlain, N.Y		1,962,690				Detroit, Mich		29,458	350		
Detroit, Mich		29,608				Duluth, Minn		560,656	34,649		
Duluth, Minn		595,305				Huron, Minn		709,119	238,480		
Huron, Minn		947,599				New York, N.Y	87,968	9,705,473	73,259	5,700	1,129,398
New York, N.Y	711,456	841	2,999	328,116	774,869	Niagara, N.Y	458,323				11,682
Niagara, N.Y		4,616,859				North and South Dakota		550,807			
North and South Dakota		550,807				Oswegatchie, N.Y				528	5,323
Oswegatchie, N.Y		600,102				Passamaquoddy, Me				734	1,830
Passamaquoddy, Me	33,722					Philadelphia, Pa		53,217			959
Philadelphia, Pa		393,133				Portland and Falmouth, Me	3,620	4,475,548	738		
Portland and Falmouth, Me	1,668	1,506,091				Puget Sound, Wash		6,000			
Puget Sound, Wash			282			San Francisco, Cal		137,275	60,537		
San Francisco, Cal			98,748			Vermont	1,173,713	1,405			7,533
Vermont		6,756,798				Willamette, Ore		214,169			
Totals	4,393,662	19,665,764	201,373	328,116	774,869	Totals	2,079,783	24,189,181	428,188	6,962	1,269,766

No. 3.—TOTAL VALUES of Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transhipment in Ports of the United States to other Foreign Countries, and so Shipped, for each Year from 1868 to 1892, 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.	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	
	$	$	$	$	$	$	$	$	$	$	$	$	$
1868.....	10,664,576	132,074	4,864,209	14,967	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.....	10,691,698	150,382	5,852,678	60,715	2,373,474	1,767,037	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	16,689,037	321,331	135,915	983,275	23,191,860
1871	13,473,915	322,110	7,954,060	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.....	17,634,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,494	2,263,819	24,042,790	358,151	179,570	1,797,496	31,385,320
1873	19,144,815	250,704	13,394,693	286,607	5,737,904	1,284,462	5,144,175	5,622,325	26,784,184	235,113	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	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676
1875. ..	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947	7,229,912	1,495,285	29,800,295	1,155,004	248,358	757,429	40,686,283
1876.....	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789	11,791,200	2,958,558	24,419,888	1,129,440	600,061	1,163,508	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.....	10,084,510	378,768	12,204,058	146,822	3,041,957	1,481,033	9,577,050	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148
1879	8,795,340	521,917	12,041,095	222,320	1,954,042	1,521,153	8,175,951	2,252,572	12,889,587	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	10,856,579	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	23,356,264	671,008	177,340	1,648,121	37,704,046
1882.....	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,361	37,595,484	800,025	319,257	2,421,526	58,065,459
1883.....	20,242,222	1,149,195	29,802,820	281,300	3,126,069	4,276,712	11,089,865	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327
1884	14,036,694	948,901	13,419,227	408,124	3,655,568	4,315,878	5,288,389	2,960,488	22,939,385	2,748,434	221,061	2,656,635	36,814,392
1885	11,064,186	1,140,548	13,523,613	308,293	4,853,364	3,545,544	7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,435,538
1886.....	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229	8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264
1887	17,977,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760	10,052,219	4,353,992	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	2,551,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209
1889	19,080,647	2,582,456	11,336,123	296,654	9,054,736	5,052,610	9,233,659	4,581,064	22,146,975	4,781,110	892,158	5,768,287	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	27,335,678	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	5,052,318	966,851	7,985,977	57,497,917
1892.....	21,384,783	2,930,571	23,928,255	1,383,455	11,054,445	8,936,228	20,141,862	6,995,419	26,704,114	4,953,911	1,472,980	9,299,451	69,567,737

FOREIGN COMMERCE OF THE UNITED STATES.

No. 4.—STATEMENT showing the Total Value of Imports and Exports and of Gold and Silver Coin in Bullion into and from the United States, by Countries and Customs Districts, during the year ending 30th June, 1892.

IMPORTS AND EXPORTS OF MERCHANDISE BY COUNTRIES.

Order by magnitude of total Imports and Exports.	COUNTRIES.	IMPORTS.			EXPORTS.					TOTAL IMPORTS AND EXPORTS.		
		Value.	Per cent of total group.	Per cent of total Imports.	Domestic.	Foreign.	Total value.	Per cent of total group.	Per cent of total Exports.	Value.	Per cent of total group.	Per cent of total of Imports and Exports.
	Europe.	$			$	$	$			$		
1	United Kingdom of Great Britain and Ireland	156,300,881	39·91	18·89	493,957,868	5,357,464	499,315,332	58·70	48·46	655,616,213	52·77	35·29
	British North American Possessions.											
2	Nova Scotia, New Brunswick and Prince Edward Island	5,168,218	2·97	·62	3,387,712	280,178	3,667,890	3·48	·36	8,836,108	3·16	·48
	Quebec, Ontario, Manitoba, Ruperts' Land and the North-west Territory	26,999,366	15·51	3·26	35,827,559	1,854,057	37,681,616	35·70	3·66	64,680,982	23·13	3·48
	British Columbia	2,786,619	1·60	·34	1,790,849	159,432	1,950,281	1·84	·19	4,736,900	1·69	·25
	Newfoundland and Labrador	380,344	·22	·05	1,574,458	11,743	1,586,201	1·50	·15	1,966,545	·71	·11
	Total	35,334,547	20·30	4·27	42,580,578	2,305,410	44,885,988	42·52	4·36	80,220,535	28·69	4·32

FOREIGN CARRYING TRADE.

No. 5.—VALUE 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 1892, 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 cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	Total.	
	$	$	$	$	$	$	$	$	$	$	
1857	.....	259,116,170	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	.....	249,617,953	107,171,509	.....	465,741,381	229,816,211	695,557,592	66·9
1860	.....	228,161,855	134,001,399	.....	279,082,902	121,039,394	.....	507,247,757	255,040,793	762,288,550	66·5
1861	.....	201,544,055	134,106,068	.....	179,972,733	69,372,180	.....	381,516,788	203,478,278	584,995,066	65·2
1862	.....	92,274,100	113,497,629	.....	125,421,318	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	485,793,548	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	.....	175,106,348	301,886,491	.....	297,981,573	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	163,285,710	363,020,644	7,798,156	190,378,462	392,801,932	22,985,510	353,664,172	755,822,576	1,132,472,258	31·2
1872	17,635,681	177,286,302	445,416,783	10,015,089	168,044,799	393,929,579	27,650,770	345,341,101	839,346,362	1,212,328,233	28·5
1873	17,070,548	174,739,834	471,806,765	10,799,430	171,566,758	494,915,886	27,869,978	346,306,592	966,723,651	1,340,899,221	25·8
1874	14,513,335	176,027,778	405,320,135	8,509,205	174,424,216	533,885,971	23,022,540	350,451,994	939,206,106	1,312,680,640	26·7
1875	13,083,859	157,872,726	382,949,568	7,304,356	156,385,066	501,838,949	20,388,235	314,257,792	884,788,517	1,119,434,544	25·8
1876	12,148,667	143,389,704	321,139,500	6,324,487	167,686,467	492,215,487	18,473,154	311,076,171	813,354,987	1,142,904,312	27·2
1877	10,697,640	151,834,067	329,565,833	6,767,170	164,826,214	530,354,703	17,464,810	316,660,281	859,920,536	1,194,045,627	26·5
1878	12,965,999	146,499,282	307,407,565	7,511,365	166,551,624	569,583,564	20,477,364	313,050,906	876,991,129	1,210,519,399	25·9
1879	11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	600,769,633	19,423,685	272,015,692	911,269,232	1,202,708,609	22·6
1880	15,142,465	149,317,368	503,494,913	5,838,928	109,029,209	720,770,521	20,981,393	258,346,577	1,224,265,434	1,503,593,404	17·18
1881	17,193,213	133,631,146	491,840,269	8,259,308	116,955,324	777,162,714	25,452,521	250,586,470	1,269,002,983	1,545,041,974	16·22
1882	22,854,946	130,266,826	571,517,802	12,118,371	96,962,919	641,460,967	34,973,317	227,229,745	1,212,978,769	1,475,181,831	15·40
1883	23,003,048	136,002,290	564,175,576	25,089,844	104,418,210	694,331,348	48,092,892	240,420,500	1,258,506,024	1,547,020,316	15·54
1884	20,140,294	135,046,207	512,511,192	26,573,774	98,652,828	615,287,007	46,714,068	233,699,035	1,127,798,199	1,408,211,302	16·60
1885	21,149,476	112,864,052	443,513,801	24,183,299	82,001,691	636,004,765	45,332,775	194,865,743	1,079,518,566	1,319,717,084	14·76
1886	24,555,683	118,942,817	491,937,636	19,144,667	78,406,680	581,973,477	43,700,350	197,349,503	1,073,911,113	1,314,960,966	15·01

1887	27,562,059	121,365,493	543,392,216	21,389,666	72,991,253	621,802,292	48,951,725	194,356,746	1,165,194,508	1,408,502,979	13·80
1888	32,209,459	123,595,298	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,473	1,174,697,321	1,419,911,621	13·44
1889	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	690,942,660	66,664,378	203,805,108	1,217,063,541	1,487,533,027	13·70
1890	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,093	12·29
1891	40,932,755	127,471,678	676,511,763	31,923,439	78,968,047	773,589,324	72,866,194	206,439,725	1,450,101,087	1,729,397,006	11·94
1892	39,726,595	139,139,891	648,535,976	33,220,629	81,033,844	916,023,675	72,947,224	220,173,735	1,564,559,651	1,857,680,610	11·85

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 Transhipment 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 transhipment from British North American Possessions.			Shipped in transit to or transhipment 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	20,178,656	6,605,518	26,784,184
1874	12,695,590	1,468,100	14,163,690	20,572,299	6,938,430	27,510,739
1875	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876	21,301,262	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 ending 30th June, 1892.

(From Reports furnished by the Canadian Pacific Railway, Treasury Department, Washington.)

Articles.	EXPORTED AT PORT OF						
	Neche, N. Dakota.	Ogdensburg, N. Y.	Portland, Oregon.	Richford, Vt.	San Francisco, Cal.	Tacoma, Wash.	Total.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Beans					14,160		14,160
Books		14,460		580			15,040
Cotton		685,703		4,252,390			4,938,093
Canned goods		90,840			24,490		115,330
Flour			15,451,330		887,800	1,750,000	18,088,130
Ginseng	15,560	58,720					74,280
Glass				6,690			6,690
Hoops	86,520		9,400		15,000		110,920
Leather					31,320		31,320
Machinery	113,825	101,025		7,440			222,290
Personal effects	3,730	7,065		200			10,995
Old glass and iron					234,214		234,214
Soap					29,610		29,610
Tallow					22,980		22,980
Woollens		8,000		20,260			28,260
Wire				4,220			4,220
Merchandise, not specified	2,550	85,982	22,770	16,580	33,550		161,432
Electric goods				43,382			43,382
Totals	222,185	1,051,795	15,483,500	4,351,742	1,293,124	1,966,000	24,068,346

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, 1892.

(From Reports furnished by the Canadian Pacific Railway; Treasury Department, Washington.)

Articles.	Imported at Port of									
	Buffalo, N.Y.	Detroit, Mich.	Neche, N. Dakota.	Ogdensburg, N.Y.	Puget Sound, Wash.	Portland, Oregon.	Rouse Point, N.Y.	Richford, Vt.	San Francisco, Cal.	Total.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Beans				7,228		38,620				45,848
Coffee									17,400	17,400
Curios			98,932	341,125	131,690	51,366		27,350		649,463
Gunnies					205,250	1,826,200				2,031,450
Hemp						418,800				418,800
Jute						260,000				260,000
Matting				93,658						93,658
Oil					10,578	28,210				38,788
Personal effects			1,829	1,050						2,879
Rice			905,473	252,977	639,385	1,918,172			652,000	4,366,007
Silks			2,644	1,035,160				16,900		1,054,704
Straw braid				15,978						15,978
Sugar					525,000	901,070				1,426,070
Tea	31,680	248,612	5,307,645	3,741,313	99,791	501,720	31,770	47,364		10,009,895
Merchandises, not specified		1,500	28,810	336,184	755,173	1,640,154		46,928		2,808,749
Totals	31,680	250,112	6,344,433	5,824,673	2,366,867	7,582,212	31,770	138,542	669,400	23,239,680

No. 9.—STATEMENT showing the kinds and weights of merchandise shipped over the Canadian Pacific Railway from Eastern Ports of the United States to United States ports on the Pacific Coast during the year ending 30th June, 1892.

(From reports furnished by the Canadian Pacific Railway, Treasury Department, Washington.)

Articles.	PORTS FROM WHICH SHIPPED.						
	Buffalo, N.Y.	Detroit, Mich.	Neche, N. Dak.	Ogdensburg, N.Y.	Rouse's Point, N.Y.	Richford, Vt.	Total.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Agricultural implements			47,400				47,400
Advertising matter				21,860			21,860
Blacking						2,712	2,712
Boots and shoes	100		39,023	12,128	850	312,017	364,118
Baking powder			20,636				20,636
Bricks			725,528				725,528
Books						100	100
Canned goods			1,212,115	24,690		69,290	1,306,095
Candles			24,000				24,000
Castings		28,000		26,140			54,140
Clothing				4,060			4,060
Coffee						40,830	40,830
Dairy products			43,040				43,040
Dry goods			140,809	367,454	2,960	266,240	777,463
Drugs			160	9,420			9,580
Earthen, China and glassware			215,388	24,260		2,130	241,778
Electric supplies		24,000	28,400	595		23,520	76,515
Furniture			148,535	10,120	9,026	5,649	173,330
Glucose			69,310				69,310
Grain			26,940				26,940
Hardware	452	5,440	473,211	55,370	4,338	34,783	573,594
Hoops			24,433				24,433
Household goods	560	25,130	148,295	1,820	1,000	40,555	217,360
Iron—							
Bars, &c			848,331	67,386	144,866	20,000	1,080,583
Pipe			198,950				198,950
Bolts			25,100				25,100
Rails			283,515				283,515
Leather			1,270	1,010		8,750	11,030
Liquor and wines			427,240	1,792			429,032
Machinery	500	46,250	451,548	87,850		3,200	589,348
Maple sugar						2,980	2,980
Musical instruments			46,220	140,100	2,363	208,426	397,109
Nails			7,300		22,700		30,000
Oatmeal			53,870				53,870
Oils			1,103,943	30,300			1,134,243
Packing-house products			40,560				40,560
Paints			34,073			880	34,953
Paper	150		375,609	128,375		243,462	747,596
Patent medicine			42,140			123,064	165,204
Railway equipments			20,000	60,000	60,000		140,000
Roofing, felt			46,000	1,010			47,010
Rope, cordage, &c			28,120	28,442		98,400	154,962
Rubber goods				220		32,440	32,660
Refrigerators			16,000				16,000
Starch			33,580	198,760			232,340
Soap			28,790	460		320	29,570
Steel rails			104,550				104,550
Stoves			164,925	420			165,345
Syrup			189,450				189,450
Street cars			134,500				134,500
Stone			31,600				31,600
Sheet metal						69,510	69,510
Tar			30,680				30,680
Tins and stamped ware			66,220	26,120		32,000	124,340
Tobacco, cigars, &c			91,503	300,365		179,482	571,350
Vehicles			47,410			16,105	63,515
Varnish			22,900				22,900
Water gates		31,000					31,000
Wire			25,600				25,600

No. 9.—STATEMENT showing the kinds and weights, &c.— *Continued.*

Articles.	PORTS FROM WHICH SHIPPED.						
	Buffalo, N.Y.	Detroit, Mich.	Neche, N. Dak.	Ogdensburg, N.Y.	Rouse's Point, N.Y.	Richford, Vt.	Total.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Wood—							
Lumber			35,850				35,850
Pulp					24,000		24,000
Woodenware			177,497			26,800	204,297
Waste			44,070				44,070
Miscellaneous	1,217	30	588,702	303,214	29,830	395,086	1,318,079
Total.	2,979	159,850	9,254,839	1,933,741	301,933	2,258,731	13,912,073

No. 10.—STATEMENT showing the Kinds and Weights of Merchandise shipped over the Canadian Pacific Railway, from United States ports on the Pacific Coast, to eastern ports of the United States, during the year ending 30th June, 1892.

(From reports furnished by the Canadian Pacific Railway; Treasury Department, Washington.)

ARTICLES.	PORT TO WHICH SHIPPED.						Totals.
	Buffalo, N.Y.	Detroit, Mich.	Neche, N. Dak.	Ogdensburg, N.Y.	Rouse's Point, N.Y.	Richford, Vt.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Hides			770	21,383			22,153
Hops			48,385	91,650			140,035
Household goods			37,410			300	37,710
Liquors			1,200				1,200
Mincemeat				1,000			1,000
Quicksilver				189,000			189,000
Salmon—							
Canned	26,250	21,000	916,997	323,935	21,210	24,500	1,333,892
Pickled						23,100	23,100
Sugar			2,204,977				2,204,977
Wood—							
Unmanufactured						157,124	157,124
Shingles			7,488,470				7,488,470
Wool				281,603	186,031	1,215,420	1,683,054
Merchandise, not specified			11,450	150			11,600
Total	26,250	21,000	10,709,659	908,721	207,241	1,420,444	13,293,315

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	444,852	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	566,922	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.....	3,267	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
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
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807

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	89,706	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	114,670	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	93,613	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	1,228,436	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	1,219,630	259,269	1,631,770
1,296,896	3,278	78,136	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
937,999	524	40,073	93,216	832,397	136,612	1,102,822

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	191,075	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
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815

* Fiscal. † Apples, meal, all kinds, pease, potatoes.

the Welland Canal, during a series of Twenty-two Years ended 31st Dec., 1892.

	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.
503,869	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	30,309	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
527,426	163	1,567	878	3,666	211,616	355	218,245

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-four 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	68,728	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	24,468	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	386,665	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	51·66	.....
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	438,060	15,207	32,907	4,612	44,693	1,449,984	85·64	.....
1888	534	466,965	494,110	6,589	68,922	10,907	1,717	1,052,834	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	16,968	4,362	953,397	21·23	.....
1891	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27·18	.....
1892	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10·69	.....

STATEMENT 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	22,684	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	8,602	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	....	85·28
1892	273	4,806	5,657	5,283	.....	199	2,340	18,558	.....	93·07

F.—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty-two Years, ended 31st December, 1892.

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	114,276	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
1892.....	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709

* Fiscal.

G.—TABLE showing the Tonnage of the undermontioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Twenty-two Years, ended 31st December, 1892.

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	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,696	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	242,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,790	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162.231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473

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-two Years, ended 31st December, 1892.

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	4,165,594	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	867,177	3,565,381	1,000,171	39,410	253,444
1892	937,999	527,426	5,913,013	870,570	18,558	244,550

* 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 Navigations, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	174	62,665	432	121,150	41	17,482	329	97,257	976	298,554
	Tons.		Tons.		Tons.		Tons.		Tons.	
1882.										
Wheat		60,535		46,201		5,203		87,213		199,152
Corn		7,431		6,075		3,468		38,360		55,334
Rye								1,954		1,954
Coal		1,673		51,127		112		27,968		80,880
Miscellaneous merchandise		2,939		3,744		1,553		2,605		10,841
Lumber.....Ft. B.M.		1,021,957		1,943,568		3,969,790		17,327,483		24,262,798
Timber.....Cub. ft.		125,960		2,847,066				13,500		3,013,526
Staves.....No.		59,600		1,065,233				104,000		1,228,833
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	180	68,850	468	130,844	111	68,609	417	127,616	1176	365,929
	Tons.		Tons.		Tons.		Tons.		Tons.	
1883.										
Wheat		32,761		29,385		5,928		76,715		144,789
Corn		25,651		21,073		36,146		99,272		182,142
Barley								735		735
Rye								518		518
Oats						731				731
Coal		8,398		48,329		835		40,388		97,950
Miscellaneous merchandise		5,238		3,590		13,195		2,299		24,322
Lumber.....Ft. B.M.		2,102,292		3,455,590		5,287,386		15,143,274		25,988,542
Timber.....Cub. ft.		83,700		3,514,944				70,500		3,669,144
Staves.....No.		32,876		1,038,349				90,000		1,161,225
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	173	68,250	285	73,057	99	67,637	364	97,794	921	306,738
	Tons.		Tons.		Tons.		Tons.		Tons.	
1884.										
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		1,689,976		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.	
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.	
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		2,936		6,728		23,687		281		33,622
Shingles, woodenware, &c		329				252		215		1,152
Sawed lumber Ft. B.M.		6,915,390		15,719,631		8,953,478		18,405,961		49,994,460
Square timber Cub. ft.		564,827		2,335,205				35,500		2,935,532
Staves No.		221,280		697,933						919,213
Firewood Cords.				390						390
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	250	86,344	372	101,745	107	94,029	163	46,152	892	328,270
	Tons.		Tons.		Tons.		Tons.		Tons.	
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		1,285,594						1,784,364
Staves No.				266,697						266,697
Firewood Cords.		299		466						765

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal, in Canadian and United States Vessels, &c.—*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.
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		25,897
Miscellaneous merchandise		2,165		3,291		22,719		3,722		31,875
Shingles, woodenware, &c.		66		84		141		6		297
Sawed lumber.....Ft. B.M.		5,262,700		11,977,905		4,451,360		12,539,672		34,230,637
Square timber.....Cub. ft.		687,728		1,555,307		19,000				2,262,035
Staves.....No.		106,972		211,436				34,000		352,408
Firewood.....Cords.		179		201						380
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	317	106,048	427	118,071	208	172,873	268	92,442	1220	489,434
		Tons.		Tons.		Tons.		Tons.		Tons.
1889.										
Wheat		38,127		28,054		1,679		46,767		114,627
Corn		60,218		43,819		152,858		96,700		353,595
Barley										
Oats		320				25,347		2,145		27,812
Pease										
Rye		948		634		336				1,918
Coal		3,976		21,148		712		1,664		27,500
Miscellaneous merchandise		6,339		5,749		25,082		3,030		40,200
Shingles, woodenware, &c.				1				51		52
Sawed lumber.....Ft. B.M.		5,789,226		11,632,330		11,792,850		21,026,211		50,240,617
Square timber.....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.
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.....Bt. 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, &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.
	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.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	239	100,324	186	73,140	245	248,837	134	52,087	804	474,388
	Tons.		Tons.		Tons.		Tons.		Tons.	
1892.										
Wheat		74,578		54,764		60,364		36,898		226,604
Corn		17,477		7,360		146,080		21,631		192,548
Barley						3,995		2,438		6,433
Oats						36,935				36,935
Pease		524								524
Rye		5,066				3,718		608		9,392
Coal		775		13,350				1,365		15,490
Miscellaneous merchandise		2,139		2,786		44,117				49,042
Shingles, woodenware, &c		1				45		9		55
Sawed lumber.....Ft. B.M.		6,278,253		7,504,256		10,494,692		26,832,564		51,109,765
Square timber.....Cub. ft.		754,213		1,421,260		2,601		1,310		2,179,384
Staves.....No.		46,800		32,838						79,638
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 1892.

CANADIAN STEAM VESSEL.

Date of Arrival.	Names of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.					Lighterage over Welland Railway.				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.
1892.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Tons.	Tons.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.
Sept. 29	Algonquin	1,172	245	40 0	20 6	14 2	13 10	66,001					3,635				110			

UNITED STATES STEAM VESSELS.

April 16	Pueblo	1,054	225	36 0	19 0	14 11	15 0		61,172					10,443				293		
do 20	H. R. James	1,553	240	42 0	16 8	14 8	15 0		60,892			279		13,797				387		
do 21	J. R. Langdon	1,550	240	42 0	16 8	13 0	15 0		24,795		740	496				215		215		
do 21	F. H. Prince	1,548	240	42 0	16 8	14 6	15 0		65,824			159		12,328				345		
do 22	Rhoda Emily	654	166	32 0	19 8	14 0	14 0			37,323					2,469				69	
do 22	Omaha	940	215	84 6	18 9	14 11	14 6	55,922					7,752				232			
May 3	Jno. Rugee	950	216	35 0	18 0	14 10	14 5		55,000					5,849				163		
do 4	Argonaut	985	213	35 0	12 0	14 11	14 6		48,101					4,345				129		
do 5	Gov. Smith	1,547	240	42 0	16 8	14 6	14 4	14,000	34,112			566	6,788	6,071			203	170		
do 9	Pueblo	1,054	225	36 0	19 0	15 2	14 10	57,000					9,128				273			
do 9	Escanaba	918	201	35 6	20 1	14 7	14 6	49,242					5,959				178			
do 12	Omaha	940	215	34 6	18 9	14 10	13 10		56,857					4,629				129		
do 14	J. R. Langdon	1,550	240	42 0	16 8	14 9	14 11	64,400				74	10,922				327			
do 15	W. A. Haskill	1,441	265	37 0	16 6	14 5	14 5		50,693			299		5,307				148		
do 29	W. J. Merritt	1,425	265	36 6	16 5	14 1	14 7				1,136	529				110				110
June 1	Jas. R. Langdon	1,550	240	42 0	16 8	13 8	15 0		24,920		719	500		7,280				208		
do 5	W. A. Haskill	1,441	265	37 0	16 6	14 7	14 8		51,816			309		7,251				203		
do 7	F. A. Prince	1,548	240	42 0	16 8	14 3	14 3		24,103		416	799		2,806		42		78		42
do 7	Argonaut	985	213	35 0	12 0	15 0	15 0		50,217					4,907				137		
do 13	A. McVittie	1,553	240	42 0	16 8	15 0	15 2		42,855		347	446		4,921		188		137		188
do 17	W. J. Averill	1,425	265	36 6	16 5	14 6	15 0		46,335			449		7,732				216		
do 18	H. R. James	1,553	240	42 0	16 8	14 2	14 4		42,882		177	405		2,935				82		

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—*Continued.*

UNITED STATES STEAM VESSELS—*Continued.*

Date of Arrival.	Names of Vessels.	Registered Tonnage.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.					Lighterage over Welland Railway.				Lighterage in Tons.			
			Length over all.	Width of beam	Depth of hold.	Forward.	Aft.	Wheat.	Corn.	Rye.	Corn.	Rolling freight	Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.
1892.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Tons.	Tons.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.
June 19	Jas. R. Langdon	1,550	240	42 0	16 8	13 8	14 1	.....	14,459	.....	1,005	352	.....	2,610	.....	27	...	73	....	27
do 24	Escanaba	918	201	35 6	20 1	15 1	14 8	.....	39,687	.....	404	....	.....	3,285	.....	114	....	92	...	114
do 25	Topeka	1,111	228	36 0	19 0	15 6	14 10	.....	62,226	.....	.....	.....	.....	9,526	.....	.....	....	267	.....	.....
do 26	W. A. Haskill	1,441	265	37 0	16 6	14 0	14 6	.....	12,858	.....	943	325	.....	2,738	.....	17	.....	76	....	17
July 3	A. McVittie	1,553	240	42 0	16 8	14 2	14 4	.....	28,034	.....	640	365	.....	2,143	.....	54	.....	60	....	54
do 4	W. J. Averill	1,425	265	36 6	16 5	14 10	14 11	.....	50,000	.....	.....	384	.....	9,126	.....	.....	.....	255	.....	.....
do 7	H. R. James	1,553	240	42 0	16 8	14 3	14 4	.....	43,230	.....	.....	591	.....	2,593	.....	.....	.....	72	.....	.....
do 9	Jas. R. Langdon	1,550	240	42 0	16 8	14 0	14 1	.....	15,000	.....	1,063	329	.....	3,628	.....	34	.....	101	...	34
do 11	Rhoda Emily	654	166	32 0	19 8	14 6	14 9	.....	39,887	.....	.....	.....	.....	2,695	.....	.....	.....	83	.....	.....
do 14	Escanaba	918	201	35 6	20 1	14 6	13 8	.....	.....	.....	1,319	.....	.....	.....	.....	36	.....	.....	.....	36
do 14	W. A. Haskill	1,441	265	37 0	16 6	13 6	13 4	.....	26,000	.....	.....	822	.....	1,179	.....	.....	.....	33	.....	.....
do 18	Gov. Smith	1,547	240	42 0	16 8	14 1	15 1	.....	31,502	.....	755	293	.....	7,357	.....	.....	.....	205	.....	.....
do 20	Jno. Rugee	950	216	35 0	18 0	14 1	14 7	49,040	.....	.....	.....	.....	2,191	.....	.....	.....	66	.....	.....	.....
do 20	A. McVittie	1,553	240	42 0	16 8	14 3	14 9	.....	27,795	.....	679	373	.....	2,721	.....	85	.....	75	....	85
do 25	W. J. Averill	1,425	265	36 6	16 5	14 6	15 0	.....	47,053	.....	.....	419	.....	7,356	.....	.....	.....	206	.....	.....
do 27	H. R. James	1,553	240	42 0	16 8	14 5	15 3	.....	17,821	.....	1,440	....	.....	6,177	.....	60	.....	172	....	60
do 27	Jas. R. Langdon	1,550	240	42 0	16 8	13 0	15 2	.....	14,899	.....	1,071	340	.....	.....	.....	159	.....	.....	.....	159
do 31	H. A. Prince	1,548	240	42 0	16 8	14 11	14 10	.....	50,536	.....	576	.....	.....	9,596	.....	.....	.....	269	.....	.....
Aug. 1	W. A. Haskill	1,441	265	37 0	16 6	14 7	15 2	.....	56,615	.....	.....	210	.....	8,595	.....	.....	.....	241	.....	.....
do 5	Gov. Smith	1,547	240	42 0	16 8	14 6	15 4	.....	44,499	.....	300	440	.....	9,662	.....	.....	.....	270	.....	.....
do 7	A. McVittie	1,553	240	42 0	16 8	14 11	15 7	.....	50,179	15,529	.....	216	.....	12,641	.....	.....	.....	353	.....	.....
do 13	H. R. James	1,553	240	42 0	16 8	14 10	14 8	.....	45,000	.....	.....	680	.....	8,480	.....	.....	.....	237	.....	.....
Aug. 16	W. J. Averill	1,425	265	36 6	16 5	14 10	15 3	.....	52,506	.....	.....	355	.....	9,719	.....	.....	.....	272	.....	.....
do 17	F. H. Prince	1,548	240	42 0	16 8	14 7	15 0	.....	42,217	.....	400	417	.....	6,012	.....	85	.....	168	....	85
do 19	Jas. R. Langdon	1,550	240	42 0	16 8	13 2	14 4	.....	.....	.....	1,120	614	.....	.....	.....	75	.....	.....	.....	75
	W. A. Haskill	1,441	265	37 0	16 6	13 6	14 6	.....	42,899	.....	.....	386	.....	1,923	.....	.....	.....	53	.....	.....
do 23	Gov. Smith	1,547	240	42 0	16 8	14 9	14 10	.....	27,663	.....	848	338	.....	.....	.....	231	.....	.....	.....	231
do 28	A. McVittie	1,553	240	42 0	16 8	15 2	15 5	.....	63,891	.....	.....	258	.....	13,002	.....	.....	.....	364	.....	.....
do 31	W. J. Averill	1,425	265	36 6	16 5	14 9	15 2	.....	59,552	.....	.....	131	.....	8,532	.....	.....	.....	239	.....	.....
Sept. 1	H. R. James	1,553	240	42 0	16 8	14 2	15 3	.....	29,060	.....	743	363	.....	5,962	.....	43	.....	166	....	43

do	5	Jas. R. Langdon	1,550	240	42	0	16	8	14	10	15	2		61,639			333		13,654				382				
do	6	Escanaba	918	201	35	6	20	1	14	10	14	8	49,602					5,594				167					
do	7	F. H. Prince	1,548	240	42	0	16	8	15	3	15	2		59,509			430		12,845				360				
do	10	Gov. Smith	1,547	240	42	0	16	8	15	1	15	8		64,634			328		14,089				394				
do	11	W. A. Haskill	1,441	265	37	0	16	6	14	5	15	3		59,281			145		8,536				239				
do	15	Kate Butteronie	693	174	32	0	20	0	14	8	14	8	38,500					2,582				77					
		A. McVittie	1,553	240	42	0	16	8	14	5	15	3		34,666		647	336		9,619				269				
do	16	Topeka	1,111	228	36	0	19	0	15	7	15	3		65,000					11,871				332				
do	17	W. J. Averill	1,425	265	36	6	16	5	14	9	14	11		61,768			67		8,410				235				
do	19	H. R. James	1,553	240	42	0	16	8	15	0	15	3		45,593		349	393		12,569				352				
do	21	Jno. Rugee	950	216	35	0	18	0	14	5	14	7		54,360					3,612				102				
do	25	Jas. R. Langdon	1,550	240	42	0	16	8	13	9	15	5		34,473		630	337		6,031		59		169		59		
do	26	F. H. Prince	1,548	240	42	0	16	8	15	4	15	2		66,848		260			13,656				382				
do	27	Omaha	940	215	34	6	18	9	15	7	15	1	60,332					11,400				342					
do	28	W. A. Haskill	1,441	265	37	0	16	6	14	9	15	3		60,484			162		9,080				254				
Oct.	2	Gov. Smith	1,547	240	42	0	16	8	14	0	15	8		31,897		1,062			7,040		39		197		39		
do	4	A. McVittie	1,553	240	42	0	16	8	15	3	15	7		66,959			226		14,655				410				
do	5	W. J. Averill	1,425	265	36	6	16	5	14	9	14	10		54,000			243		8,198				229				
do	7	Dewar	1,029	222	37	0	19	0	15	10	15	4		63,851					13,926				390				
do	8	H. R. James	1,553	240	42	0	16	8	15	1	15	2		64,430			279		12,682				355				
do	12	J. R. Langdon	1,550	240	42	0	16	8	14	4	15	7		50,474		388	286		12,555		70		352		70		
do	15	Jno. Rugee	950	216	35	0	18	0	14	8	15	0		57,441					6,194				174				
		Omaha	940	215	34	6	18	9	14	11	14	4		58,855					5,441				152				
do	17	W. A. Haskill	1,441	265	37	0	16	6	13	3	14	8		14,697		816	393		2,738				77				
do	23	Gov. Smith	1,547	240	42	0	16	8	13	0	15	1		17,023		920	392		4,943				136				
do	30	A. McVittie	1,553	240	42	0	16	8	14	3	15	3		60,000			284		7,988				223				
Nov.	3	H. R. James	1,553	240	42	0	16	8	14	1	15	1		38,340		327	525		7,732				216				
		J. R. Langdon	1,550	240	42	0	16	8	13	0	15	6		50,000			498		7,335				205				
do	9	Rhoda Emily	654	166	32	0	19	8	13	9	14	0	34,000					2,787				83					
do	17	W. A. Haskill	1,441	265	37	0	16	6	13	1	14	6		35,766			562		2,980				83				
		F. H. Prince	1,548	240	42	0	16	8	14	4	14	8		50,000			503		7,940				222				
do	20	Dewar	1,029	222	37	0	19	0	15	3	15	3		61,000					10,562				295				
do	23	Topeka	1,111	228	36	0	19	0	15	2	15	3		62,733					9,989				280				
do	25	Jno. Rugee	950	216	35	0	18	0	15	0	15	3		58,000					8,642				241				
do	29	A. McVittie	1,553	240	42	0	16	8	13	8	14	0		39,617			621		4,805				135				
		H. R. James	1,553	240	42	0	16	8	13	1	14	3	15,416	19,605			679		2,922				81				
do	30	Pueblo	1,054	225	36	0	19	0	15	0	15	2		62,301					10,507				294				
		Mont Eagle	1,035	237	35	0	19	8	15	0	15	2		57,855					9,040				253				
Dec.	2	Omaha	940	215	34	6	18	9	14	6	14	10		59,512					7,126				200				

UNITED STATES SAIL VESSELS.

July	4	W. S. Coosthwaite	640	197	34	8	13	3						47,697					2,513				70				
Aug.	25	Baltic	870	202	34	7	16	6	14	8	14	6		67,000					5,736				160				

J.—Statement of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—*Continued.*

CANADIAN STEAM VESSEL—*Concluded.*

Date of Arrival.	Names of Vessels.	Grain Cargo and Rolling Freight through the Canal.									Total Cargo through Canals.	Depth of Water through Canal midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in Lighterage.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight			From	To		
1892.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			Cts.	H. M.
Sept. 29	Algonquin	62,366				1,871					1,871	13 6	Duluth	Kingston	2	3 0

UNITED STATES STEAM VESSELS—*Continued.*

April 16	Pueblo		50,729				1,421				1,421	13 8	Chicago	Kingston	2	3 0
do 20	H. R. James		47,095				1,319			279	1,598	13 4	do	Ogdensburg	2	4 0
do 21	J. R. Langdon		24,795		525		695		525	406	1,626	13 3	do	do	2	3 0
do 21	F. H. Prince		53,496				1,498			159	1,657	13 5	do	do	2	5 0
do 22	Rhoda Emily			34,854				976			976	13 7	do	Kingston	2	1 0
do 22	Omaha	48,170				1,446					1,446	13 8	Gladstone	do	2	3 0
May 3	Jno. Rugee		49,151				1,377				1,377	13 10	Chicago	do	2	2 15
do 4	Argonault		43,756				1,226				1,226	14 7	do	do	2	2 0
do 5	Gov. Smith	7,212	28,041			217	786			566	1,569	13 3	do	Ogdensburg	2	6 0
do 9	Pueblo	47,872				1,437					1,437	13 8	do	Kingston	2	2 30
do 9	Escanaba	43,283				1,299					1,299	13 9	do	do	2	2 30
do 12	Omaha		52,228				1,463				1,463	13 9	do	do	2	2 0
do 14	J. R. Langdon	53,478				1,605				74	1,679	13 6	do	do	2	3 0
do 15	W. A. Haskill		45,386				1,271			299	1,570	13 10	do	Ogdensburg	2	2 0
do 29	W. J. Merritt				1,026				1,026	529	1,555	13 11	do	do	2	2 0
June 1	Jas. R. Langdon		17,640		719		494		719	500	1,713	13 7	do	do	2	3 0
do 5	W. A. Haskill		44,565				1,248			309	1,557	13 11	do	do	2	2 30
do 7	F. A. Prince		21,297		374		597		374	799	1,770	13 11	do	do	2	2 0
do 7	Argonaut		45,310				1,269				1,269	14 0	do	Kingston	2	2 0
do 13	A. McVittie		37,934		159		1,063		159	446	1,668	13 11	do	Ogdensburg	2	4 0
do 17	W. J. Averill		38,603				1,081			449	1,530	13 11	do	do	2	3 0
do 18	H. R. James		39,947		177		1,119		177	405	1,701	13 11	do	do	2	1 45
do 19	Jas. R. Langdon		11,849		978		332		978	352	1,662	13 11	do	do	2	2 0
do 24	Escanaba		36,402		290		1,020		290		1,310	13 9	do	do	2	3 0
do 25	Topeka		52,700				1,476				1,476	14 0	do	Kingston	2	2 30

do	26	W. A. Haskill		10,120		926		284		926	325	1,535	13	0	do	Ogdensburg.	2	2	30
July	3	A. McVittie		25,891		586		725		586	365	1,676	13	11	do	do	2	2	0
do	4	W. J. Averill		40,874				1,145			384	1,529	14	0	do	do	2	2	30
do	7	H. R. James		40,637				1,138			591	1,729	14	0	do	do	2	2	0
do	9	Jas. R. Langdon		11,372		1,029		319		1,029	329	1,677	13	7	do	do	2	2	0
do	11	Rhoda Emily		36,922				1,034				1,034	14	0	do	do	2	2	0
do	14	Escanaba				1,283				1,283		1,283	13	11	do	do	2	1	0
do	14	W. A. Haskill		24,821				695			822	1,517	13	9	do	do	2	1	15
do	18	Gov. Smith		24,145		755		677		755	293	1,725	13	11	do	do	2	3	0
do	20	Jno. Rugee	46,849				1,405					1,405	14	0	do	Kingston.	2	2	0
do	20	A. McVittie		25,074		594		703		594	373	1,670	13	11	do	Ogdensburg.	2	2	30
do	25	W. J. Averill		39,697				1,112			419	1,531	14	0	do	do	2	2	30
do	27	H. R. James		11,644		1,380		327		1,380		1,707	14	0	do	do	2	6	30
do	27	Jas. R. Langdon		14,899		912		418		912	340	1,670	13	0	do	do	2	2	30
do	31	H. A. Prince		40,940		576		1,147		576		1,723	13	11	do	do	2	2	30
Aug.	1	W. A. Haskill		48,020				1,345			210	1,555	13	11	do	do	2	3	0
do	5	Gov. Smith		34,787		300		975		300	440	1,715	13	11	do	do	2	3	0
do	7	A. McVittie		37,538	15,529			1,052	435		216	1,703	13	11	do	Kingston.	2	3	30
do	13	H. R. James		36,520				1,023			680	1,703	13	11	do	Ogdensburg.	2	2	40
Aug.	16	W. J. Averill		42,787				1,199			355	1,554	14	0	Chicago	Ogdensburg.	2	3	0
do	17	F. H. Prince		36,205		315		1,014		315	417	1,746	13	11	do	do	2	3	0
do	19	Jas. R. Langdon				1,045				1,045	614	1,659	13	6	do	do	2	1	15
		W. A. Haskill		40,976				1,148			386	1,534	13	10	do	do	2	1	30
do	23	Gov. Smith		27,663		617		775		617	338	1,730	14	0	do	do	2	4	15
do	28	A. McVittie		50,889				1,425			258	1,683	13	11	do	do	2	3	30
do	31	W. J. Averill		51,020				1,429			131	1,560	14	0	do	do	2	3	15
Sept.	1	H. R. James		23,098		700		647		700	363	1,710	14	0	do	do	2	3	0
do	5	J. R. Langdon		47,985				1,344			333	1,677	13	7	do	do	2	4	0
do	6	Escanaba	44,008				1,321					1,321	13	11	do	Kingston	2	2	30
do	7	F. H. Prince		46,664				1,307			430	1,737	13	10	do	Ogdensburg.	2	4	15
do	10	Gov. Smith		50,545				1,416			328	1,744	13	11	do	do	2	3	45
do	11	W. A. Haskill		50,745				1,421			145	1,566	13	11	do	do	3	3	0
do	15	Kate Butteroni	35,918				1,078					1,078	14	0	do	Kingston	2	2	0
		A. McVittie		25,047		647		702		647	336	1,685	13	11	do	Ogdensburg.	2	4	15
do	16	Topeka		53,129				1,488				1,488	14	0	do	do	2	4	0
do	17	W. J. Averill		53,358				1,495			67	1,562	14	0	do	do	2	3	0
do	19	H. R. James		33,024		349		925		349	393	1,667	13	10	do	do	2	4	30
do	21	Jno. Rugee		50,478				1,421				1,421	14	0	do	do	2	2	0
do	25	Jas. R. Langdon		28,442		571		797		571	337	1,705	13	7	do	do	3	4	0
do	26	F. H. Prince		53,192				1,490			260	1,750	13	11	do	do	2	4	15
do	27	Omaha	48,932				1,468					1,468	13	10	do	Kingston	2	4	0
do	28	W. A. Haskill		51,404				1,440			162	1,602	14	0	do	Ogdensburg.	2	3	15
Oct.	2	Gov. Smith		24,857		1,023		697		1,023		1,720	13	11	do	do	2	3	0
do	4	A. McVittie		52,304				1,465			226	1,691	13	10	do	do	2	4	0
do	5	W. J. Averill		45,802				1,283			243	1,526	13	11	do	do	2	3	0
do	7	Dewer		49,925				1,398				1,398	13	11	do	do	2	4	0
do	8	H. R. James		51,748				1,449			279	1,728	13	11	do	do	2	4	20
do	12	J. R. Langdon		37,919		318		1,062		318	286	1,666	13	6	do	do	2	4	45
do	15	Jno. Rugee		51,247				1,435				1,435	14	0	do	do	2	2	0
		Omaha		53,414				1,496				1,496	13	11	do	do	2	2	0

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 1892.

UNITED STATES STEAM VESSELS.

Date of Arrival.	Name of Vessel.	Grain Cargo and Rolling Freight through the Canal.									Total Cargo through the Canal.	Depth of Water through the Canal Midship.	Destination.		Cost of freight per bushel.	Time occupied in lightering.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight			From.	To.		
1892.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			cts.	H. M.
do 17	W. A. Haskill		11,959		816		335		816	393	1,544	13 8	do	do	2	3 0
do 23	Gov. Smith		12,080		920		339		920	392	1,651	13 6	do	do	2	2 0
do 30	A. McVittie		52,012				1,457			284	1,741	13 11	do	do	2	2 30
Nov. 3	H. R. James		30,608		327		858		327	525	1,710	13 10	do	do	2	4 0
	J. R. Langdon		42,665				1,195			498	1,693	13 5	do	do	2	3 15
do 9	Rhoda Emily	31,213				937					937	13 4	do	Kingston	2	2 0
do 17	W. A. Haskill		32,786				919			562	1,481	13 4	do	Ogdensburg.	2	1 45
	F. H. Prince		42,060				1,178			503	1,681	13 9	do	do	2	3 0
do 20	Dewer		50,438				1,413				1,413	14 0	do	do	2	3 0
do 23	Topeka		52,744				1,477				1,477	14 0	do	do	2	4 0
do 25	Jno. Rugee		49,358				1,383				1,383	14 0	do	do	2	4 0
do 29	A. McVittie		34,812				975			621	1,596	13 5	do	do	2	2 30
	H. R. James	15,416	16,683			463	468			679	1,610	13 4	do	do	2	2 30
do 30	Pueblo		51,794				1,451				1,451	13 9	do	do	2	3 15
	Mount Eagle		48,815				1,367				1,367	13 10	do	do	2	6 15
Dec. 2	Omaha		52,386				1,467				1,467	13 10	do	do	2	3 30

UNITED STATES SAIL VESSELS.

July 4	W. S. Coosthwaite		45,184				1,266				1,266		Chicago	Ogdensburg.	2	1 30
Aug. 25	Baltic		61,264				1,716				1,716	13 10	do	Kingston	2	3 30

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, 1891 and 1892.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.												
Iron, pig	858	459									371	
do all othdr..		9	5		7	15		418				
Stone for cutting	233	2										
Apples		1			513	49	33					54
Barley		259		38								
Corn	69,066	17,474	109,191	55,552	44,401	116,517	24,609	66,443	195,350	139,798	52,539	53,689
Flour	4,476	5,920	5,089	9,659	2,874	2,934	6,140	3,865	6,841	3,065	3,324	2,874
Meal, all kinds			1,188		16	125	87	100	148	222	67	16
Oats				872					320	479		
Pease			726	433	11	608	362				390	524
Rye		1,269	518	477					1,284	1,120	64,978	9,119
Seeds, all kinds		37	2		42	33		12	3	2	2	75
Tobacco, raw		1				25					1	
Wheat	77,061	161,692	76,379	84,822	52,157	86,815	160,063	93,915	70,815	75,515	159,785	194,281
All other agricultural products, vegetable		1			1		17		798	3	2	
Hides, skins, horns and hoofs			77									20
Horses		1			2	1	1	2	2	3	2	2
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, animals					4	68	29	39	32	117		103
Total, Class 3	157,196	187,609	193,393	152,171	100,058	208,148	191,759	165,113	276,813	220,545	281,762	260,757
Class 4.												
Ashes	13	10	3	36	97	44	113	85	107	70	40	17
Furniture	4	12	6	10	5	6	9	2		1	2	1
Glass, all kinds	47	6	1					3		1	1	
Molasses		18	43			28						
Nails				1			1					
Oil		425		78	7	6	14		4	6		

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.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Concluded.												
Paint		4				1						
Pitch and tar		1										
Sugar			2				15					
Stone, wrought	291	484	269	317			12					
Turpentine		2		1								
Whiskey, beer, and other spirits		25	35			8		3	20	26	105	6
Merchandise not enumerated	60	105	53	37	29	100	72	105	193	142	278	36
Total, Class 4	415	1,092	412	480	138	193	236	198	324	246	426	60
Class 5.												
Barrels, empty	1	3		37	128	6	88	40				1
Sawed lumber	2,849	3,639	6,311	7,591	19,945	18,707	7,001	5,175	6,118	3,579	3,908	1,678
Staves, pipe and barrel	1,001	2,359	2,024	200	856	332	184	139				8
do West India and pipe	1,198	1,130	451	863		287	131	1,623	270			200
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	440
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	2,327
Special Class.												
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	263,144

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 Season of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891 and 1892.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.												
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	1,570
Clay, lime and sand	121	56	56			1	134	95	3	8	206	240
Fish	18	406				1	95	1	80	26	7	426
Gypsum					13							
Iron, railway	16,476	11,246	8,725	2,031	12,356	6,629	153	9,148	15,513	20.003	2,855	1,171
do pig	8,131	3,575	2,460	43	23	10	368	573	250	20	112	74
do all other	900	686	528	366	290	76	1,997	297	290	584	595	387
Salt	5,175	1,820	5,324	802	1,574	5,609	4,197	3,599	4,216	7,440	4,391	2,034
Stone for cutting	5				7					12		145
Flour			21							48		
Meals			5					31				
Oats			264									
Potatoes	359	23					4					
Seeds, all kinds	65	14						24	215	100		
Agricultural products not enumerated, vegetables	2		25	1	1			35	19		52	
Horses		2							2			
Lard and lard oil					3		3			72		16
Pork				45						33		
Wool		3					4			13	2	13
All other articles not enumerated						6	4	77		1	2	
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	6,076
Class 4.												
Ashes, pot and pearl					226	20				10	31	88
Crockery and eartherware	24	116	137	47	10	40	164	336	112	11	251	8
Dye woods, &c.			2			1	4					
Furniture	3	4	4	1		9	1	1			1	3
Glass, all kinds	97	359	156	160	32	39	53	77	71	23	30	152
Manilla		5	5	17		7	5	1				
Molasses	14	58	3			23	1	7	56			32

L.—Statement showing the Quantity of Freight passed westward from Montreal, &c.—*Continued.*

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Concluded.												
Nails	258	576	1,085	160	205	389	147	578	736	453	560	276
Oil in barrels	54	119	122	80	10	82	28	22	9	11	64	2
Paint	47	124	103	161	24	36	80	59	49	24	61	15
Pitch and tar	1	.....	50	1	.....	5	1	.....	.....	13	22	15
Rosin	.....	11	21	.....	.....	.....	.....	.....	.....	1	.....	.....
Soda, ash	3,177	1,040	1,801	1,427	164	975	1,116	1,196	766	554	377	352
Steel	29	.....	3	142	.....	1	423	3	3	1	.....	269
Stone, wrought	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sugar	5	465	375	290	64	316	207	98	7	551	412	1,320
Tin	959	641	1,669	1,832	10	549	2,225	198	480	40	23	27
Turpentine	.....	.....	1	1	.....	1	1	1	1	2	.....	.....
White lead	.....	14	.....	3	.....	3	4	2	4	19	3	6
Whiting	10	5	19	.....	9	.....	7	.....	33	34	50	71
Whiskey, beer, &c	91	564	791	364	259	174	287	228	124	350	294	220
Merchandise not enumerated	984	1,992	2,608	1,001	712	1,008	619	1,259	1,422	1,180	810	538
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	3,394
Class 5.												
Barrels, empty	40	130	179	.....	.....	227	.....	.....	2	.....	.....	.....
Lumber, sawn, in vessels	.....	175	318	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodenware	26	23	.....	3	2	.....	.....	.....	.....	.....	.....	.....
Total Class 5	66	328	497	3	2	227	.....	.....	2	.....	.....	.....
Special Class.												
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	9,470

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, 1891 and 1892.

ARTICLES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks	22		3				41				4		
Cement and water lime			2				31		4				
Fish				1				2				1	
Iron, railway				142									
do all other		79	114	90	40		45			520	1	10	1
Salt				8			1					494	
Stone for cutting	258			38	15								
Apples		1	8										
Barley			537	735				1,709	2		6,519	8,113	6,433
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	131,222
Flour			107	2,041	1,715	124	7,591	11,780	8,563	5,017	9,204	6,802	11,018
Hay, pressed					13								
Meal, all kinds			5	8,579	8,170		13,201	10,726	11,598	17,224	20,482	26,096	31,724
Oil cake				1									
Oats	296			731	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823	36,935
Potatoes			1							1	1		
Rye			684						179				
Seeds, all kinds		16		662	511		236	44	48	151	135	256	50
Wheat	30,611	34,320	30,227	54,282	40,956	53,235	53,258	37,678	39,999	39,229	31,527	32,097	26,950
Agricultural products, vegetable			5	3			2	2			14	42	
Hides and skins, &c				60	73		414	170	39				
Horses			1	6	6		1	2		1	1	3	
Lard and lard oil, &c				5	7		13	14	19	32	30	10	
Meats, other than pork			1	12	4		1	18	14	3	15	2	29
Pork			1	163			106	108	19	21	88	73	1
Sheep					1								
Wool				95			1,125	86	18	452		1,237	70
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	244,433
Class 4.													
Agricultural implements		3		1				9					
Crockery and earthenware		4	1	1					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.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Concluded.													
Glass, all kinds			66		1		2					1	
Nails		102	7	51	26		4						
Oil, in barrels			995	206	255		6	8				1	
Paint			3	6							3		44
Soda, ash			7										
Steel			1						3				1
Stone, wrought	192	29	33	87	7		38			2			
White lead		2	6	5							1		
Whiskey, beer and all other spirits	14		12	156	26		21	63	151	190	228	167	46
Merchandise, not enumerated	1	49	91	941	481	2	824	469	1,453	1,679	1,822	1,865	1,331
Total, Class 4	207	189	1,237	1,479	812	2	916	573	1,638	1,902	2,075	2,041	1,422
Class 5.													
Lumber, sawn, in vessels	33,555	30,462	34,182	34,189	43,713	44,668	43,776	29,845	28,333	55,074	38,030	45,504	54,173
Hoops				26									
Shingles	9		9	9	76	111	463		6	51			
Staves, barrel				25					82				
Woodenware, &c	1	4	43	30	11		2	26	141	333	8	4	54
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	54,227
Special Class.													
Coal	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	1,124	615	1,382	651
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	651
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	300,733

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 1892.

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"	629	167	462
do do	658	163	495
do "Alma Munro"	674	284	390
do "Cuba"	660	268	392
do "Lake Michigan"	510	216	294
do do	510	249	261
do "St. Magnus"	1,041	.....	420
do do	1,035	633	402
do do	1,023	635	388
Canadian sailing vessel "Kildonan"	1,140	288	852
Norwegian steamship "Wergeland"	294	245	49
Total	8,174	3,148	4,405

Number of cargoes of wheat	11	
Quantity through Welland Canal to Kingston	8,174	Tons.
do transhipped at Kingston	3,148	"
do taken to Montreal in vessels in which it arrived at Kingston	4,405	"
do remaining at Kingston	621	"

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo, through the St. Lawrence Canals, during the Season of Navigation in 1892.

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"	476	.....	476
do "Cuba"	654	261	393
do do	448	.....	448
do do	644	239	405
do "Alma Munro"	625	54	571
do "Lake Michigan"	482	202	280
do do	490	181	309
Canadian sailing vessel "Jennie"	924	350	574
do do "Jno. Gaskin"	1,023	358	665
do do "Regina"	826	256	570
Total	6,592	1,901	4,691

Number of cargoes of corn	10	
Quantity through the Welland Canal to Kingston	6,592	Tons.
do transhipped at Kingston	1,901	"
do taken to Montreal in vessels in which it arrived at Kingston	4,691	"

N.—STATEMENT showing the Number of Vessels and their Cargoes of Pease and 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 1892.

PEASE.

Name of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Lake Michigan"	524	253	271

RYE.

Canadian steamer "Alma Munro"	507	112	395
do do	629	227	402
do do	627	247	380
do do	659	252	407
do "Cuba"	616	258	358
Totals	3,038	1,096	1,942

Number of cargoes of rye	5	
Quantity through the Welland Canal to Kingston	3,038	tons.
do transhipped at Kingston	1,096	do
do taken to Montreal in vessels in which it arrived at Kingston	1,942	do

RECAPITULATION of the Number of Vessels passed down the Welland Canal, with Cargoes of Grain to Kingston, the Quantity transhipped, and the Quantity taken to Montreal for the Season of 1892.

—	Number of Cargoes.	Total.
Wheat	11	
Corn	10	
Pease	1	
Rye	5	
Total		27
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal	8,174	
do corn do do	6.592	
do pease do do	524	
do rye do do	3,038	
Total through Welland Canal		18,328
Quantity of the above transhipped at Kingston, viz. :—		
Wheat	3,148	
Corn	1,901	
Pease	253	
Rye	1,096	
Total transhipped		6,398
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :—		
Wheat	4,405	
Corn	4,691	
Pease	271	
Rye	1,942	
Total quantity to Montreal		11,309
Quantity remaining at Kingston		621
Total		18,328

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 1892.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	98	69,430	60	30,082	69	62,288	20	11,837	247	173,637
	Tons.		Tons.		Tons.		Tons.		Tons.	
Corn	16,776		7,360		27,742		5,341		57,219	
Pease	524		.....		.....		.....		524	
Rye	5,066		.....		2,862		608		8,536	
Wheat	74,528		54,764		56,520		16,739		202,551	
Total	96,894		62,124		87,124		22,688		268,830	

							Tons.
98	cargoes	in	Canadian	steam	vessels,	total quantity	96,894
60	do	do	do	sailing	do	do	62,124
69	do	United	States	steam	vessels,	total quantity	87,124
20	do	do	do	sailing	do	do	22,688

P.—Total Quantity of Grain arrived at Kingston in Vessels which passed down the Welland Canal during the Season of 1892.

Summary.	Tons.	Tons.
Canadian steam vessels, 98 cargoes of grain	96,894	
do sailing do 60 do	62,124	
Total in Canadian vessels		159,018
United States steam vessels, 69 cargoes of grain	87,124	
do sailing do 20 do	22,688	
Total in United States vessels		109,812
Total in Canadian and United States vessels		268,830
Distributed as follows:—		
2 cargoes taken to Montreal in vessels in which it arrived at Kingston		924
25 do arrived at Kingston in Canadian vessels with an aggregate quantity of	18,328	
Transhipped at Kingston 6,398		
Discharged 621		
	7,019	
Quantity taken to Montreal in vessels in which it arrived in Kingston		11,309
Vessels arrived at Kingston and discharged all their cargoes as follows:—		
131 cargoes in Canadian vessels 139,766		
89 do in United States vessels 109,812		
Aggregate quantity discharged	249,578	
Quantity transhipped to Montreal	238,361	
Total quantity transhipped to Montreal		244,759
Quantity taken to Ogdensburg and transhipped to Montreal		4,341
do transhipped to Cardinal 3,838		
do remaining at Kingston 3,659		
	7,497	
Total		268,830

Q.—Comparative statement of the Quantity of Grain passed down the Welland Canal to Kingston for the Seasons of 1891 and 1892.

	1891.		1892.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels..	209	190,664	158	159,018
do do do in United States vessels	77	90,153	89	109,812
Total..	286	280,817	247	268,830
Quantity transhipped at Kingston in Canadian vessels for Montreal		259,655		244,759
Quantity taken to Montreal in vessels in which it arrived at Kingston		17,196		12,233
Quantity remaining at Kingston		1,241		3,659
Quantity transhipped to Cardinal		2,725		3,838
Quantity taken to elevators at Ogdensburg and transhipped to Montreal				4,341
Total		280,817		268,830

2 vessels took their cargoes through to Montreal intact in 1892 against 3 in 1891.
25 vessels lightered a portion of their cargoes at Kingston in 1892 against 44 in 1891.
220 vessels discharged the whole of their cargoes at Kingston in 1892 against 239 in 1891.

R.—Statement showing the Quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1892, inclusive, and the total shipments for the same period.

Years.	Receipts *via* Lachine Canal.	Receipts *via* C. P. R. and G. T. R. is reported as follows.	Total Receipts at Montreal.	Shipments *via* 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	88,914
1890	200,896	1,448,187	1,649,083	244,380
1891	102,162	1,616,004	1,718,166	791,691
1892	341,376	5,536,818	5,878,194	5,081,459

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1892, inclusive, and the amount of Tolls Colleted thereon, is as follows:—

Years.	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.		$ 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
1892		183,244	651	12,391	15,330	211,616	42,284 13

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 and 1892 being 20 cents a ton for passage either eastward or westward.

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1892, 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
1892	7,543	157,134	164,677	23,570 10

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 1892, 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	
Agricultural products, not enumerated, vegetable		3	3
do do animal		6	
Agricultural implements			1
Barley			735
Coal		89,344	5,372
Corn	109,191	6,815	66,128
Crockery and earthenware			1
Fish			1
Flour	5,089		2,041
Furniture	6	8	25
Glass	1	9	
Horses			6
Hides and skins	77	26	60
Iron, railway			142
do all other	5	39	90
Lard and lard oil	6	1	5
Meal, all kinds	1,188	138	8,579
Meats, other than pork		2	12
Manilla			4
Molasses	43	4	1
Nails			51
Oats			731
Oil, in barrels		300	206
Oil cake			1
Pease	726		
Pork	212	13	163
Paint			6
Rags			271
Rye	518		
Salt			8
Stone, intended for cutting		2,584	38
do wrought	269	353	87
Seeds, all kinds	2		662
Steel	1		
Sugar	2		
Spirits, beer, &c	35	98	156
Tobacco, raw		5	
Tallow		2	
Wheat	76,379	3,835	54,282
White lead			5
Wool			95
All other merchandise, not enumerated	52	109	665
Barrels, empty		4	
Firewood, in vessels		930	
Hoops			26
Lumber, sawn, in vessels	6,311	792	34,732
Staves and headings, barrel		31	
do 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	
Agricltural products, not enumerated, vegetable		7	
do do animal		2	
Agricultural implements		9	
Barley	38	52	
Coal		32,598	4,293
Corn	55,552	9,552	53,707
Cattle		1	
Fish		13	
Flour	9,659		1,715
Furniture	10	17	16
Glass, all kinds		10	1
Hay, pressed			13
Horses		2	6
Hides, horns and hoofs			73
Iron, all other		8	40
Kryolite and chemical ore, and other ore, except iron		10	
Lard and lard oil		2	7
Meal, all kinds		5	8,170
Meats other than pork		28	4
Marble			1
Nails	1		26
Oats	872		9,874
Oil, in barrels	78	354	255
Pease	433		
Pork	318		
Rye	477		
Salt		364*	
Stone, intended for cutting		2,059	15
do wrought	317	190	7
Seeds, all kinds		111	511
Sheep			1
Spirits, beer, &c.		11	26
Turpentine	1		
Wheat	84,822	2,549	40,975
All other goods and merchandise not enumerated	37	104	480
Barrels, empty	37	3	1
Firewood, in vessels		930	
Lumber, sawn, in vessels	7,531	85	45,239
Staves and heading, 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 down to Montreal.	Quantity passed down to Ontario Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1886.	Tons.	Tons.	Tons.
Ashes, pot and pearl	44	10	11
Apples	49	...	...
Agricultural products, not enumerated, vegetable	...	1	1
Bricks	...	...	41
Cement and water lime	...	...	26
Coal	...	49,724	5,400
Corn	116,517	8,871	93,503
Flour	2,934	...	7,591
Furniture	6	15	21
Glass, all kinds	...	...	2
Horses	1	...	1
Hides and skins, &c	...	...	414
Iron, pig	...	617	43
do all other	15	12	1
Lard and lard oil	22	9	13
Meal, all kinds	125	18	13,201
Meats, other than pork	67	64	1
Marble	...	2	...
Molasses	28	7	...
Nails	...	...	4
Oats	...	41	4,790
Oil	6	28	6
Pease	608	...	...
Pork	936	407	106
Paint	1	1	...
Rags	...	...	13
Salt	...	29	1
Stone for cutting	...	4,314	...
do wrought	...	103	38
Seed, all kinds	33	3	236
Sugar	...	...	3
Spirits, beer, &c	8	12	21
Tobacco, raw	25	...	...
Tallow	1	2	1
Wheat	86,815	969	53,258
Wool	...	...	1,125
Merchandise, not enumerated	100	46	793
Barrels, empty	6	2	...
Floats	...	20	...
Lumber, sawn, in vessels	18,707	7,546	53,124
Masts, spars, &c	...	22	...
Staves and headings, barrel	...	57	...
do do pipe	332	339	...
do do West India	287	444	...
Shingles	...	12	463
Timber, square	16,740	44,335	...
Woodenware, &c	101	45	2
Total	244,514	118,127	234,254

A refund of 18 cents per ton was allowed on wheat, corn, oats, pease, barley and rye, passed down to Montreal, per O. C. 21st April, 1886.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1887.	Tons.	Tons.	Tons.
Ashes, pot and peal	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 pock	29	15	18
Nails	1		
Oats			12,050
Oil	14	190	8
Oil cake	17		
Pease	362		
Pork	418	86	108
Stone, for cutting		3,531	
do wrought	12	543	
Seeds		4	44
Sugar	15		1
Spirits		99	63
Wheat	160,063	4,940	37,678
Wool			86
All other merchandise, not enumerated	72	123	468
Barrels, empty	88		24
Lumber, sawn	7,001	1,816	44,733
Staves and headings, barrel		27	
do pipe	184		
do West India	131	838	
Timber, square	14,390	21,351	
Woodenware and wood partly manufactured	45	1	2
Total	213,834	67,632	204,315

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O.C. 21th March, 1887.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1888.	Tons.	Tons.	Tons.
Ashes, pot and pearl	85		
Apples		45	
Barley			2
Cement and water lime			4
Coal		27,183	878
Corn	66,443	25,469	102,974
Crockery and earthenware		4	1
Flour	3,865		8,563
Furniture	2	1	30
Glass, all kinds	3	2	
Hay, pressed		20	
Horses	2		
Hides and skins			39
Iron, pig		549	
do all other	418	490	
Lard and lard oil	54	12	18
Meal, all kinds	100		11,598
Meats, other than pork	39	6	14
Oats			26,510
Oil		3	
Pease		54	
Pork	265	61	19
Rags			14
Rye		632	179
Stone, for cutting		6,535	
do wrought		126	
Seeds, all kinds	12	1	48
Steel			3
Sugar		2	4
Spirits	3	2	151
Tallow			1
Wheat	93,915	14,365	39,999
Wool			18
All other goods and merchandise not enumerated	105	34	1,435
Barrels, empty	40		133
Lumber, sawn	5,174	4,515	45,818
Staves and headings, barrel	15	7	
do pipe	124		
do West Indies	1,623	13	
do salt barrel	1	1	
Shingles			6
Timber, square, in vessels	11,586	33,669	
Woodenware	25		8
Total	183,899	113,801	238,467

A refund of 18 cents 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 down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1889.	Tons.	Tons.	Tons.
Ashes, pot and pearl	107	5	
Coal		25,931	1,124
Corn	195,350	11,200	147,045
Crockery and earthenware		1	1
Fish		5	
Flour	6,841		5,017
Furniture		4	30
Horses	2		1
Iron, pig		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 do pipe	202	304	
do do West India	68	559	
Shingles			51
Split posts, &c		17	
Timber, square	9,302	70,579	246
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 passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed 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
Glass, all kinds	1		
Horses	3		1
Iron, all other			1
Kyrolite		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 West Indies		36	
Shingles			14
Square timber, in vessels		73,112	
do rafts		17,683	
Woodenware	1		1
	219,539	144,301	327,833
Corn 16,033			
Oats 400			
	16,433		*16,433
Total	235,972	144,301	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.

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.
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	14,638	
Barrels			4
	291,776	54,315	317,209
Corn 12,169			
Wheat 5,648			
	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.

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 1892.

ARTICLES.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1892.	Tons.	Tons.	Tons.
Ashes, pot and pearl	17	2	.....
Apples	54	.....	.....
Barley	.....	.....	6,433
Corn	53,689	7,637	131,222
Coal	.....	14,839	651
Flour	2,874	.....	11,018
Fish	9	.....	.....
Furniture	1	.....	7
Hides and skins	20	.....	.....
Horses	2	.....	.....
Iron, railway	.....	100	.....
do all other	.....	765	1
Meal, all kinds	16	.....	31,724
Meats, other than pork	94	.....	29
Oats	.....	.....	36,935
Oil	.....	7	.....
Pease	524	.....	.....
Potatoes	.....	.....	1
Pork	.....	.....	44
Rye	9,119	273	.....
Salt	.....	865	.....
Seeds, all kinds	75	.....	50
Steel	.....	.....	1
Stone for cutting	.....	1,264	.....
Sugar	.....	.....	20
Wheat	194,281	5,373	26,950
Whiskey, beer, spirits, &c	6	15	46
Wool	.....	.....	70
Merchandise not enumerated	36	13	1,304
Barrels empty	1	.....	29
Lumber sawn, in vessels	1,678	150	83,403
Square timber	440	42,768	440
Staves and headings, pipe	8	80	.....
do do West India	200	76	.....
Shingles	.....	.....	25
Total	263,144	74,227	330,403
*Wheat	+4,341	—4,341	.....
Total	267,485	69,886	330,403

*This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators, and subsequently transhipped to Montreal.

A refund of 18 cents a ton, Welland Canal tolls, was allowed on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, which passed down the whole length of the Welland and St. Lawrence Canals, to Montreal, or any port east of Montreal, and such products exported out of the country, and in such cases, only.

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.	Tons.	Tons.	Tons.
Barley	38	52	.....
Corn	55,552	9,552	53,707
Oats	872	.....	9,874
Rye	477	.....	.....
Wheat	84,822	2,549	40,975
Total Grain	141,761	12,153	104,556
Other Articles	26,954	88,272	60,987
Total	168,715	100,425	165,543
1885.			
Barley	.....	.....	228
Corn	44,401	9,906	63,229
Oats	.....	.....	882
Pease	11	.....	.....
Rye	.....	.....	.....
Wheat	52,157	2,003	53,235
Total Grain	96,569	11,909	117,574
Other Articles	36,399	113,853	55,759
Total	132,968	125,762	173,333
1886.			
Barley	.....	.....	.....
Corn	116,517	8,871	93,503
Oats	.....	41	4,790
Pease	608	.....	.....
Rye	.....	.....	.....
Wheat	86,815	969	53,258
Total Grain	203,940	9,881	151,551
Other Articles	40,574	108,246	82,703
Total	244,514	118,127	234,254
1887.			
Barley	.....	.....	1,709
Corn	24,609	6,898	83,431
*Oats	.....	.....	12,050
Pease	362	.....	.....
Rye	.....	.....	.....
Wheat	160,063	4,940	37,678
Total Grain	185,034	11,838	134,868
Other Articles	28,800	55,794	69,447
Total	213,834	67,632	204,315

* 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	127,402	81,901
Total	235,972	144,301	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 were 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 were transhipped at Ogdensburg to Montreal.

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.
1892.	Tons.	Tons.	Tons.
Barley	.....	.....	6,433
Corn	53,689	7,637	131,222
Oats	.....	.....	36,935
Pease	524	.....	.....
Rye	9,119	273	.....
Wheat	194,281	5,373	26,950
Total, grain	257,613	13,283	201,540
Quantity taken to Ogdensburg and transhipped to Montreal	* 4,341	4,341	.....
Total	261,954	8,942	201,540
Other articles	5,531	60,944	128,863
Grand total	267,485	69,886	330,403

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid.

	Quantity passed down to Canadian Ports: Toronto, Hamilton, Kingston, Cornwall, &c.	Quantity passed down to United States Ports: Oswego, Ogdensburg, &c., on south side of Lake Ontario.
1883.	Tons.	Tons.
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
1892.		
Grain	8,942	201,540
Other articles	60,944	128,863
Total	69,886	330,403

* Of this quantity of grain 16,433 tons was transhipped to Montreal in 1890; and 17,817 tons in 1891

CANAL

COMPARATIVE Statement for Years ended

——	January.	February.	March.	April.	May.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland Canal, 1891	205 00			6,519 99	28,972 97
do 1892		242 54		11,510 42	25,056 46
Increase		242 54		4,990 43	
Decrease	205 00				3,916 51
St. Lawrence Canals, 1891	15 52			201 50	8,151 22
do 1892				570 75	9,949 00
Increase				369 25	1,797 78
Decrease	15 52				
Chambly Canal, 1891					3,310 07
do 1892				19 45	3,463 15
Increase				19 45	153 08
Decrease					
Rideau Canal, 1891				41 14	609 33
do 1892			72 00	9 20	847 23
Increase			72 00		237 90
Decrease				31 94	
Ottawa Canals, 1891				541 88	8,064 90
do 1892				432 50	6,526 48
Increase					
Decrease				109 38	1,538 42
St. Peter's Canal, 1891				28 89	154 70
do 1892	31 10		1 06	180 14	254 58
Increase	31 10		1 06	151 25	99 88
Decrease					
Trent Valley Canal, 1891				2 70	71 53
do 1892				78 50	59 00
Increase				75 80	
Decrease					12 53
Murray Canal, 1891				13 52	54 85
do 1892				24 39	66 32
Increase				10 87	11 47
Decrease					
Total increase		242 54	73 06	5,475 73	
Total decrease	189 42				3,167 35

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.

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1892, $40,030.83; actual revenue, $318,680.21.

REVENUE.

31st December, 1891 and 1892.

June.	July.	August.	September.	October.	November.	December.	Total.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
28,772 52	25,662 27	31,879 90	33,200 17	29,979 75	14,234 57	976 16	200,403 30
21,838 60	26,462 27	26,650 27	31,281 49	30,205 81	21,176 64	2,053 42	196,477 92
.....	800 00	.....	.....	226 06	6,942 07	1,077 26	.....
6,933 92	.....	3,229 63	1,918 68	.....	.....	.....	3,925 38
13,629 48	15,732 89	12,600 99	10,688 44	10,892 53	8,640 03	101 37	80,653 97
15,877 85	16,916 14	12,486 40	10,978 91	12,225 28	9,043 62	82 34	88,125 29
2,248 37	1,183 25	.....	285 47	1,332 75	403 59	.....	7,471 32
.....	.....	114 59	.....	.....	.....	19 03	.....
3,026 21	3,176 19	2,746 49	2,180 91	3,197 81	1,897 20	.....	19,534 88
2,757 04	3,021 47	3,719 52	3,072 86	3,494 99	1,432 37	.....	20,980 85
.....	.....	973 03	891 95	297 18	.....	.....	1,445 97
269 17	154 72	.....	.....	.....	464 83	.....	.....
1,151 39	1,145 24	966 88	819 04	901 42	508 61	2 84	6,145 89
810 52	983 36	923 33	701 69	721 04	430 27	0 50	5,499 14
.....	.....	.....	.....	.....	.....	.....	.....
340 87	161 88	43 55	117 35	180 38	78 34	2 34	646 75
6,938 18	6,898 19	5,422 33	4,598 07	4,649 97	3,343 87	1 00	40,458 39
6,692 54	6,621 12	7,225 16	6,282 02	6,545 83	2,759 03	.....	43,084 68
.....	.....	1,802 83	1,683 95	1,895 86	.....	.....	2,626 29
245 64	277 07	.....	.....	.....	584 84	1 00	.....
112 98	102 35	111 36	286 05	438 40	383 37	163 66	1,781 76
368 24	413 07	412 94	481 83	443 45	362 32	207 13	3,155 86
255 26	310 72	301 58	195 78	5 05	.....	43 47	1,374 10
.....	.....	.....	.....	.....	21 05	.....	.....
119 95	129 86	139 60	125 24	95 05	19 80	.....	703 73
113 79	159 11	137 86	114 30	90 07	49 38	.....	802 01
.....	29 25	.....	.....	.....	29 58	.....	98 28
6 16	.....	1 74	10 94	4 98	.....	.....	.....
135 67	146 09	178 74	63 85	46 05	31 28	.....	670 05
80 29	124 86	103 35	80 22	64 11	41 75	.....	585 29
.....	.....	.....	16 37	18 06	10 47	.....	.....
55 38	21 23	75 39	.....	.....	.....	.....	84 76
.....	1,708 32	.....	1,026 55	3,599 60	6,236 65	1,098 36	8,359 07
5,348 51	.....	2,387 46	.....	.....	.....	.....	.....
						Total for year 1891.....	350,351 97
						Total for year 1892.....	358,711 04

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1891 and 1892.

	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	All Other.	Lumber.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland Canal, 1891	13,517	198,658	185,180	8,113	52,959	65,888	28,042	64,887	617,244
do 1892	17,048	232,019	192,548	6,433	37,173	9,392	32,815	86,072	613,500
Increase	3,531	33,361	7,368	.....	.....	.....	4,773	21,185	.....
Decrease	.....	.....	.....	1,680	15,786	56,496	.....	.....	3,744
St. Lawrence Canals, 1891	8,123	190,843	67,603	17,606	8,923	66,917	42,730	48,322	451,067
do 1892	8,546	262,890	59,340	9,340	44,294	10,1 9	54,597	37,475	486,601
Increase	423	72,047	.....	.....	35,371	.....	11,867	.....	35,534
Decrease	.....	.....	8,263	8,266	.....	56,798	.....	10,847	.....
Chambly Canal, 1891	228	.....	.....	842	1,239	.....	2,474	97,561	102,344
do 1892	285	.....	.....	.....	3,034	.....	907	91,464	95,690
Increase	57	.....	.....	.....	1,795	.....	.....	.....	.....
Decrease	.....	.....	.....	842	.....	.....	1,567	6,097	6,654
Rideau Canal, 1891	690	290	22	373	124	170	437	38,524	40,630
do 1892	369	65	20	82	1,551	81	463	29,622	32,253
Increase	.....	.....	.....	.....	1,427	.....	26	.....	.....
Decrease	321	225	2	291	.....	89	.....	8,902	8,377
Ottawa Canals, 1891	112	18	.....	150	1,038	.....	3,275	424,116	428,709
do 1892	26	28	4	76	4 579	57	1,749	469,727	476,246
Increase	.....	10	4	.....	3,541	57	.....	45,611	47,537
Decrease	86	.....	.....	74	.....	.....	1,526	.....	.....

St. Peter's Canal, 1891	1,299							2,827	4,126
do 1892	2,215							4,572	6,787
Increase	916							1,745	2,661
Decrease									
Trent Valley Canal, 1891	25							794	819
do 1892								1,537	1,537
Increase								743	718
Decrease	25								
Murray Canal, 1891	14	816	3	756	17	527	519	834	3,486
do 1892	41	765		573	51	34	1,983	2,539	5,986
Increase	27				34		1,464	1,705	2,500
Decrease		51	3	183		493			
Total increase	4,522	105,142			26,382		15,037	45,143	70,175
Total decrease			896	11,336		113,819			
Total for year 1891									1,648,425
Total for year 1892									1,718,600

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA.

SUPPLEMENTARY APPENDIX A—*Continued.*

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 1892.

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.
Ashes, pot and pearl								19		19	19		3 80	3 80
Apples		283			267				267	283	550	40 05	16 54	56 59
Agricultural products, not enumerated, vegetable		91	16	400					16	491	507	2 10	22 60	24 70
Agricultural products, not enumerated, animal														
Agricultural implements	1		10						11		11	1 65		1 65
Barley						6,433				6,433	6,433		1,286 60	1,286 60
Brick	223		40						263		263	36 44		36 44
Bones														
Brimstone														
Cement and water lime	314		501						815		815	78 05		78 05
Clay, lime and sand		70								70	70		5 25	5 25
Coal					183,244	651	12,391	15,330	195,635	15,981	211,616	39,127 00	3,157 13	42,284 13
Corn						131,222		61,326		192,548	192,548		38,509 60	38,509 60
Cattle		1								1	1		0 02	0 02
Cotton (raw)														
Crockery and earthenware														
Dyewood and dye stuffs														
Fish		9			15				15	9	24	2 25	1 80	4 05
Flax and hemp														
Flour		4,618	2			11,018		1,410	2	17,046	17,048	0 30	2,601 10	2,601 40
Furniture		1	16			7		1	16	9	25	2 40	1 62	4 02
Gypsum		200								200	200		5 00	5 00
Glass (all kinds)	18		20		51				89		89	13 35		13 35
Hay (pressed)														
Hogs														
Horses	59	24	5		1			2	65	26	91	2 08	0 95	3 03
Hides and skins, horns and hoofs					93			20	93	20	113	13 95	4 00	17 95
Ice														

Iron, railway		100	63					63	100	163	9 45	20 00	29 45	
do pig														
do all other	44	765	182		575	1		801	766	1,567	115 97	153 20	269 17	
Iron ore														
Kryolite chemical ore and other ore, except iron			69					69		69	3 45		3 45	
Lard and lard oil														
Meal, all kinds		16				31,724			31,740	31,740		6,348 00	6,348 00	
Meats, other than pork						29	50		79	79		15 80	15 80	
Marble			2		3,188			3,190		3,190	478 50		478 50	
Manilla					66			66		66	9 90		9 90	
Molasses					107			107		107	16 05		16 05	
Nails	13		27					40		40	4 95		4 95	
Oats		238				36,935			37,173	37,173		7,434 60	7,434 60	
Oil (in barrels)			2				42	2	42	44	0 30	3 15	3 45	
Oil cake														
Pease		524							524	524		104 80	104 80	
Potatoes						1			1	1		0 20	0 20	
Pork						44			44	44		8 80	8 80	
Paint			20					20		20	3 00		3 00	
Pitch and tar														
Rags														
Rye								9,392		9,392	9,392	1,878 40	1,878 40	
Rosin														
Salt	10	865	1		2			13	865	878	1 95	173 00	174 95	
Stone intended for cutting								1,264		1,264	1,264	252 80	252 80	
do wrought														
do not suitable for cutting, unwrought	263				10,031			10,294		10,294	1,019 47		1,019 47	
Seeds, all kinds		71				50	4		125	125		25 00	25 00	
Sheep														
Soda ash					14			14		14	2 10		2 10	
Steel					2,556	1		2,556	1	2,557	383 40	0 20	383 60	
Sugar	356	10	26		2,760	20		3,142	30	3,172	426 30	4 19	430 49	
Spirits, beer, &c	4	3	86		1	46	21	91	70	161	13 65	13 67	27 32	
Tobacco (raw)														
Tallow					108			108		108	16 20		16 20	
Tin			8		12			20		20	3 00		3 00	
Turpentine														
Wheat	2,209	62,566	241	1,242		26,950	138,811	2,450	229,569	232,019	59 64	45,733 27	45,792 91	
White lead														
Whiting														
Wool						70			70	70		14 00	14 00	
All other goods and merchandise not enumerated	1,096	484	255		37,086	1,304	37	38,437	1,825	40,262	5,651 65	283 06	5,934 71	
Bark														
Barrels, empty						29	1		30	30		5 72	5 72	
Boat knees														
Floats		4							4	4		0 25	0 25	
Firewood, in vessels	15	5,655	1,350					1,365	5,655	7,020	33 89	303 11	337 00	

No. (A) 7.—General Statement showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, 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														
Hop poles														
Lumber, sawn, in vessels	15	1,473	3	29,230		54,173		1,178	18	86,054	86,072	1 87	15,425 63	15,427 50
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts	5								5		5	0 25		0 25
Railway ties, in vessels		96		121						217	217		6 78	6 78
do rafts														
Saw logs	185	1,315		1,055					185	2,370	2,555	9 72	94 33	104 05
Staves and headings, barrel				95						95	95		7 60	7 60
do pipe								88		88	88		16 10	16 10
do W. India								276		276	276		51 68	51 68
Staves, salt barrel														
Shingles						25				25	25		18 10	18 10
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		8,090		440				35,118		43,648	43,648		6,541 16	6,541 16
do rafts	100	70						100	70	170	170	2 82	1,98	4 80
Traverses														
Woodenware and wood partly manufactured	2				5				7		7	2 80		2 80
Total freight paying tolls	4,932	87,642	2,945	32,583	240,182	300,733	12,391	264,390	260,450	685,348	945,798	47,589 90	130,554 59	178,144 49
Articles having paid full Tolls on the St. Lawrence Canals, Free.														
Ashes, pot and pearl			88						88		88			

Cement and water lime	869		701						1,570		1,570
Clay, lime and sand			240						240		240
Crockery and earthenware	2		6						8		8
Fish			426						426		426
Furniture			3						3		3
Glass, all kinds			152						152		152
Iron, railway	957		214						1,171		1,171
do pig			74						74		74
do all other	20		367						387		387
Lard and lard oil			16						16		16
Molasses			32						32		32
Nails	25		251						276		276
Oil, in barrels			2						2		2
Paint			15						15		15
Pitch and tar	15								15		15
Salt	50		1,984						2,034		2,034
Soda ash			352						352		352
Spirits, beer, &c	14		206						220		220
Steel	258		11						269		269
Stone intended for cutting					145				145		145
Sugar	463		857						1,320		1,320
Tin			27						27		27
White lead			6						6		6
Whiting	49		22						71		71
Wool			13						13		13
Merchandise	96		437		5				538		538
Kryolite, free, having paid full tolls on the Rideau Canal			286						286		286
Grand total freight	7,750	87,642	9,733	32,583	240,332	300,733	12,391	264,390	270,206	685,348	955,554

Total tolls on vessels	8,522 85	8,631 67	17,154 52
do passengers	263 84	240 40	504 24
do free goods $1,434 80			
Total tolls	56,376 59	139,426 66	195,803 25
Fines and damages			540 95
Other receipts			133 72
Total revenue, exclusive of hydraulic rents			196,477 92

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 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 Season of Navigation in 1892.

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.
Ashes, pot and pearl								19		19	19		3 80	3 80
Apples		54			267				267	54	321	40 05	10 80	50 85
Agricultural products, not enumerated, vegetable														
Agricultural products, not enumerated, animal														
Agricultural implements	1		10						11		11	1 65		1 65
Barley						6,433				6,433	6,433		1,286 60	1,286 60
Bricks	200		40						240		240	36 00		36 00
Bones														
Brimstone														
Cement and water lime			29						29		29	4 35		4 35
Clay, lime and sand														
Coal					183,244	651	12,391	14,839	195,635	15,490	211,125	39,127 00	3,098 00	42,225 00
Corn						131,222		61,326		192,548	192,548		38,509 60	38,509 60
Cattle														
Cotton, raw														
Crockery and earthenware														
Dye wood and dye stuffs														
Fish		9			15				15	9	24	2 25	1 80	4 05
Flax and hemp														
Flour			2			11,018		1,410	2	12,428	12,430	0 30	2,485 60	2,485 90
Furniture			16			7		1	16	8	24	2 40	1 60	4 00
Gypsum														
Glass, all kinds	18		20		51				89		89	13 35		13 35
Hay, pressed														
Hogs														
Horses			5		1			2	6	2	8	0 90	0 40	1 30
Hides and skins, horns and hoofs					93			20	93	20	113	13 95	4 00	17 95
Ice														

Iron, railway		100	63					63	100	163	9 45	20 00	29 45
do pig													
do all other	12	765	182	575	1			769	766	1,535	115 35	153 20	268 55
do ore													
Kryolite chemical ore and other ore, except iron			69					69		69	3 45		3 45
Lard and lard oil													
Meal, all kinds		16			31,724				31,740	31,740		6,348 00	6,348 00
Meats, other than pork					29		50		79	79		15 80	15 80
Marble			2	3,188				3,190		3,190	478 50		478 50
Manilla				66				66		66	9 90		9 90
Molasses				107				107		107	16 05		16 05
Nails	5		27					32		32	4 80		4 80
Oats					36,935				36,935	36,935		7,387 00	7,387 00
Oil, in barrels			2				7	2	7	9	0 30	1 40	1 70
do cake													
Pease		524							524	524		104 80	104 80
Potatoes					1				1	1		0 20	0 20
Pork					44				44	44		8 80	8 80
Paint			20					20		20	3 00		3 00
Pitch and tar													
Rags													
Rye							9,392		9,392	9,392		1,878 40	1,878 40
Rosin													
Salt	10	865	1	2				13	865	878	1 95	173 00	174 95
Stone, intended for cutting							1,264		1,264	1,264		252 80	252 80
do wrought													
do not suitable for cutting, unwrought				10,031				10,031		10,031	1,003 05		1,003 05
Seeds, all kinds		71			50		4		125	125		25 00	25 00
Sheep													
Soda ash				14				14		14	2 10		2 10
Steel				2,556	1			2,556	1	2,557	383 40	0 20	383 60
Sugar	10		26	2,760	20			2,796	20	2,816	419 40	4 00	423 40
Spirits, beer, &c	4		86	1	46		21	91	67	158	13 65	13 40	27 05
Tobacco, raw													
Tallow				108				108		108	16 20		16 20
Tin			8	12				20		20	3 00		3 00
Turpentine													
Wheat		61,433	1		26,950		138,221	1	226,604	226,605	0 15	45,320 80	45,320 95
White lead													
Whiting													
Wool					70				70	70		14 00	14 00
All other goods and merchandise, not enumerated	222	13	255	37,086	1,304		36	37,563	1,353	38,916	5,634 45	270 60	5,905 05
Bark													
Barrels, empty					29		1		30	30		5 72	5 72
Boat knees													
Floats													
Firewood, in vessels													

No. (A) 8.—STATEMENT showing the Quantity of each Article of Through 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.				
												$ cts.	$ cts.	$ cts.
Firewood, in rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels		650	3	29,230		54,173		1,178	3	85,231	85,234	0 52	15,332 92	15,333 44
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								88		88	88		16 10	16 10
do pipe								276		276	276		51 68	51 68
do W. India														
Staves, salt barrel														
Shingles						25				25	25		18 10	18 10
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		8,090		440				35,118		43,648	43,648		6,541 16	6,541 16
do rafts														
Traverses														
Woodenware and wood partly manufactured	2				5				7		7	2 80		2 80
Total freight paying tolls.	484	72,590	807	29,670	240,182	300,733	12,391	263,273	253,924	666,266	920,190	47,363 67	129,359 28	176,722 95
Articles having paid full tolls on the St. Lawrence Canals, free :—														
Ashes, pot and pearl			88						88		88			
Cement and water lime	869		701						1,570		1,570			

Clay, lime and sand			240						240	40	
Crockery and earthenware	2		6						8	8	
Fish			426						426	426	
Furniture			3						3	3	
Glass, all kinds			152						152	152	
Iron, railway	957		214						1,171	1,171	
do pig			74						74	74	
do all other	20		367						387	387	
Lard and lard oil			16						16	16	
Molasses			32						32	32	
Nails	25		251						276	276	
Oil in barrels			2						2	2	
Paint			15						15	15	
Pitch and tar	15								15	15	
Salt	50		1,984						2,034	2,034	
Soda ash			352						352	352	
Spirits, beer, &c	14		206						220	220	
Steel	258		11						269	269	
Stone intended for cutting					145				145	145	
Sugar	463		857						1,320	1,320	
Tin			27						27	27	
White lead			6						6	6	
Whiting	49		22						71	71	
Wool			13						13	13	
Merchandise	96		437		5				538	538	
Kryolite, free, having paid full tolls on the Rideau Canal			286						286	286	
Grand total, freight	3,302	72,590	7,655	29,670	240,332	300,733	12,391	263,273	263,680	666,266	929,946

Total tolls on vessels	8,094 44	8,237 62	16,332 06
do passengers	53 25	57 40	110 65
do free goods	$ 1,434 80		
Total through tolls	55,511 36	137,654 30	193,165 66

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY 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 Tolls collected thereon during the Season of Navigation in 1892.

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.
Ashes, pot and pearl														
Apples		229								229	229		5 74	5 74
Agricultural products not enumerated, vegetable		91	16	400					16	491	507	2 10	22 60	24 70
Agricultural products not enumerated, animal														
Agricultural implements														
Barley														
Bricks	23								23		23	0 44		0 44
Bones														
Brimstone														
Cement and water lime	314		472						786		786	73 70		73 70
Clay, lime and sand		70								70	70		5 25	5 25
Coal								491		491	491		59 13	59 13
Corn														
Cattle		1								1	1		0 02	0 02
Cotton, raw														
Crockery and earthenware														
Dye wood and dye stuffs														
Fish														
Flax and hemp														
Flour		4,618								4,618	4,618		115 50	115 50
Furniture		1								1	1		0 02	0 02
Gypsum		200								200	200		5 00	5 00
Glass, all kinds														
Hay, pressed														
Hogs														
Horses	59	24							59	24	83	1 18	0 55	1 73
Hides and skins, horns and hoofs														
Ice														

Iron, railway														
do pig														
do all other	32								32		32	0 62		0 62
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	8								8		8	0 15		0 15
Oats		238								238	238		47 60	47 60
Oil, in barrels								35		35	35		1 75	1 75
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	263								263		263	16 42		16 42
Seeds, all kinds														
Sheep														
Soda ash														
Steel														
Sugar	346	10							346	10	356	6 90	0 19	7 09
Spirits, beer, &c		3								3	3		0 27	0 27
Tobacco, raw														
Tallow														
Tin														
Turpentine														
Wheat	2,209	1,133	240	1,242				590	2,449	2,965	5,414	59 49	412 47	471 96
White lead														
Whiting														
Wool														
All other goods and merchandize not enumerated	874	471						1	874	472	1,346	17 20	12 46	29 66
Bark														
Barrels, empty														
Boat knees														
Floats		4								4	4		0 25	0 25
Fire wood, in vessels	15	5,655	1,350						1,365	5,655	7,020	33 89	303 11	337 00

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.	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														
Hop poles														
Lumber, sawn, in vessels	15	823							15	823	838	1 35	92 71	94 06
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts	5								5		5	0 25		0 25
Railway ties, in vesssls		96		121						217	217		6 78	6 78
do rafts														
Saw logs	185	1,315		1,055					185	2,370	2,555	9 72	94 33	104 05
Staves and headings, barrel				95						95	95		7 60	7 60
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	100	70							100	70	170	2 82	198	4 80
Traverses														
Woodenware and wood partly manufactured														
Total freight paying tolls.	4,448	15,052	2,078	2,913				1,117	6,526	19,082	25,608	226 23	1,195 31	1,421 54

Total way tolls on vessels		428 41	394 05	822 46
do passengers		210 59	183 00	393 59
Total way tolls	$	865 23	1,772 36	2,637 59

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY 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 1892.

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.
Ashes, pot and pearl		36	88						88	36	124	17 60	7 20	24 80
Apples	20	5,189	6					6	26	5,195	5,221	2 32	751 78	754 10
Agricultural produce not enumerated, vegetable	265	3,820					1		266	3,820	4,086	32 73	209 89	242 62
Agricultural produce not enumerated, animal	125	2,490							125	2,490	2,615	8 92	367 08	376 00
Agricultural implements	96	1							96	1	97	12 01	0 10	12 11
Barley	741	8,599							741	8,599	9,340	27 81	451 93	479 74
Bricks	10,318	362					193		10,511	362	10,873	420 27	23 03	443 30
Bones		75								75	75		10 02	10 02
Brimstone	557								557		557	54 58		54 58
Cement and water lime	2,922	242	636						3,558	242	3,800	481 00	9 09	490 09
Clay, lime and sand	18,531	5,561			40		3,104	1,132	21,675	6,693	28,368	875 33	455 14	1,330 47
Coal		66,926		8		1,527		109,612		178,073	178,073		25,073 16	25,073 16
Corn	8	4,318		15					8	4,333	4,341	0 72	264 86	265 58
Cattle	51	241							51	241	292	2 93	17 54	20 47
Cotton, raw														
Crockery and earthenware	151	19	10						161	19	180	29 63	2 90	32 53
Dye woods and dye stuffs	45						108		153		153	8 29		8 29
Fish	834	42	50						884	42	926	94 61	2 91	97 52
Flax and hemp														
Flour	844	4,914				4			844	4,918	5,762	57 50	600 57	658 07
Furniture	346	864	3						349	864	1,213	37 87	138 00	175 87
Gypsum	2,473	37							2,473	37	2,510	33 55	1 42	34 97
Glass, all kinds	326	71	152				2		480	71	551	93 11	6 65	99 76
Hay, pressed	458	655							458	655	1,113	17 71	40 12	57 83
Hogs		5								5	5		0 75	0 75
Horses	183	318							183	318	501	11 19	20 61	31 80
Hides and skins, horns and hoofs		47								47	47		6 44	6 44
Ice														

Iron, railway	989	4	214						1,203	4	1,207	177	69	0	15	177	84
do pig	1,184	10	64						1,248	10	1,258	157	10	0	38	157	48
do all other	11,754	1,817	381						12,135	1,817	13,952	658	89	72	52	731	41
do ore																	
Kryolite chemical ore and other ore, except iron																	
Lard and lard oil	130	72	16						146	72	218	17	74	2	78	20	52
Meal, all kinds	613	611							613	611	1,224	25	27	31	18	56	45
Meats, other than pork	15	5							15	5	20	1	82	0	53	2	35
Marble	5						12		17		17	1	55			1	55
Manilla	9								9		9	1	80			1	80
Molasses	700	22	32						732	22	754	72	39	1	10	73	49
Nails	1,186	684	263						1,449	684	2,133	275	35	35	40	310	75
Oats	872	43,422							872	43,422	44,294	29	92	2,050	16	2,080	08
Oil, in barrels	808	157	1				121		930	157	1,087	117	71	22	70	140	41
Oil cake	3								3		3	0	16			0	16
Pease	549	46,870							549	46,870	47,419	15	56	2,854	28	2,869	84
Potatoes	52	87							52	87	139	2	00	7	41	9	41
Pork	376	192							376	192	568	39	17	9	82	48	99
Paint	212	187	17				26		255	187	442	43	78	12	65	56	43
Pitch and tar	71	48	15				201		287	48	335	24	47	2	75	27	22
Rags	57	66							57	66	123	6	00	12	90	18	90
Rye	17	983							17	983	1,000	1	66	69	16	70	82
Rosin	315	47					1,802		2,117	47	2,164	108	90	2	35	111	25
Salt	3,647	31	1,941						5,588	31	5,619	713	37	1	52	714	89
Stone intended for cutting	191	160	145		60	60	1,413		1,809	220	2,029	84	62	26	25	110	87
do wrought	326								326		326	17	65			17	65
do not suitable for cutting, unwrought	83	4,268							83	4,268	4,351	1	65	85	35	87	00
Seeds, all kinds	6,076	379							6,076	379	6,455	229	84	16	55	246	39
Sheep	3	110							3	110	113	0	24	8	34	8	58
Soda ash	630	35	378						1,008	35	1,043	198	98	5	35	204	33
Steel	1,015	13	11						1,026	13	1,039	132	99	0	51	133	50
Sugar	4,783	34	896						5,679	34	5,713	1,126	81	3	20	1,130	01
Spirits, beer, &c	373	473	221					10	594	483	1,077	106	00	91	05	197	05
Tobacco, raw	1								1		1	0	10			0	10
Tallow	36	1							36	1	37	4	50	0	08	4	58
Tin	364	17	27						391	17	408	73	08	1	30	74	38
Turpentine	23	26					141		164	26	190	11	45	1	30	12	75
Wheat	14,455	49,067						5,087	14,455	54,154	68,609	542	22	3,860	20	4,402	42
White lead	150		8						158		158	30	82			30	82
Whiting	192		83						275		275	55	96			55	96
Wool		10	13						13	10	23	1	95	1	50	3	45
All other goods and merchandise not enumerated	6,505	2,840	477	34	407	450	1,243	37	8,632	3,361	11,993	1,192	31	492	10	1,684	41
Bark					5				5		5	0	19			0	19
Barrels, empty	415	7			19				434	7	441	46	82	0	59	47	41
Boot knees																	
Floats	3,100	4,364							3,100	4,364	7,464	57	75	70	77	128	52
Firewood, in vessels	6,202	7,345	9	1,170	171				6,382	8,515	14,897	106	70	227	19	333	89

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.				
												$ cts.	$ cts.	$ cts.
Firewood, in rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	20,097	14,692	33	197		5		527	20,130	15,421	35,551	495 29	605 22	1,100 51
do rafts		125								125	125		5 64	5 64
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts		13,540								13,540	13,540		338 50	338 50
Railway ties, in vessels	148								148		148	2 95		2 95
do rafts														
Saw-logs	88	18,271							88	18,271	18,359	2 00	418 24	420 24
Staves and headings, barrel														
do pipe		80								80	80		2 50	2 50
do W. India		104								104	104		3 90	3 90
Staves, salt barrel														
Shingles	25	3							25	3	28	3 87	0 45	4 32
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	628	2,057							628	2,057	2,685	22 88	26 14	49 02
do rafts	1,630	7,237							1,630	7,237	8,867	48 90	186 85	235 75
Traverses		8,222								8,222	8,222		21 40	21 40
Woodenware and wood partly manufactured	26	18							26	18	44	8 60	3 50	12 10
Total freight paying tolls.	130,423	333,645	6,190	1,424	702	2,046	8,367	116,411	145,682	453,526	599,208	9,419 10	40,154 90	49,574 00
Free articles, having paid full tolls on the Welland Canal:														
Apples		54								54	54			
Ashes		17								17	17			

Corn		54,999							54,999	54,999	
Fish		9							9	9	
Flour		2,635					239		2,874	2,874	
Furniture		1							1	1	
Hides and skins, &c		20							20	20	
Horses		2							2	2	
Meals, all kinds		16							16	16	
Meats, other than pork		94							94	94	
Pease		524							524	524	
Rye		9,119							9,119	9,119	
Seeds, all kinds		75							75	75	
Wheat		194,281							194,281	194,281	
Whiskey and other spirits		6							6	6	
Merchandise		36							36	36	
Barrels, empty		1							1	1	
Lumber, sawn, in vessels		1,678							1,678	1,678	
Square timber, in rafts		440							440	440	
Staves and headings, pipe		8							8	8	
do W. India		200							200	200	
Coal, free, per Order in Council	73,031		200				26,638	99,869		99,869	
Kryolite, free, having paid full tolls on the Rideau Canal		614							614	614	
Articles free for canal construction, O.C., 1884:											
Cement and water lime		456							456	456	
Clay, lime and sand	500							500		500	
Coal							1,398		1,398	1,398	
Iron, all other		10							10	10	
Lumber, sawn, in vessels		121							121	121	
Split posts, &c. do		1							1	1	
Stone for cutting	124							124		124	
Grand total freight	204,078	599,062	6,390	1,424	702	2,046	35,005	118,048	246,175	720,580	966,755

Total tolls on vessels	9,539 24	7,145 47	16,684 71
do passengers	755 14	2,053 61	2,808 75
do free goods $33,293 74			
Total tolls	19,713 48	49,353 98	69,067 46
Fines			102 00
Damages			75 35
Wharfage and storage			3,497 55
Other receipts			15,382 93
Total revenue, exclusive of hydraulic rents			88,125 29

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

B. H. TEAKLES,
Compiler of Canal Statistics.

SUPPLEMENTARY 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, 1892.

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.
Ashes, pot and pearl		36	88						88	36	124	17 60	7 20	24 80
Apples		4,927								4,927	4,927		739 05	739 05
Agricultural products, not enumerated, vegetable	155	1,992							155	1,992	2,147	23 25	141 89	165 14
Agricultural products, not enumerated, animal	3	2,407							3	2,407	2,410	0 45	361 05	361 50
Agricultural implements	2								2		2	0 40		0 40
Barley		4,165								4,165	4,165		291 30	291 30
Bricks	34								34		34	5 10		5 10
Bones		58								58	58		8 70	8 70
Brimstone	5								5		5	0 75		0 75
Cement and water lime	2,101		636						2,737		2,737	410 55		410 55
Clay, lime and sand	341	565					1,132		341	1,697	2,038	51 15	254 55	305 70
Coal		62,503						94,631		157,134	157,134		23,570 10	23,570 10
Corn		1,701								1,701	1,701		165 84	165 84
Cattle	1	12							1	12	13	15	1 80	1 95
Cotton, raw														
Crockery and earthenware	80	13	10						90	13	103	18 00	2 60	20 60
Dye wood and dye stuffs	2								2		2	0 40		0 40
Fish	452		50						502		502	75 30		75 30
Flax and hemp														
Flour	8	3,682							8	3,682	3,690	1 20	552 30	553 50
Furniture	72	618	3						75	618	693	15 00	123 60	138 60
Gypsum	1								1		1	0 15		0 15
Glass, all kinds	266	17	152						418	17	435	83 60	3 40	87 00
Hay, pressed														
Hogs		5								5	5		0 75	0 75
Horses	16	30							16	30	46	2 40	4 50	6 90
Hides and skins, horns and hoofs		39								39	39		5 85	5 85
Ice														

Iron, railway	957		214						1,171		1,171	175 65		175 65
do pig	766		64						830		830	124 50		124 50
do all other	1,077	13	381						1,458	13	1,471	218 70	1 95	220 65
Iron ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	66		16						82		82	12 30		12 30
Meal, all kinds		41								41	41		6 15	6 15
Meats, other than pork	5	3							5	3	8	0 75	0 45	1 20
Marble														
Manilla	9								9		9	1 80		1 80
Molasses	21		32						53		53	10 60		10 60
Nails	700	8	263						963	8	971	192 60	1 60	194 20
Oats		5,802								5,802	5,802		710 66	710 66
Oil, in barrels	295	99	1						296	99	395	59 20	19 80	79 00
Oil cake														
Pease		13,750								13,750	13,750		1,711 11	1,711 11
Potatoes		17								17	17		2 55	2 55
Pork	6	22							6	22	28	0 90	3 30	4 20
Paint	132	22	17						149	22	171	29 80	4 40	34 20
Pitch and tar	26	2	15						41	2	43	8 20	0 40	8 60
Rags	3	63							3	63	66	0 60	12 60	13 20
Rye		377								377	377		47 58	47 58
Rosin	8									8	8	1 60		1 60
Salt	1,584		1,941						3,525		3,525	528 75		528 75
Stone intended for cutting		160	145						145	160	305	21 75	24 00	45 75
do wrought	9								9		9	1 80		1 80
do not suitable for cutting, unwrought														
Seeds, all kinds		26								26	26		3 90	3 90
Sheep		2								2	2		0 30	0 30
Soda ash	554	24	378						932	24	956	186 40	4 80	191 20
Steel	820		11						831		831	124 65		124 65
Sugar	3,539	10	896						4,435	10	4,445	887 00	2 00	889 00
Spirits, beer, &c	94	436	221					10	315	446	761	63 00	89 20	152 20
Tobacco; raw														
Tallow	28								28		28	4 20		4 20
Tin	268	3	27						295	3	298	59 00	0 60	59 60
Turpentine	10								10		10	2 00		2 00
Wheat		14,404						5,087		19,491	19,491		2,642 98	2,642 98
White lead	135		8						143		143	28 60		28 60
Whiting	148		83						231		231	46 20		46 20
Wool		10	13						13	10	23	1 95	1 50	3 45
All other goods and merchandise not enumerated	2,761	1,899	472					37	3,233	1,936	5,169	646 60	387 20	1,033 80
Bark														
Barrels, empty	131	2							131	2	133	24 38	0 14	24 52
Boat knees														
Floats		400								400	400		2 80	2 80
Firewood, 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, 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														
Hop poles														
Lumber, sawn, in vessels	268	567					527		268	1,094	1,362	23 85	98 55	122 40
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	300								300		300	15 00		15 00
do rafts		200								200	200		2 00	2 00
Traverses														
Woodenware and wood partly manufactured	20								20		20	8 00		8 00
Total freight paying tolls	18,279	121,132	6,137				101,424		24,416	222,556	246,972	4,215 78	32,017 00	36,232 78
Free Articles having paid full tolls on the Welland Canal.														
Apples		54								54	54			
Ashes		17								17	17			

Barrels, empty		1								1	1			
Corn		53,689								53,689	53,689			
Fish		9								9	9			
Flour		2,635						239		2,874	2,874			
Furniture		1								1	1			
Hides, &c		20								20	20			
Horses		2								2	2			
Lumber, sawn, in vessels		1,678								1,678	1,678			
Meal, all kinds		16								16	16			
Meats, other than pork		94								94	94			
Merchandise		36								36	36			
Pease		524								524	524			
Rye		9,119								9,119	9,119			
Seeds, all kinds		75								75	75			
Square timber, in rafts		440								440	440			
Staves and headings, pipe		8								8	8			
do W. India		200								200	200			
Wheat		194,281								194,281	194,281			
Whiskey, &c		6								6	6			
Coal, free, per Order in Council	7,343		200						7,543		7,543			
Kryolite, having paid full toll on the Rideau Canal, free		614								614	614			
Grand total freight	25,622	384,651	6,337					101,663	31,959	486,314	518,273			

Total through tolls on vessels	5,306 75	5,399 23	10,705 98
do passengers	297 25	1,386 20	1,683 45
do free goods $28,366 76			
Total through tolls	9,819 78	38,802 43	48,622 21

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY 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 in 1892.

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.
Ashes, pot and pearl														
Apples	20	262	6					6	26	268	294	2 32	12 73	15 05
Agricultural products, not enumerated, vegetables	110	1,828					1		111	1,828	1,939	9 48	68 00	77 48
Agricultural products, not enumerated, animal	122	83							122	83	205	8 47	6 03	14 50
Agricultural implements	94	1							94	1	95	11 61	0 10	11 71
Barley	741	4,434							741	4,434	5,175	27 81	160 63	188 44
Bricks	10,284	362					193		10,477	362	10,839	415 17	23 03	438 20
Bones		17								17	17		1 32	1 32
Brimstone	552								552		552	53 83		53 83
Cement and water lime	821	242							821	242	1,063	70 45	9 09	79 54
Clay, lime and sand	18,190	4,996			40		3,104		21,334	4,996	26,330	824 18	200 59	1,024 77
Coal		4,423		8		1,527		14,981		20,939	20,939		1,503 06	1,503 06
Corn	8	2,617		15					8	2,632	2,640	0 72	99 02	99 74
Cattle	50	229							50	229	279	2 78	15 74	18 52
Cotton, raw														
Crockery and earthenware	71	6							71	6	77	11 63	0 30	11 93
Dye wood and dye stuffs	43						108		151		151	7 89		7 89
Fish	382	42							382	42	424	19 31	2 91	22 22
Flax and hemp														
Flour	836	1,232				4			836	1,236	2,072	56 30	48 27	104 57
Furniture	274	246							274	246	520	22 87	14 40	37 27
Gypsum	2,472	37							2,472	37	2,509	33 40	1 42	34 82
Glass, all kinds	60	54					2		62	54	116	9 51	3 25	12 76
Hay, pressed	458	655							458	655	1,113	17 71	40 12	57 83
Hogs														
Horses	167	288							167	288	455	8 79	16 11	24 90
Hides and skins, horns and hoofs		8								8	8		0 59	0 59
Ice														

Iron, railway	32	4							32	4	36	2 04	0 15	2 19
do pig	418	10							418	10	428	32 60	0 38	32 98
do all other	10,677	1,804							10,677	1,804	12,481	440 19	70 57	510 76
Iron ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	64	72							64	72	136	5 44	2 78	8 22
Meal, all kinds	613	570							613	570	1,183	25 27	25 03	50 30
Meats, other than pork	10	2							10	2	12	1 07	08	1 15
Marble	5						12		17		17	1 55		1 55
Manilla														
Molasses	679	22							679	22	701	61 79	1 10	62 89
Nails	486	676							486	676	1,162	82 75	33 80	116 55
Oats	872	37,620							872	37,620	38,492	29 92	1,339 50	1,369 42
Oil, in barrels	513	58					121		634	58	692	58 51	2 90	61 41
Oil cake	3								3		3	16		16
Pease	549	33,120							549	33,120	33,669	15 56	1,143 17	1,158 73
Potatoes	52	70							52	70	122	2 00	4 86	6 86
Pork	370	170							370	170	540	38 27	6 52	44 79
Paint	80	165					26		106	165	271	13 98	8 25	22 23
Pitch and tar	45	46					201		246	46	292	16 27	2 35	18 62
Rags	54	3							54	3	57	5 40	30	5 70
Rye	17	606							17	606	623	1 66	21 58	23 24
Rosin	307	47					1,802		2,109	47	2,156	107 30	2 35	109 65
Salt	2,063	31							2,063	31	2,094	184 62	1 52	186 14
Stone intended for cutting	191				60	60	1,413		1,664	60	1,724	62 87	2 25	65 12
do wrought	317								317		317	15 85		15 85
do not suitable for cutting, unwrought	83	4,268							83	4,268	4,351	1 65	85 35	87 00
Seeds, all kinds	6,076	353							6,076	353	6,429	229 84	12 65	242 49
Sheep	3	108							3	108	111	24	8 04	8 28
Soda ash	76	11							76	11	87	12 58	55	13 13
Steel	195	13							195	13	208	8 34	51	8 85
Sugar	1,244	24							1,244	24	1,268	239 81	1 20	241 01
Spirits, beer, &c.	279	37							279	37	316	43 00	1 85	44 85
Tobacco, raw	1								1		1	10		10
Tallow	8	1							8	1	9	30	08	38
Tin	96	14							96	14	110	14 08	70	14 78
Turpentine	13	26					141		154	26	180	9 45	1 30	10 75
Wheat	14,455	34,663							14,455	34,663	49,118	542 22	1,217 22	1,759 44
White lead	15								15		15	2 22		2 22
Whiting	44								44		44	9 76		9 76
Wool														
All other goods and merchandise not enumerated	3,744	941	5	34	407	450	1,243		5,399	1,425	6,824	545 71	104 90	650 61
Bark					5				5		5	19		19
Barrels, empty	284	5			19				303	5	308	22 44	45	22 89
Boat knees														
Floats	3,100	3,964							3,100	3,964	7,064	73 29	52 43	125 72
Firewood, in vessels	6,202	7,345	9	1,170	171				6,382	8,515	14,897	106 70	227 19	333 89

No. (A) 12.—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.				
												$ cts.	$ cts.	$ cts.
Firewood, in rafts.														
Hoops														
Hop poles														
Lumber, sawn, in vessels	19,829	14,125	33	197		5			19,862	14,327	34,189	471 44	506 67	978 11
do rafts		125								125	125		5 64	5 64
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts		13,540								13,540	13,540		338 50	338 50
Railway ties, in vessels	148								148		148	2 95		2 95
do rafts														
Saw logs	88	18,271							88	18,271	18,359	2 00	418 24	420 24
Staves and headings, barrel														
do pipe		80								80	80		2 50	2 50
do W. India		104								104	104		3 90	3 90
Staves, salt barrel														
Shingles	25	3							25	3	28	3 87	0 45	4 32
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	328	2,057							328	2,057	2,385	7 88	26 14	34 02
do rafts	1,630	7,037							1,630	7,037	8,667	48 90	184 85	233 75
Traverses		8,222								8,222	8,222		21 40	21 40
Woodenware and wood partly manufactured	6	18							6	18	24	0 60	3 50	4 40
Total freight paying tolls.	112,144	212,513	53	1,424	702	2,046	8,367	14,987	121,266	230,970	352,236	5,218 86	8,122 36	13,341 10
Free articles having paid full tolls on the Welland Canal:—														
Corn		1,310								1,310	1,310			
Coal, free per Order in Council	65,688						26,638		92,326		92,326			

Free articles for canal construction per Order in Council, 1884:—													
Cement and water lime		456								456	456		
Clay, lime and sand	500								500		500		
Coal								1,398		1,398	1,398		
Iron, all other		10								10	10		
Lumber, sawn, in vessels		121								121	121		
Split posts, &c. do		1								1	1		
Stone for cutting	124								124		124		
Freight, grand total	178,456	214,411	53	1,424	702	2,046	35,005	16,385	214,216	234,266	448,482		
Total way tolls on vessels												4,232 49	1,746 24	5,978 73
do passengers												457 89	667 41	1,125 30
do free goods											$ 4,926 98			
Total way tolls												9,909 24	10,536 01	20,445 25

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and Amount of Revenue collected during the Season of Navigation in 1892.

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.		
												$ cts.
Ashes, pot and pearl		5								5	5	0 95
Apples	14	93							14	93	107	5 50
Agricultural products not enumerated, vegetable	13	227							13	227	240	21 55
do do animal	12	1,417							12	1,417	1,429	118 31
Agricultural implements	9	13							9	13	22	2 65
Barley		76								76	76	5 03
Bricks												
Bones		1								1	1	0 10
Brimstone												
Cement and water lime		4								4	4	0 34
Clay, lime and sand		7,002								7,002	7,002	218 74
Coal												
Corn		4								4	4	0 39
Cattle	1	527							1	527	528	35 74
Cotton, raw												
Crockery and earthenware	5	1							5	1	6	0 49
Dye wood and dye stuffs												
Fish	2	6							2	6	8	0 64
Flax and hemp												
Flour	4	22							4	22	26	1 97
Furniture	8	28							8	28	36	4 28
Gypsum		1								1	1	01
Glass, all kinds	7	1							7	1	8	0 54
Hay, pressed		860								860	860	81 32
Hogs		21								21	21	1 36
Horses	27	149							27	149	176	8 35
Hides and skins, horns and hoofs		5								5	5	0 50
Ice												
Iron, railway												
do pig												
do all other	17	54							17	54	71	4 70
Iron ore												

Kryolite chemical ore and other ore, except iron		581								581	581	29 05
Lard and lard oil		5								5	5	18
Meal, all kinds		73								73	73	5 57
Meats, other than pork		1								1	1	10
Marble		1	1						1	1	2	24
Manilla												
Molasses	12								12		12	70
Nails	13								13		13	75
Oats		4,579								4,579	4,579	356 12
Oil, in barrels	12	5							12	5	17	1 13
Oil cake												
Pease		989								989	989	71 29
Potatoes		580								580	580	46 49
Pork	17	20							17	20	37	2 26
Paint	1	2							1	2	3	43
Pitch and tar	1								1		1	05
Rags		22								22	22	4 00
Rye		57								57	57	5 52
Rosin	2								2		2	15
Salt	24								24		24	1 65
Stone intended for cutting		1								1	1	10
do wrought												
do not suitable for cutting, unwrought												
Seeds, all kinds		38								38	38	2 70
Sheep		345								345	345	24 42
Soda ash		3								3	3	57
Steel												
Sugar	54	2							54	2	56	10 89
Spirits, beer, &c	10	1							10	1	11	79
Tobacco, raw												
Tallow		18								18	18	1 15
Tin	14								14		14	75
Turpentine												
Wheat		28								28	28	2 11
White lead		1								1	1	19
Whiting												
Wool		9								9	9	89
All other goods and merchandise not enumerated	88	281							88	281	369	47 81
Bark												
Barrels, empty		35								35	35	4 15
Boat knees	1								1		1	03
Floats		41,060								41,060	41,060	451 33
Firewood, in vessels	174	31,854		1,137					174	32,991	33,165	1,321 53
do rafts		420								420	420	4 20
Hoops		28								28	28	2 00
Hop poles												
Lumber, sawn, in vessels	9	368,927		99,988					9	468,915	468,924	34,940 41
do rafts		99								99	99	13 11
Masts, spars and telegraph poles, in vessels		36								36	36	2 79
do do rafts												

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.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Railway ties, in vessels		125		200						325	325	53 50
do rafts		1,563								1,563	1,563	83 34
Saw logs		21,085								21,085	21,085	481 88
Staves and headings, barrel												
do pipe												
do West India												
Staves, sal: barrel												
Shingles		71		455						526	526	457 68
Split posts and fence rails, in vessels		1								1	1	0 88
do do rafts												
Timber, square, in vessels		2,560								2,560	2,560	62 91
do rafts		12,480								12,480	12,480	145 28
Traverses		1,060								1,060	1,060	2 65
Woodenware and wood partly manufactured												
Total freight paying tolls	551	499,563	1	101,780					552	601,343	601,895	39,159 27
Free per Order in Council, 27th June, 1890.												
Floats		23,460								23,460	23,460	
Firewood, in rafts		4,290								4,290	4,290	
Lumber, sawn, in rafts		704								704	704	
Square timber do		2,940								2,940	2,940	
Saw-logs		13,662								13,662	13,662	
Traverses		60								60	60	
Grand total freight	551	544,679	1	101,780					552	646,459	647,011	

Total tolls on vessels		3,766 78
do passengers		140 63
do free goods	8605.49	
Fines		10 00
Other receipts		8 00
Total revenue, exclusive of hydraulic rents.		43,084 68

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 14.—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 1892.

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.		
												$ cts.
Ashes, pot and pearl												
Apples	2	292						23	2	715	717	63 16
Agricultural products, not enumerated, vegetable												
do do do animal												
Agricultural implements												
Barley												
Bricks	179	240						326	179	566	745	46 58
Bones			139						139		139	13 90
Brimstone												
Cement and water lime												
Clay, lime and sand	135							4,533	135	4,533	4,668	483 55
Coal						20		86,480		86,500	86,500	8,478 16
Corn												
Cattle		45								45	45	1 50
Cotton, raw												
Crockery and earthenware		16						3		19	19	1 84
Dye wood and dye stuffs								80		80	80	8 00
Fish	1								1		1	0 04
Flax and hemp												
Flour	270	15							270	15	285	9 51
Furniture								2		2	2	0 20
Gypsum												
Glass, all kinds												
Hay, pressed	330	2,953	444						774	2,953	3,727	153 28
Hogs												
Horses		24								24	24	0 80
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other	2							8	2	8	10	0 87
do ore												

Kryolite chemical ore and other ore, except iron												
Lard and lard oil												
Meal, all kinds												
Meats, other than pork												
Marble												
Manilla												
Molasses	2								2		2	0 08
Nails	1								1		1	0 04
Oats	1	2,549	484						485	2,549	3,034	133 49
Oil, in barrels		5	1					123	1	128	129	12 74
Oil cake	5								5		5	0 17
Pease		166								166	166	5 55
Potatoes	1	23							1	23	24	0 82
Pork												
Paint								31		31	31	3 10
Pitch and tar							184	42		226	226	22 60
Rags												
Rye												
Rosin	1							2,356	1	2,356	2,357	235 64
Salt	169							148	169	148	317	20 45
Stone intended for cutting								602		602	602	60 20
do wrought								478		478	478	47 80
do not suitable for cutting, unwrought								21		21	21	7 88
Seeds, all kinds												
Sheep		186								186	186	6 20
Soda ash								149		149	149	9 93
Steel												
Sugar	2								2		2	0 08
Spirits, beer, &c.												
Tobacco, raw												
Tallow												
Tin												
Turpentine								144		144	144	14 40
Wheat												
White lead												
Whiting												
Wool												
All other goods and merchandise not enumerated	572	279	585					2,267	1,157	2,546	3,703	288 12
Bark												
Barrels, empty		11								11	11	0 44
Boat knees												
Floats												
Firewood, in vessels	315	1,604	62,339						62,654	1,604	64,258	2,124 57
do rafts												
Hoops			347						347		347	20 80
Hop poles												
Lumber, sawn, in vessels	3,667	20	87,713					34	91,410	54	91,464	5,401 74
do rafts												
Masts, spars, and telegraph poles, in vessels												
do do rafts												

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.		
												$ cts.
Railway ties, in vessels	4,036		2,088						6,124		6,124	488 80
do rafts												
Saw logs												
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	23								23		23	3 20
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels												
do rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	9,714	8,828	154,170			204		97,850	163,884	106,882	270,766	18,170 23
Total tolls on vessels												2,701 13
do passengers												88 49
Fines and damages												20 00
Other receipts												1 00
Total revenue exclusive of hydraulic rents												20,980 85

B. H. TEAKLES,
Compiler of Canal Statistics.

Department of Railways and Canals,
Ottawa, 26th April, 1893.

SUPPLEMENTARY 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 1892.

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.		
												$ cts.
Ashes, pot and pearl	1	14							1	14	15	2 03
Apples	3	140							3	140	143	4 72
Agricultural products not enumerated, vegetable	52	63							52	63	115	3 39
do do animal	70	485							70	485	555	17 56
Agricultural implements	28	111							28	111	139	13 82
Barley	82								82		82	1 92
Bricks	51	43							51	43	94	2 88
Bones	10	6							10	6	16	0 55
Brimstone												
Cement and water lime	182	20							182	20	202	5 59
Clay, lime and sand	787	4							787	4	791	24 06
Coal		3,625								3,625	3,625	142 66
Corn	4	16							4	16	20	0 53
Cattle	2	6							2	6	8	0 24
Cotton, raw												
Crockery and earthenware	40	56							40	56	96	9 43
Dye wood and dye stuffs												
Fish	32	6							32	6	38	1 08
Flax and hemp												
Flour	59	310							59	310	369	9 59
Furniture	14	27							14	27	41	3 86
Gypsum												
Glass, all kinds	27	5							27	5	32	3 06
Hay, pressed	161	4							161	4	165	3 95
Hogs		1								1	1	0 03
Horses	5	17							5	17	22	0 70
Hides and skins, horns and hoofs	1	5							1	5	6	0 19
Ice												
Iron, railway	10								10		10	0 24
do pig	243								243		243	8 19
do all other	399	101							399	101	500	13 81
Iron ore												
Kryolite chemical ore and other ore, except iron	714	752							714	752	1,466	72 84

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.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Lard and lard oil	38	40							38	40	78	2 13
Meal, all kinds		60								60	60	1 45
Meats, other than pork	5	7							5	7	12	0 30
Marble	3	2							3	2	5	0 45
Manilla												
Molasses	56	1							56	1	57	5 21
Nails	241	3							241	3	244	23 50
Oats	129	1,422							129	1,422	1,551	49 49
Oil, in barrels	182	157							182	157	339	32 11
Oil cake		3								3	3	0 11
Pease	13	41							13	41	54	1 57
Potatoes	5	201							5	201	206	5 72
Pork	185	36							185	36	221	6 23
Paint	11	1							11	1	12	1 17
Pitch and tar	2								2		2	0 18
Rags	12	37							12	37	49	5 77
Rye	65	16							65	16	81	2 00
Rosin	2								2		2	0 18
Salt	1,737	315							1,737	315	2,052	56 53
Stone intended for cutting	5	33							5	33	38	1 68
do wrought	3								3		3	0 27
do not suitable for cutting, unwrought		788								788	788	17 51
Seeds, all kinds		6								6	6	0 15
Sheep	2								2		2	0 06
Soda ash	2								2		2	0 18
Steel	4	6							4	6	10	0 29
Sugar	592	53							592	53	645	61 41
Spirits, beer, &c.	55	22							55	22	77	7 08
Tobacco, raw	1								1		1	0 03
Tallow												
Tin	14								14		14	1 34
Turpentine												
Wheat	1	64							1	64	65	1 86
White lead	6								6		6	0 54
Whiting	22								22		22	1 94

Wool	3	11							3	11	14	0	51
All other goods and merchandise not enumerated	721	498							721	498	1,219	122	98
Bark		53								53	53	2	48
Barrels, empty	54	48							54	48	102	7	91
Boat knees													
Floats	440	200							440	200	640	10	15
Firewood, in vessels	32,670	3,039	291						32,961	3,039	36,000	633	99
do rafts													
Hoops													
Hop poles													
Lumber, sawn, in vessels	17,327	10,753	1,537						18,864	10,753	29,617	947	34
do rafts		5								5	5	0	19
Masts, spars and telegraph poles, in vessels		54								54	54	2	90
do do do rafts													
Railway ties, in vessels	5,624	126							5,624	126	5,750	649	12
do rafts	534								534		534	46	68
Sawlogs	47	105							47	105	152	3	48
Staves and heading, barrel													
do do pipe													
do do West India													
Staves, salt barrel													
Shingles	50	61							50	61	111	20	65
Split posts and fence rails, in vessels	5								5		5	0	77
do do rafts													
Timber, square, in vessels	20	20							20	20	40	0	76
do rafts	357	20							357	20	377	7	10
Traverses	91	14							91	14	105	9	26
Woodenware and wood partly manufactured		7								7	7	1	00
Total freight paying tolls	64,313	24,145	1,828						66,141	24,145	90,286	3,102	63
Coal, free, per Order in Council	6,080								6,080		6,080		
Grand total freight	70,393	24,145	1,828						72,221	24,145	96,366		

Total tolls on vessels		1,715 06
do passengers		169 83
do free coal	$ 162 31	
Wharfage and storage		191 42
Fines and damages		23 00
Other receipts		297 20
Total revenue, exclusive of hydraulic rents		$ 5,499 14

B. H. TEAKLES.
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

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 1892.

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.		
												$ cts.
Fish		1,749								1,749	1,749	17 49
Flour	2,150	65							2,150	65	2,215	22 15
Coal		36,597								36,597	36,597	365 97
Lumber	3,838	734							3,838	734	4,572	45 72
Other agricultural products	4,854	5,717							4,854	5,717	10,571	105 71
do merchandise	2,719	619							2,719	619	3,338	33 38
Total freight paying tolls	13,561	45,481							13,561	45,481	59,042	590 42
Total tolls on vessels												2,565 44
Total revenue												$ 3,155 86

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 17.—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 1892.

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.		
												$ cts.
Ashes, pot and pearl												
Apples												
Agricultural products not enumerated, vegetable												
do do animal												
Agricultural implements												
Barley												
Bricks		26								26	26	0 50
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												
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												

No. (A) 17.—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.	Down.	Down.		
												$ cts.
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												
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												
Wool												
All other goods and merchandise not enumerated	92	78							92	78	170	5 00
Bark	78								78		78	3 09
Barrels, empty												
Boat knees												
Floats		202								202	202	2 76
Fire wood, in vessels	13,257	1,025							13,257	1,025	14,282	154 52
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	1,307	205							1,307	205	1,512	24 89
do do rafts	25								25		25	0 50
Masts, spars and telegraph poles, in vessels	6								6		6	0 55
do do rafts	50	1,092							50	1,092	1,142	11 42
Railway ties, in vessels												
do rafts		250								250	250	10 00
Saw logs	1,855	150							1,855	150	2,005	17 62
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles	469	3							469	3	472	15 56
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels		50								50	50	0 75
do rafts	140	1,943							140	1,943	2,083	31 63
Traverses	60	150							60	150	210	3 75
Woodenware and wood partly manufactured												
Total freight paying tolls	17,339	5,174							17,339	5,174	22,513	282 64

Total tolls on vessels	346 21
do passengers	96 91
Other receipts	76 25
Total revenue, exclusive of hydraulic rents	802 01

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

SUPPLEMENTARY 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 1892.

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.		
												$ cts.
Ashes, pot and pearl												
Apples	89	362	1						90	362	452	8 54
Agricultural products not enumerated, vegetable		150								150	150	2 85
do do animal			1						1		1	0 02
Agricultural implements	11	3							11	3	14	0 41
Barley		573								573	573	10 77
Bricks												
Bones		2								2	2	0 04
Brimstone												
Cement and water lime								1		1	1	0 03
Clay, lime and sand								2		2	2	0 04
Coal								850		850	850	15 97
Corn												
Cattle		5								5	5	0 10
Cotton, raw												
Crockery and earthenware	14								14		14	0 35
Dye wood and dye stuffs	4								4		4	0 10
Fish	1	7	1						2	7	9	0 18
Flax and hemp												
Flour	41								41		41	0 81
Furniture	109	9	9					6	118	15	133	3 50
Gypsum												
Glass, all kinds	2								2		2	0 05
Hay, pressed	2								2		2	0 04
Hogs												
Horses	10	11	4					5	14	16	30	0 60
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other	2								2		2	0 04
Iron ore												

Kryolite chemical ore and other ore, except iron												
Lard and lard oil												
Meal, all kinds												
Meats, other than pork												
Marble												
Manilla	2								2		2	0 05
Molasses												
Nails	79								79		79	1 98
Oats		51								51	51	0 96
Oil, in barrels	21	4						36	21	40	61	1 54
Oil cake	1								1		1	0 02
Pease	41	1,490							41	1,490	1,531	28 78
Potatoes												
Pork												
Paint	12	5							12	5	17	0 43
Pitch and tar												
Rags	4								4		4	0 10
Rye	34								34		34	0 64
Rosin												
Salt	232	10	1					100	233	110	343	6 47
Stone intended for cutting	38								38		38	0 72
do wrought												
do not suitable for cutting, unwrought	785	30							785	30	815	8 15
Seeds, all kinds		152								152	152	2 86
Sheep			17						17		17	0 32
Soda ash												
Steel												
Sugar	297		1						298		298	7 39
Spirits, beer, &c	9								9		9	0 23
Tobacco, raw												
Tallow												
Tin	1								1		1	0 03
Turpentine												
Wheat		765								765	765	14 37
White lead	26								26		26	0 65
Whiting												
Wool		1								1	1	0 02
All other goods and merchandise not enumerated	847	131	1					13	848	144	992	24 91
Bark												
Barrels, empty												
Boat knees												
Floats												
Firewood, in vessels	37	90	222						259	90	349	2 93
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	1,420	9	1,110						2,530	9	2,539	28 62
do rafts												
Masts, spars and telegraph poles, in vessels												
do do rafts												

No. (A) 18.—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.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Railway ties, in vessels			25						25		25	0 25
do rafts												
Saw logs												
Staves and headings, barrel		1								1	1	0 05
do pipe												
do West India												
Staves, salt barrel												
Shingles	1		23						24		24	2 06
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels												
do rafts		3,265								3,265	3,265	40 75
Traverses												
Woodenware and wood partly manufactured	2								2		2	0 10
Total freight paying tolls	4,174	7,126	1,416					1,013	5,590	8,139	13,729	219 82
											Total tolls on vessels	235 16
											do passengers	130 31
											Total revenue exclusive of hydraulic rents	585 29

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

STATEMENT

SUPPLEMENTARY

No. (A) 19.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 1.		$ cts.		$ cts.		$ cts.
Canadian vessels, steam.	417,571	3,845 02	681,459	3,936 69	77,255	255 71
United States vessels, steam.	495,219	7,428 54	21,098	160 43	438	7 18
Canadian vessels, sail.	174,507	3,538 67	1,132,464	11,944 20	46,527	614 46
United States vessels, sail.	105,004	2,342 29	73,662	643 39	138,659	1,823 78
Total, class No. 1.	1,192 301	17,154 52	1,908,683	16,684 71	262,879	2,701 13
Class No. 2.	No.		No.		No.	
Passengers	43,884	504 24	64,199	2,808 75	5,218	88 49
Class No. 3.	Tons.		Tons.		Tons.	
Bricks	263	36 44	10,873	443 30	745	46 58
Brimstone			557	54 58		
Cement and water lime	815	78 05	3,800	490 09		
Clay, lime and sand.	70	5 25	28,368	1,330 47	4,668	483 55
Fish	24	4 05	926	97 52	1	04
Gypsum	200	5 00	2,510	34 97		
Iron, railway	163	29 45	1,207	177 84		
do pig.			1,258	157 48		
do all other.	1,567	269 17	13,952	731 41	10	87
Salt	878	174 95	5,619	714 89	317	20 45
Steel	2,557	383 60	1,039	133 50		
Stone, for cutting	1,264	252 80	2,029	110 87	602	60 20
Apples	550	56 59	5,221	754 10	717	63 16
Barley	6,433	1,286 60	9,340	479 74		
Corn	192,548	38,509 60	4,341	265 58		
Cotton, raw						
Flax and hemp						
Flour	17,048	2,601 40	5,762	658 07	285	9 51
Hay, pressed			1,113	57 83	3,727	153 28
Meals, all kinds.	31,740	6,348 00	1,224	56 45		
Oil cake			3	16	5	17
Oats	37,173	7,434 60	44,294	2,080 08	3,034	133 49
Pease	524	104 80	47,419	2,869 84	166	5 55
Potatoes	1	20	139	9 41	24	82
Rye	9,392	1,878 40	1,000	70 82		
Seeds, all kinds.	125	25 00	6,455	246 39		
Tobacco, raw.			1	10		
Wheat	232,019	45,792 91	68,609	4,402 42		
All other agricultural products, vegetable	507	24 70	4,086	242 62		
Bones			75	10 02	139	13 90
Cattle	1	0 02	292	20 47	45	1 50
Hogs			5	0 75		
Hides and skins, horns and hoofs	113	17 95	47	6 44		
Horses	91	3 03	501	31 80	24	0 80
Lard and lard oil			218	20 52		
Meats, other than pork	79	15 80	20	2 35		
Pork	44	8 80	568	48 99		
Sheep			113	8 58	186	6 20
Tallow	108	16 20	37	4 58		
Wool	70	14 00	23	3 45		
All other agricultural products, animal.			2,615	376 00		
Total, Class No. 3.	536,367	105,377 36	275,659	17,204 48	14,695	1,000 07

APPENDIX A—*Continued.*

the Amount of Tolls collected during the Season of Navigation in 1892.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
149,529	190 42	156,983	631 12	102,431	783 97	41,601	832 02	35,922	243 07
95	75	1	25	878	14 84	.....	.....	20	25
8,930	34 99	175,370	2,470 85	87,077	857 90	84,752	1,695 04	29,587	102 89
401	9 00	28,331	664 56	6,070	58 35	1,919	38 38	.....	.....
158,955	235 16	360,685	3,766 78	196,456	1,715 06	128,272	2,565 44	65,529	346 21
No.		No.		No.		No.		No.	
10,459	130 31	11,038	140 63	7,442	169 83	.....	.....	10,199	96 91
Tons.		Tons.		Tons.		Tons.		Tons.	
.....	.....	.....	.....	94	2 88	.....	.....	26	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	03	4	34	202	5 59	.....	.....	.....	.....
2	04	7,002	218 74	791	24 06	.....	.....	.....	.....
9	18	8	64	38	1 08	1,749	17 49	.....	.....
.....	.....	1	10	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	10	24	.....	.....	.....	.....
.....	.....	.....	.....	243	8 19	.....	.....	.....	.....
2	04	71	4 70	500	13 81	.....	.....	.....	.....
343	6 47	24	1 65	2,052	56 53	.....	.....	.....	.....
.....	.....	.....	.....	10	29	.....	.....	.....	.....
38	72	1	10	38	1 68	.....	.....	.....	.....
452	8 54	107	5 50	143	4 72	.....	.....	.....	.....
573	10 77	76	5 03	82	1 92	.....	.....	.....	.....
.....	.....	4	39	20	53	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	81	26	1 97	369	9 59	2,215	22 15	.....	.....
2	04	860	81 32	165	3 95	.....	.....	.....	.....
.....	.....	73	5 57	60	1 45	.....	.....	.....	.....
1	02	.....	.....	3	11	.....	.....	.....	.....
51	96	4,579	356 12	1,551	49 49	.....	.....	.....	.....
1,531	28 78	989	71 29	54	1 57	.....	.....	.....	.....
.....	.....	580	46 49	206	5 72	.....	.....	.....	.....
34	64	57	5 52	81	2 00	.....	.....	.....	.....
152	2 86	38	2 70	6	15	.....	.....	.....	.....
.....	.....	.....	.....	1	03	.....	.....	.....	.....
765	14 37	28	2 11	65	1 86	.....	.....	.....	.....
150	2 85	240	21 55	115	3 39	10,571	105 71	.....	.....
2	0 04	1	0 10	16	0 55	.....	.....	.....	.....
5	0 10	528	35 74	8	0 24	.....	.....	.....	.....
.....	.....	21	1 36	1	0 03	.....	.....	.....	.....
.....	.....	5	0 50	6	0 19	.....	.....	.....	.....
30	0 60	176	8 35	22	0 70	.....	.....	.....	.....
.....	.....	5	0 18	78	2 13	.....	.....	.....	.....
.....	.....	1	0 10	12	0 30	.....	.....	.....	.....
.....	.....	37	2 26	221	6 23	.....	.....	.....	.....
17	0 32	345	24 42	2	0 06	.....	.....	.....	.....
.....	.....	18	1 15	.....	.....	.....	.....	.....	.....
1	0 02	9	0 89	14	0 51	.....	.....	.....	.....
1	0 02	1,429	118 31	555	17 56	.....	.....	.....	.....
4,203	79 22	17,343	1,025 19	7,834	229 33	14,535	145 35	26	50

No. (A) 19.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 4.		$ cts.		$ cts.		$ cts.
Ashes, pot and pearl	19	3 80	124	24 80		
Agricultural implements	11	1 65	97	12 11		
Crockery and earthenware			180	32 53	19	1 84
Dye woods and dye stuffs			153	8 29	80	8 00
Furniture	25	4 02	1,213	175 87	2	0 20
Glass, all kinds	89	13 35	551	99 76		
Marble	3,190	478 50	17	1 55		
Manilla	66	9 90	9	1 80		
Molasses	107	16 05	754	73 49	2	0 08
Nails	40	4 95	2,133	310 75	1	0 04
Oil, in barrels	44	3 45	1,087	140 41	129	12 74
Paint	20	3 00	442	56 43	31	3 10
Pitch and tar			335	27 22	226	22 60
Rags			123	18 90		
Rosin			2,164	111 25	2,357	235 64
Soda ash	14	2 10	1,043	204 33	149	9 93
Sugar	3,172	430 49	5,713	1,130 01	2	0 08
Stone, wrought			326	17 65	478	47 80
Tin	29	3 00	408	74 38		
Turpentine			190	12 75	144	14 40
White lead			158	30 82		
Whiting			275	55 96		
Whiskey, and all other spirits	161	27 32	1,077	197 05		
Merchandise, not enumerated	40,262	5,934 71	11,993	1,684 41	3,703	288 12
Total, Class No. 4	47,240	6,936 29	30,565	4,502 52	7,323	644 57
Class No. 5.						
Bark			5	19		
Barrels, empty	30	5 72	441	47 41	11	0 44
Boat knees						
Floats	4	0 25	7,464	128 52		
Fire wood, in vessels	7,020	337 00	14,897	333 89	64,258	2,124 57
do rafts						
Lumber sawn, in vessels	86,072	15,427 50	35,551	1,100 51	91,464	5,401 74
do rafts			125	5 64		
Hoops					347	20 80
Railway ties, in vessels	217	6 78	148	2 95	6,124	488 80
do in rafts						
Masts, spars and telegraph poles in vessels						
Masts, spars and telegraph poles in rafts	5	0 25	13,540	338 50		
Square timber, in vessels	43,648	6,541 16	2,685	49 02		
do rafts	170	4 80	8,867	235 75		
Woodenware and wood partly manufactured	7	2 80	44	12 10		
Shingles	25	18 10	28	4 32	23	3 20
Split posts and fence rails, in vessels						
do do rafts						
Saw-logs	2,555	104 05	18,359	420 24		
Staves and headings, barrel	95	7 60				
do do pipe	88	16 10	80	2 50		
do do West India	276	51 68	104	3 90		
do do salt barrel						
Traverses			8,222	21 40		
Hop poles						
Total Class No. 5	140,212	22,523 79	110,560	2,706 84	162,227	8,039 55

Canals, and the amount of Tolls collected, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
		5	0 95	15	2 03				
14	0 41	22	2 65	139	13 82				
14	0 35	6	0 49	96	9 43				
4	0 10								
133	3 50	36	4 28	41	3 86				
2	0 05	8	0 54	32	3 06				
		2	0 24	5	0 45				
2	0 05								
		12	0 70	57	5 21				
79	1 98	13	0 75	244	23 50				
61	1 54	17	1 13	339	32 11				
17	0 43	3	0 43	12	1 17				
		1	0 05	2	0 18				
4	0 10	22	4 00	49	5 77				
		2	0 15	2	0 18				
		3	0 57	2	0 18				
298	7 39	56	10 89	645	61 41				
				3	0 27				
1	0 03	14	75	14	1 34				
26	0 65	1	0 19	6	0 54				
				22	1 94				
9	0 23	11	0 79	77	7 08				
992	24 91	369	47 81	1,219	122 98	3,338	33 38	170	5 10
1,656	41 72	603	77 36	3,021	296 51	3,338	33 38	170	5 10
				53	2 48			78	3 09
		35	4 15	102	7 91				
		1	0 03						
		41,060	4,51 33	640	10 15			202	2 76
349	2 93	33,165	1,321 53	36,000	633 99			14,282	154 52
		420	4 20						
2,539	28 62	468,924	34,940 41	29,617	947 34	4,572	45 72	1,512	24 89
		99	13 11	5	0 19			25	50
		28	2 00						
25	0 25	325	53 50	5,750	649 12				
		1,563	83 34	534	46 68			250	10 00
		36	2 79	54	2 90			6	55
								1,142	11 42
		2,560	62 91	40	0 76			50	75
3,265	40 75	12,480	145 28	377	7 10			2,083	31 63
2	0 10			7	1 00				
24	2 06	526	457 68	111	20 65			472	15 56
		1	0 88	5	0 77				
		21,085	481 88	152	3 48			2,005	17 62
1	0 05								
		1,060	2 65	105	9 26			210	3 75
6,205	74 76	583,368	38,027 67	73,552	2,343 78	4,572	45 72	22,317	277 04

No. (A) 19.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Special Class.		$ cts.		$ cts.		$ cts.
Coal	211,616	42,284 12	178,073	25,073 16	86,500	8,478 16
Kyrolite or chemical ore	69	3 45				
Iron ore						
Stone, unwrought, not suitable for cutting	10,294	1,019 47	4,351	87 00	21	7 88
Ice						
Total, Special Class	221,979	43,307 05	182,424	25,160 16	86,521	8,486 04
Total freight and tolls	945,798	195,803 25	599,208	69,067 46	270,766	20,959 85
Timber and other wood, free			2,449	290 28		
Wheat, corn, flour, iron, salt, coal, &c., free	9,756	1,434 80	365,098	33,003 46		
Grand Totals, passengers and tonnage of vessels not included	955,554	197,238 05	966,755	102,361 20	270,766	20,959 85

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Newcastle District Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
850	15 97			3,625	142 66	36,597	365 97		
		581	29 05	1,466	72 84				
815	8 15			788	17 51				
1,665	24 12	581	29 05	5,879	233 01	36,597	365 97		
13,729	585 29	601,895	43,066 68	90,286	4,987 52	59,042	3,155 86	22,513	725 76
		45,116	605 49						
				6,080	162 31				
13,729	585 29	647,011	43,672 17	96,366	5,149 83	59,042	3,155 86	22,513	725 76

B. H. TEAKLES,
Compiler of Canal Statistics.

SUPPLEMENTARY

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during each description of Property passed through,

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		$ cts.
Vessels of all kinds	1,192,301	17,154 52	1,908,683	16,684 71	262,879	2,701 13
	No.		No.		No.	
Passengers	43,884	504 24	64,199	2,808 75	5,218	88 49
Forest, Produce of Wood.	Tons.		Tons.		Tons.	
Bark			5	0 19		
Boat knees						
Floats	4	0 25	7,464	128 52		
do Free						
Firewood	7,020	337 00	14,897	333 89	64,258	2,124 57
do Free						
Hoops and hop poles					347	20 80
Lumber, sawed	86,072	15,427 50	35,676	1,106 15	91,464	5,401 74
do Free			1,799			
Masts, spars, &c	5	0 25	13,540	338 50		
Railway ties	217	6 78	148	2 95	6,124	488 80
Saw logs	2,555	104 05	18,359	420 24		
do Free						
Staves, all kinds	459	75 38	184	6 40		
do Free			208			
Shingles	25	18 10	28	4 32	23	3 20
Split posts and rails						
do Free			1			
Timber, square	43,818	6,545 96	11,552	284 77		
do Free			440			
Traverses			8,222	21 40		
do Free						
Total	140,175	22,515 27	112,523	2,647 43	162,216	8,039 11
Farm Stock.						
Cattle	1	0 02	292	20 47	45	1 50
Hogs			5	0 75		
Horses	91	3 03	501	31 80	24	80
do Free			2			
Sheep			113	8 58	186	6 20
Total	92	3 05	913	61 60	255	8 50
Produce of Animals.						
Bones			75	10 02	139	13 90
Horns and hoofs, hides and skins, raw	113	17 95	47	6 44		
do do Free			20			
Lard and lard oil			218	20 52		
do Free	16					
Meats, other than pork	79	15 80	20	2 35		
do Free			94			
Pork	44	8 80	568	48 99		
Tallow	108	16 20	37	4 58		
Wool	70	14 00	23	3 45		
do Free	13					
Agricultural products not enumerated, animal			2,615	376 00		
Total	443	72 75	3,717	472 35	139	13 90

APPENDIX A—*Continued.*

the Season of Navigation ended 31st December, 1892, showing the Total Quantity of 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.
158,955	235 16	360,685	3,766 78	196,456	1,715 06	128,272	2,565 44	65,529	346 21
No. 10,459	130 31	No. 11,038	140 63	No. 7,442	169 83	No.	.....	No. 10,199	96 91
Tons.		Tons.		Tons.		Tons.		Tolls.	
.....	.....	.....	.....	53	2 48	.....	.....	78	3 09
.....	.....	1	0 03	.....	.....	.....	.....	.....	.....
.....	.....	41,060	451 33	640	10 15	.....	.....	202	2 76
.....	.....	23,460	.....	.....	.....	.....	.....	.....	.....
349	2 93	33,585	1,325 73	36,000	633 99	.....	.....	14,282	154 52
.....	.....	4,290	.....	.....	.....	.....	.....	.....	.....
.....	.....	28	2 00	.....	.....	.....	.....	.....	.....
2,539	28 62	469,023	34,953 52	29,622	947 53	4,572	45 72	1,537	25 39
.....	.....	704	.....	.....	.....	.....	.....	.....	.....
.....	.....	36	2 79	54	2 90	.....	.....	1,148	11 97
25	0 25	1,888	136 84	6,284	695 80	.....	.....	250	10 00
.....	.....	21,085	481 88	152	3 48	.....	.....	2,005	17 62
.....	.....	13,662	.....	.....	.....	.....	.....	.....	.....
1	0 05	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	2 06	526	457 68	111	20 65	.....	.....	472	15 56
.....	.....	1	0 88	5	0 77	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,265	40 75	15,040	208 19	417	7 86	.....	.....	2,133	32 38
.....	.....	2,940	.....	.....	.....	.....	.....	.....	.....
.....	.....	1,060	2 65	105	9 26	.....	.....	210	3 75
.....	.....	60	.....	.....	.....	.....	.....	.....	.....
6,203	74 66	628,449	38,023 52	73,443	2,334 87	4,572	45 72	22,317	277 04
5	0 10	528	35 74	8	24	.....	.....	.....	.....
.....	.....	21	1 36	1	0 03	.....	.....	.....	.....
30	0 60	176	8 35	22	0 70	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	0 32	345	24 42	2	0 06	.....	.....	.....	.....
52	1 02	1,070	69 87	33	1 03	.....	.....	.....	.....
2	0 04	1	0 10	16	0 55	.....	.....	.....	.....
.....	.....	5	0 50	6	0 19	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	5	0 18	78	2 13	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1	0 10	12	0 30	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	37	2 26	221	6 23	.....	.....	.....	.....
.....	.....	18	1 15	.....	.....	.....	.....	.....	.....
1	0 02	9	0 89	14	0 51	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	0 02	1,429	118 31	555	17 56	.....	.....	.....	.....
4	0 08	1,505	123 49	902	27 47	.....	.....	.....	.....

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.
Agricultural Products.		$ cts.		$ cts.		$ cts.
Agricultural products not enumerated, vegetable	507	24 70	4,086	242 62	.....	.....
Apples	550	56 59	5,221	754 10	717	63 16
do Free	.....	.....	54	.....	.....	.....
Barley	6,433	1,286 60	9,340	479 74	.....	.....
Cotton, raw	.....	.....	.....	.....	.....	.....
Corn	192,548	38,509 60	4,341	265 58	.....	.....
do Free	.....	.....	54,999	.....	.....	.....
Flax and hemp	.....	.....	.....	.....	.....	.....
Flour	17,048	2,601 40	5,762	658 07	285	9 51
do Free	.....	.....	2,874	.....	.....	.....
Hay, pressed	.....	.....	1,113	57 83	3,727	153 28
Meals, all kinds	31,740	6,348 00	1,224	56 45	.....	.....
do Free	.....	.....	16	.....	.....	.....
Manilla	66	9 90	9	1 80	.....	.....
Oats	37,173	7,434 60	44,294	2,080 08	3,034	133 49
Pease	524	104 80	47,419	2,869 84	166	5 55
do Free	.....	.....	524	.....	.....	.....
Potatoes	1	20	139	9 41	24	82
Rye	9,392	1,878 40	1,000	70 82	.....	.....
do Free	.....	.....	9,119	.....	.....	.....
Seeds—Flax, clover and grass	125	25 00	6,455	246 39	.....	.....
do do Free	.....	.....	75	.....	.....	.....
Tobacco, raw	.....	.....	1	10	.....	.....
Wheat	232,019	45,792 91	68,609	4,402 42	.....	.....
do Free	.....	.....	194,281	.....	.....	.....
Total	528,126	104,072 70	460,955	12,195 25	7,953	365 81
Manufactures.						
Ashes, pot and pearl	19	3 80	124	24 80	.....	.....
do Free	88	.....	17	.....	.....	.....
Agricultural implements	11	1 65	97	12 11	.....	.....
Barrels, empty	30	5 72	441	47 41	11	0 44
do Free	.....	.....	1	.....	.....	.....
Bricks	263	36 44	10,873	443 30	745	46 58
Cement and water lime	815	78 05	3,800	490 09	.....	.....
do Free	1,570	.....	456	.....	.....	.....
Crockery and earthenware	.....	.....	180	32 53	19	1 84
do Free	8	.....	.....	.....	.....	.....
Furniture	25	4 02	1,213	175 87	2	20
do Free	3	.....	1	.....	.....	.....
Glass	89	13 25	551	99 76	.....	.....
do Free	152	.....	.....	.....	.....	.....
Iron, railway	163	29 45	1,207	177 84	.....	.....
do Free	1,171	.....	.....	.....	.....	.....
Iron, pig	.....	.....	1,258	157 48	.....	.....
do Free	74	.....	.....	.....	.....	.....
Iron, all other	1,567	269 17	13,952	731 41	10	0 87
do Free	387	.....	10	.....	.....	.....
Molasses	107	16 05	754	73 49	2	0 08
do Free	32	.....	.....	.....	.....	.....
Nails	40	4 95	2,133	310 75	1	0 04
do Free	276	.....	.....	.....	.....	.....
Oil	44	3 45	1,087	140 41	125	12 74
do Free	2	.....	.....	.....	.....	.....
Oil cake	.....	.....	3	0 16	5	0 17
Paint	20	3 00	442	56 43	31	3 10
do Free	15	.....	.....	.....	.....	.....
Pitch and tar	.....	.....	335	27 22	226	22 60
do Free	15	.....	.....	.....	.....	.....
Rosin	.....	.....	2,164	111 25	2,357	235 64
Soda ash	14	2 10	1,043	204 33	149	9 93
do Free	352	.....	.....	.....	.....	.....

during the Season of Navigation, ended 31st December, 1892, &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.
150	2 85	240	21 55	115	3 39	10,571	105 71	.....	.....
452	8 54	107	5 50	143	4 72	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
573	10 77	76	5 03	82	1 92	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	4	0 39	20	0 53	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	0 81	26	1 97	369	9 59	2,215	22 15	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	0 04	860	81 32	165	3 95	.....	.....	.....	.....
.....	.....	73	5 57	60	1 45	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	0 05	.....	.....	.....	.....	.....	.....	.....	.....
51	0 96	4,579	356 12	1,551	49 49	.....	.....	.....	.....
1,531	28 78	989	71 29	54	1 57	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	580	46 49	206	5 72	.....	.....	.....	.....
34	0 64	57	5 52	81	2 00	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
152	2 86	38	2 70	6	0 15	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	1	0 03	.....	.....	.....	.....
765	14 37	2[illegible]	2 11	65	1 86	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,753	70 67	7,657	605 56	2,918	86 37	12,786	127 86	.....	.....
.....	.....	5	0 95	15	2 03	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	0 41	22	2 65	139	13 82	.....	.....	.....	.....
.....	.....	35	4 15	102	7 91	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	94	2 88	.....	.....	26	0 50
1	0 03	4	0 34	202	5 59	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	0 35	6	0 49	96	9 43	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
133	3 50	36	4 28	41	3 86	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	0 05	8	0 54	32	3 06	.....	.....	.....	.....
.....	.....	.....	.....	10	0 24	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	243	8 19	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	0 04	71	4 70	500	13 81	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	12	0 70	57	5 21	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79	1 98	13	0 75	244	23 50	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
61	1 54	17	1 13	339	32 11	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	0 02	.....	.....	3	0 11	.....	.....	.....	.....
17	0 43	3	0 43	12	1 17	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1	0 05	2	0 18	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	2	0 15	2	0 18	.....	.....	.....	.....
.....	.....	3	0 57	2	0 18	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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.
Manufactures—Con.		$ cts.		$ cts.		$ cts.
Spirits, whiskey, &c	161	27 32	1,077	197 05		
do Free	220		6			
Steel	2,557	383 60	1,039	133 50		
do Free	269					
Sugar	3,172	430 49	5,713	1,130 01	2	0 08
do Free	1,320					
Tin	20	3 00	408	74 38		
do Free	27					
Turpentine			190	12 75	144	14 40
White lead			158	30 82		
do Free	6					
Whiting			275	55 96		
do Free	71					
Woodenware	7	2 80	44	12 10		
Total	15,182	1,318 41	51,052	4,963 21	3,833	348 71
Merchandise.						
Brimstone, crude			557	54 58		
Clay, lime and sand	70	5 25	28,368	1,330 47	4,668	483 55
do Free	240		500			
Coal	211,616	42,284 13	178,073	25,073 16	86,500	8,478 16
do Free			101,267			
Dye wood and dye stuffs			153	8 29	80	8 00
Fish	24	4 05	926	97 52	1	0 04
do Free	426		9			
Gypsum	200	5 00	2,510	34 97		
Ores, all kinds	69	3 45				
do Free	286		614			
Marble	3,190	478 50	17	1 55		
Rags			123	18 90		
Salt	878	174 95	5,619	714 89	317	20 45
do Free	2,034					
Stone, all kinds	11,558	1,272 27	6,706	215 52	1,101	115 88
do Free	145		124			
All other goods and merchandise, not enumerated	40,262	5,934 71	11,993	1,684 41	3,703	288 12
do Free	538		36			
Total	271,536	50,162 31	337,595	27,549 85	96,370	9,394 20
Grand totals passengers and tonnage of vessels not included	955,554	195,803 25	966,755	69,067 46	270,766	20,959 85

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 26th April, 1893.

during the Season of Navigation ended 31st December, 1892, &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.
9	0 23	11	0 79	77	7 08				
				10	0 29				
298	7 39	56	10 89	645	61 41				
1	0 03	14	0 75	14	1 34				
26	0 65	1	0 19	6	0 54				
				22	1 94				
2	10			7	1 00				
660	16 75	320	34 50	2,916	207 06			26	0 50
2	0 04	7,002	218 74	791	24 06				
850	15 97			3,625	142 66	36,597	365 97		
				6,080					
4	0 10								
9	0 18	8	0 64	38	1 08	1,749	17 49		
		1	0 10						
		581	29 05	1,466	72 84				
		2	0 24	5	45				
4	0 10	22	4 00	49	5 77				
343	6 47	24	1 65	2,052	56 53				
853	8 87	1	0 10	829	19 46				
992	24 91	369	47 81	1,219	122 98	3,338	33 38	170	5 10
3,057	56 64	8,010	302 33	16,154	445 83	41,684	416 84	170	5 10
13,729	585 29	647,011	43,066 68	96,366	4,987 52	59,042	3,155 86	22,513	725 76

B. H. TEAKLES,
Compiler of Canal Statistics.

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 21.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1892.

Canals and Offices.	January	March.	April.	May.	June.	July.	August.	September	October.	November	December	Total Tolls.
WELLAND CANAL.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Chippawa				3 79	6 06	3 27	4 54	4 60	0 25	11 45		33 96
Colborne			6,505 16	20,211 65	16,662 95	18,684 07	18,049 47	21,974 25	19,836 81	14,189 26	2,047 54	138,161 16
Dalhousie			4,878 01	4,581 77	4,819 45	7,503 40	8,271 78	9,109 28	10,286 47	6,635 52	5 88	56,091 56
Dunnville				29 17	56 04	80 31	92 64	34 67	2 17	116 24		411 24
Maitland					1 76	1 00	1 72		4 08			8 56
Robinson			71 01	151 52	73 45	51 35	24 82	61 51	0 75	59 49		493 90
St. Catharines			30 88	65 84	62 57	131 91	144 82	74 98	75 28	16 59		602 87
Total, Welland Canal			11,485 06	25,043 74	21,682 28	26,455 31	26,589 79	31,259 29	30,205 81	21,028 55	2,053 42	195,803 25
ST. LAWRENCE CANAL.												
Beauharnois				49 85	96 01	150 41	91 63	152 29	297 34	293 22		1,130 75
Cardinal			127 84	61 22	115 88	128 66	39 27	64 83	78 09	102 05	15 25	733 09
Cornwall				2,859 13	4,063 72	4,413 39	2,576 05	2,642 59	2,265 16	1,508 65	2 20	20,330 89
Kingston			442 91	1,159 45	3,450 13	4,452 56	1,545 10	1,737 87	2,816 19	1,659 29		17,263 50
Lachine				198 51	261 67	223 57	381 04	470 10	326 48	190 71		2,052 08
Montreal				3,321 64	4,053 61	4,671 94	5,091 91	3,473 38	3,812 39	3,079 39	52 89	27,557 15
Total, St. Lawrence Canals			570 75	7,649 80	12,041 02	14,040 53	9,725 00	8,541 06	9,595 65	6,833 31	70 34	69,067 46
CHAMBLY CANAL.												
Chambly				883 85	1,020 07	1,382 09	1,471 72	1,556 21	1,991 03	737 40		9,042 37
St. John's				2,507 86	1,659 42	1,518 04	2,155 17	1,420 45	1,375 45	569 98		11,206 37
St. Ours			19 45	71 44	77 55	111 34	81 63	96 20	128 51	124 99		711 11
Total, Chambly Canal			19 45	3,463 15	2,757 04	3,011 47	3,708 52	3,072 86	3,494 99	1,432 37		20,959 85

Ottawa Canals.												
Ottawa			261 25	3,548 14	3,347 92	3,836 26	3,724 66	3,748 97	3,591 56	1,328 43		23,387 19
Carillon			1 25	23 90	13 03	10 70	12 40	8 42	20 03	6 57		96 30
Grenville			156 65	2,839 98	3,051 44	2,553 56	3,139 03	2,248 14	2,709 52	1,315 68		18,014 00
Ste. Anne's			5 35	114 46	280 15	220 60	349 07	276 49	219 72	103 35		1,569 19
Total, Ottawa Canals			424 50	6,526 48	6,692 54	6,621 12	7,225 16	6,282 02	6,540 83	2,754 03		43,066 68
Rideau Canal.												
Kingston Mills				157 02	86 56	129 38	160 88	158 60	131 48	41 47		865 39
Ottawa				406 19	548 34	657 06	596 25	425 11	495 68	312 68		3,441 31
Smith's Falls				41 86	108 08	141 26	146 76	107 78	68 56	66 52		680 82
Total, Rideau Canal				605 07	742 98	927 70	903 89	691 49	695 72	420 67		4,987 52
St Peter's Canal.												
St. Peter's	30 92	1 06	180 32	254 58	368 24	413 07	412 94	481 83	443 45	362 32	207 13	3,155 86
Trent Valley Canals.												
Bobcaygeon				19 81	41 33	67 44	71 72	58 55	66 43	20 41		345 69
Buckhorn			1 00	0 50	8 90	21 80	17 87	11 80	1 00	7 25		70 12
Burleigh			2 36	4 76	21 02	21 58	13 70	6 25	2 27	1 09		73 03
Fenelon Falls			1 00	2 25	7 50	2 50	6 65	4 65	4 25	3 31		32 11
Hastings				13 14	1 93	2 50	2 50	7 00	4 50	2 50		34 07
Peterborough			6 14	16 54	33 11	41 04	23 42	24 05	11 62	14 82		170 74
Total, Trent Valley Canals			10 50	57 00	113 79	156 86	135 86	112 30	90 07	49 38		725 76
Murray Canal.												
Brighton			24 39	66 32	80 29	124 86	103 35	80 22	64 11	41 75		585 29
Grand total	30 92	1 06	12,714 97	43,666 14	44,478 18	51,750 92	48,804 51	50,521 07	51,130 63	32,922 38	2,330 89	338,351 67

B. H. TEAKLES,
Compiler of Canal Statistics.

Department of Railways and Canals,
Ottawa, 26th April, 1893.

SUPPLEMENTARY 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, 1892, 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.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													$ cts.
Canadian vessels, steam	1,226	138,431	139,061	66,162	5,511	528	394	4,297	63,187	209,418	208,153	417,571	3,845 02
do sail	592	33,423	32,436	42,823	6,210	908	.....	9,737	48,970	86,891	87,616	174,507	3,538 67
Total Canadian	1,818	171,854	171,497	108,985	11,721	1,436	394	14,034	112,157	296,309	295,769	592,078	7,383 69
United States vessels, steam	536	67	49	13,248	225	232,018	184,440	228	64,944	245,561	249,658	495,219	7,428 54
do sail	261	575	.....	7,566	4,609	39,325	35,872	4,588	12,469	52,054	52,950	105,004	2,342 29
Total United States	797	642	49	20,814	4,834	271,343	220,312	4,816	77,413	297,615	302,608	600,223	9,770 83
Grand Total, Welland Canal	2,615	172,496	171,546	129,799	16,555	272,779	220,706	18,850	189,570	593,924	598,377	1,192,301	17,154 52
ST. LAWRENCE CANALS.													
Canadian vessels, steam	3,158	355,914	304,750	13,618	11	.....	.....	11	7,155	369,543	311,916	681,459	3,936 69
do sail	6,076	602,400	445,468	31,842	15	30	.....	.....	52,709	634,272	498,192	1,132,464	11,944 20
Total Canadian	9,234	958,314	750,218	45,460	26	30	.....	11	59,864	1,003,815	810,108	1,813,923	15,880 89
United States vessels, steam	546	113	226	2,639	10	8,036	8,120	144	1,810	10,932	10,166	21,098	160 43
do sail	632	1,992	13,934	10,530	1,475	936	1,005	31,557	12,233	45,015	28,647	73,662	643 39
Total United States	1,178	2,105	14,160	13,169	1,485	8,972	9,125	31,701	14,043	55,947	38,813	94,760	803 82
Grand Total, St. Lawrence Canals	10,412	960,419	764,378	58,629	1,511	9,002	9,125	31,712	73,907	1,059,762	848,921	1,908,683	16,684 71
CHAMBLY CANAL.													
Canadian vessels, steam	603	38,293	38,364	246	.....	.....	.....	.....	352	38,539	38,716	77,255	255 71
do sail	626	11,288	10,701	8,627	.....	.....	.....	.....	15,911	19,915	26,612	46,527	614 46
Total Canadian	1,229	49,581	49,065	8,873	.....	.....	.....	.....	16,263	58,454	65,328	123,782	870 17

United States vessels, steam	25	4	118	299					17	303	135	438	7	18
do sail	1,442	1,371	2,941	53,410					80,937	54,781	83,878	138,659	1,823	78
Total United States	1,467	1,375	3,059	53,709					80,954	55,084	84,013	139,097	1,830	96
Grand Total, Chambly Canal	2,696	50,956	52,124	62,582					97,217	113,538	149,341	262,879	2,701	13
Ottawa Canals.														
Canadian vessels, steam	1,017	48,262	107,401		1,320					48,262	108,721	156,983	631	12
do sail	1,341	8,181	151,074		16,115					8,181	167,189	175,370	2,470	85
Total Canadian	2,358	56,443	258,475		17,435					56,443	275,910	332,353	3,101	97
United States vessels, steam	1	1								1		1	0	25
do sail	308	3,894	7,475		16,444			518		4,412	23,919	28,331	664	56
Total United States	309	3,895	7,475		16,444			518		4,413	23,919	28,332	664	81
Grand total, Ottawa Canals	2,667	60,338	265,950		33,879			518		60,856	299,829	360,685	3,766	78
Rideau Canal.														
Canadian vessels, steam	1,520	49,973	52,248	210						50,183	52,248	102,431	783	97
do sail	1,039	43,389	43,581	107						43,496	43,581	87,077	857	90
Total Canadian	2,559	93,362	95,829	317						93,679	95,829	189,508	1,641	87
United States vessels, steam	57	400	478							400	478	878	14	84
do sail	74	1,692	4,063	315						2,007	4,063	6,070	58	35
Total United States	131	2,092	4,541	315						2,407	4,541	6,948	73	19
Grand total, Rideau Canal	2,690	95,454	100,370	632						96,086	100,370	196,456	1,715	06
St. Peter's Canal.														
Canadian vessels, steam	220	21,599	20,002							21,599	20,002	41,601	832	02
do sail	1,665	42,910	41,392					450		43,360	41,392	84,752	1,695	04
Total Canadian	1,885	64,509	61,394					450		64,959	61,394	126,353	2,527	06
United States vessels, steam														
do sail	6	1,843	76							1,843	76	1,919	38	38
Total United States	6	1,843	76							1,843	76	1,919	38	38
Grand total, St. Peter's Canal	1,891	66,352	61,470					450		66,802	61,470	128,272	2,565	44

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 22.—General Statement showing the Number, Tonnage and Nationality of Vessels, &c.—*Continued.*

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
													$ cts.
Trent Valley Canals.													
Canadian vessels, steam	836	16,986	18,936							16,986	18,936	35,922	243 07
do sail	454	14,110	15,477							14,110	15,477	29,587	102 89
Total Canadian	1,290	31,096	34,413							31,096	34,413	65,509	345 96
United States vessels, steam	1		20								20	20	0 25
do sail													
Total United States	1		20								20	20	0 25
Grand total, Trent Valley Canals	1,291	31,096	34,433							31,096	34,433	65,529	346 21
Murray Canal.													
Canadian vessels, steam	656	89,412	34,704	13,185					12,228	102,597	46,932	149,529	190 42
do sail	148	2,678	4,910	316				164	862	3,158	5,772	8,930	34 99
Total Canadian	804	92,090	39,614	13,501				164	13,090	105,755	52,704	158,459	225 41
United States vessels, steam	3	39		49					7	88	7	95	0 75
do sail	36	32	25	165				2	177	199	202	401	9 00
Total United States	39	71	25	214				2	184	287	209	496	9 75
Grand Total, Murray Canal	843	92,161	39,639	13,715				166	13,274	106,042	52,913	158,955	235 16

SUPPLEMENTARY APPENDIX A—*Continued.*

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—*Continued.*

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. *Steam and Sail.*													$ cts.
Welland	1,818	171,854	171,497	108,985	11,721	1,436	394	14,034	112,157	296,309	295,769	592,078	7,383 69
St. Lawrence	9,234	958,314	750,218	45,460	26	30	.....	11	59,864	1,003,815	810,108	1,813,923	15,880 89
Chambly	1,229	49,581	49,065	8,873	.....	.....	.....	.....	16,263	58,454	65,328	123,782	870 17
Ottawa	2,358	56,443	258,475	.....	17,435	.....	.....	.....	.....	56,443	275,910	332,353	3,101 97
Rideau	2,559	93,362	95,829	317	.....	.....	.....	.....	.....	93,679	95,829	189,508	1,641 87
St. Peter's	1,885	64,509	61,394	.....	.....	.....	.....	450	.....	64,959	61,394	126,353	2,527 06
Trent Valley	1,290	31,096	34,413	.....	.....	.....	.....	.....	.....	31,096	34,413	65,509	345 96
Murray	804	92,090	39,614	13,501	.....	.....	.....	164	13,090	105,755	52,704	158,459	225 41
Total, Canadian	21,177	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	31,977 02
UNITED STATES VESSELS. *Steam and Sail.*													
Welland	797	642	49	20,814	4,834	271,343	220,312	4,816	77,413	297,615	302,608	600,223	9,770 83
St. Lawrence	1,178	2,105	14,160	13,169	1,485	8,972	9,125	31,701	14,043	55,947	38,813	94,760	803 82
Chambly	1,467	1,375	3,059	53,709	.....	.....	.....	.....	80,954	55,084	84,013	139,097	1,830 96
Ottawa	309	3,895	7,475	.....	16,444	.....	.....	518	.....	4,413	23,919	28,332	664 81
Rideau	131	2,092	4,541	315	.....	.....	.....	.....	.....	2,407	4,541	6,948	73 19
St. Peter's	6	1,843	76	.....	.....	.....	.....	.....	.....	1,843	76	1,919	38 38
Trent Valley	1	.....	20	.....	.....	.....	.....	.....	.....	.....	20	20	0 25
Murray	39	71	25	214	.....	.....	.....	2	184	287	209	496	9 75
Total, United States	3,928	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	13,191 99
Grand total, Canadian and United States	25,105	1,529,272	1,489,910	265,357	51,945	281,781	229,831	51,696	373,968	2,128,106	2,145,654	4,273,760	45,169 01

No. (A) 22½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1891 and 1892, 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.		
												$ cts.
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	.....	.....	.....	.....	98,073	123,644	105,620	229,264	19,346 58
Rideau Canals	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 Canal	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
1892.												
Welland Canal	7,750	87,642	9,733	32,583	240,332	300,733	12,391	264,390	270,206	685,348	955,554	195,803 25
St. Lawrence Canals	204,078	599,062	6,390	1,424	702	2,046	35,005	118,048	246,175	720,580	966,755	69,067 46
Chambly Canal	9,714	8,828	154,170	.....	.....	204	.....	97,850	163,884	106,882	270,766	20,959 85
Rideau Canals	70,393	24,145	1,828	.....	.....	.....	.....	.....	72,221	24,145	96,366	4,987 52
Ottawa Canals	551	544,679	1	101,780	.....	.....	.....	.....	552	646,459	647,011	43,066 68
St. Peter's Canal	13,561	45,481	.....	.....	.....	.....	.....	.....	13,561	45,481	59,042	3,155 86
Trent Valley Canal	17,339	5,174	.....	.....	.....	.....	.....	.....	17,339	5,174	22,513	725 76
Murray Canal	4,174	7,126	1,416	.....	.....	.....	.....	1,013	5,590	8,139	13,729	585 29

B. H. TEAKLES,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 26th April, 1893.

RATES OF TOLLS

No. 23.—Rates of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS
(O.C., 25th April, 1873.)

The Rates of Tolls are divided into Six Classes, as under, and as 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.
Class No. 1.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Vessels, steam.....per ton.	0 01½	0 01½	0 02¼	0 00¾	0 00¾	0 01½	0 00⅝	0 01½
do sail.....do	0 02¼	0 02¼	0 03¾	0 01½	0 01¼	0 02¼	0 01	0 02⅝
Class No. 2.								
Passengers, 21 years of age and upwards	0 10	0 10	0 20	0 10	0 05	0 08	0 02¼	0 09¾
Passengers, under 21 years each..	0 05	0 05	0 10	0 05	0 02	0 04	0 01¼	0 04½
Class No. 3.								
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 19¾
Salt								
Salt meats or fish in barrels or otherwise								
Agricultural products, vegetable, not enumerated								
Agricultural products, animals, not enumerated								
Stone, for cutting								
Wheat								
Class No. 4.								
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, 1892.

TRENT VALLEY CANAL (O. C., 25th JULY, 1888.)

1st Section.	2nd Section.	3rd Section.	4th Section.	Through.	Whitlaw's to Hastings.
Fenelon Falls. to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls. to Lakefield.	
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
0 00 3/16 0 00 1/4	0 00 3/16 0 00 1/4	0 00 3/16 0 00 1/4	0 00 3/16 0 00 1/4	0 00 3/4 0 01	0 00 3/16 0 00 1/4
0 01 0 00 1/2	0 01 0 00 1/2	0 01 0 00 1/2	0 01 0 00 1/2	0 04 0 02	0 01 0 00 1/2
0 01	0 01	0 01	0 01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

No. 23.—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 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. Anne's Lock, each way.	Ottawa to St. John's, each way.
Class No. 5.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19¼
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03½
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 08½
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05
Firewood, per cord, in vessels	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23
do do rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30¼
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 13¼
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 22½
Railway ties, in vessels, each	0 01	0 01	0 01	0 00½	0 00½	0 00¾	0 00¾	0 01⅜
do rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02¼
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 11¼	0 06¾	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 36½
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
Wagon 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 04½	0 02½	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 00	0 15	0 15	0 10	0 30
do pipe, per M.	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 or cut, per M.	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 55
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67½
Hop poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65
Special Class.								
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 17¾
Stone, unwrought, corded and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37½	0 28	0 24	0 77½
Kryolite, iron ore or chemical ore.	0 05	0 05	0 05	0 06	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 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 01	0 01	0 01	0 01	0 04	0 01
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
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 00½	0 00½	0 00½	0 00½	0 00½	0 00½
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
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 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
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 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05½	0 05½	0 05½	0 05½	0 22	0 05½
0 00½	0 00½	0 00½	0 00½	0 02	0 00½
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03½	0 03½	0 03½	0 03½	0 14	0 03½
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
Free.	Free.	Free.	Free.	Free.	Free.

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	⅝
Gypsum and manganese, 6 barrels	1	Saw-logs, standard, 1	⅞
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 manufactured 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 :—

WELLAND CANALS.	Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way	⅛
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne	¼
3. From Dunnville to Port Colborne	⅛
4. From Thorold to St. Catharines or Port Dalhousie	⅛
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places	⅜
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson	⅜
7. From Port Robinson to Allanburg or Thorold	¼
8. From Port Robinson to St. Catharines or Port Dalhousie	¼
9. From St. Catharines to Port Dalhousie	⅛
10. From Dunnville to Maitland	⅛
11. From Port Robinson through the lock and Chippawa Cut	⅛
12. From Port Colborne to Port Maitland	⅛
13. From Chippawa Cut through lock to Port Robinson	⅛
14. From Colborne, Dunnville, Maitland and Marshville to Thorold	⅜
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines	⅜
16. Through the Chippawa Cut only	⅛
17. Through the Port Robinson Lock only	⅛

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	⅛
Vessels and property passing from Chambly to St. John's, to pay	⅜

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 saw-logs 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. June 27, 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 pro-"vided 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	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. 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 VESSELS 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.

	Mills.
Steam-boats measuring 50 tons or upwards, per ton register, per day of 24 hours	8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours	4

	Cents.
Steam-boats 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 wharfs 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 wharfs or banks after the first five days, an additional charge of four cents per cord. O. C. August 7, 1860.

(*b.*) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharfs 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 purpose 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 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.*

	Per ton register.
On steam-boats, 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	1 cent.
On all other vessels, per day, as aforesaid	½ do

Sec. **100.**—*Wharfage Dues.*

	Per ton.
All goods, wares and merchandise, not elsewhere specified	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	7½ 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 ¼ of 1 per cent on the value thereof.

(*b.*) Each entry shall pay not less than 5 cents.

(*c.*) All property landed on the wharfs 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	5 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 1, 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
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	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 wharfs 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 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 of 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 herein.

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 for 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 $\frac{1}{8}$ of Rideau Canal rates.
From Perth to Kingston, 2 sections, or $\frac{2}{8}$ Rideau Canal rates.
From Perth to Ottawa Basin, 2 sections, or $\frac{2}{8}$ 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.

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 that 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.

O.C. 31st October, 1890.

His Excellency, under the authority conferred by 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.

MONDAY, the 4th day of April, 1892.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, having had under consideration the Tariff on 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 in the said Canals, viz. :—

That a refund be made of a portion of the Canal tolls collected on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat which have been carried through the Welland Canal, and the St. Lawrence Canals to Montreal or to any port east of Montreal in all cases where the said products so carried are exported, and in such cases only.

That this rebate be such as to reduce the tolls to two cents per ton of the said products or any of them, and that the conditions of such refund be the following :—

That the products aforesaid on which the rebate of tolls may be claimed shall be shown to have been originally shipped for Montreal or for some port east of Montreal and shall be shown to have been carried to Montreal or to some port east of Montreal, and actually sent out of the country.

That the right to this rebate shall not be lost by reason of intermediate transhipment, provided that the place of such transhipment is one within the Dominion of Canada.

That the right to this rebate shall extend to any portions of cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also to shipments of the above named products made from any Canadian Lake Ontario port.

That payment of the amount to be refunded be made, from time to time, as cargoes of the said products are despatched for export from Montreal or from some port east of Montreal.

That this Order in Council remain in force for the present year, 1892, only.

(Signed) JOHN J. McGEE,
Clerk, Privy Council.

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 of May, 1892.*

On a memorandum dated 19th April, 1892, from the Minister of Railways and Canals, submitting a memorandum, copy herewith, from the proper Officers of the Department of Railways and Canals upon certain objections raised by the Montreal Board of Trade, by forwarders and others to the existing tonnage and wharfage charges on vessels and freight using the basins of the Lachine Canal at Montreal.

From such memorandum, which is of a detailed and explanatory character, it appears that the complaints made are well founded, the complications shown being due to the fact that the various Orders in Council have from time to time been passed, fixing and changing rates and charges to meet particular cases as they arose; and pending a general revision of the whole matter of Canal regulations, tolls, and charges which seems to be desirable, it is expedient that the subject of these complaints should be dealt with at once.

The Minister, accordingly, on the advice of the Canal Revenue Officers, endorsed by the Superintending Engineer of the Lachine Canal, and the Deputy Head of the Department of Railways and Canals, recommends the adoption of the following:—

1st. The cancellation of Section No. 93 of Consolidated Orders in Council of the 26th October, 1889, Chapter 115, and the substitution therefor of the following:—

Wharfage Dues on Coal for local consumption in Montreal.

Section 93. Coal for local consumption in Montreal, landed on Canal property between Montreal Harbour and Côte St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal Harbour, shall be charged wharfage dues at the rate of 5 cents a ton.

Coal screenings shall be charged 3 cents a ton.

2nd. The cancellations of Sections Nos. 98, 99, 100, 101, and the substitution of the following:—

Wharfage Dues in all basins of the Lachine Canal on Sea-going vessels.

Section 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 basin of said canal and of the revenue that may be derived from their use.

All property delivered or received by sea-going vessels in the Lachine Canal basins at Montreal (except the old lower basin) shall be charged wharfage dues as follows:—

All goods, wares and merchandise not elsewhere specified	25	cents per ton.
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 and swine	15	do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphate, sand, salt, coal and coke, grain and seeds of all kinds	7½	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.	
Coal screenings	3	do

Each entry shall pay not less than 5 cents.

All property landed on the canal wharfs for re-shipment, or transhipped in canal waters, shall pay one wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine Canal, and which is re-shipped from the wharfs or vessels into sea-going vessels, shall pay wharfage dues equal to one section of canal tolls, viz., 3¾ cents per 1,000 feet board measure.

The Committee submit the above recommendation for Your Excellency's approval.

(Signed) JOHN J. McGEE,
Clerk, Privy Council.

To the Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, the 6th day of June, 1892.

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 Order in Council of the 29th day of April, 1891, under which, in the case of steamers specially chartered for the conveyance of excursion par-

ties, 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 St. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, and excursion parties leaving St. Catharines for Toronto or Hamilton, shall be, and the same are hereby continued in force for the present season of navigation only.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 15th day of July, 1892.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

Whereas, by a clause of the Order in Council of the 4th April, 1892, respecting the rebate to be allowed on certain food products traversing the Welland and St. Lawrence Canals bound for Montreal or some port east of Montreal for exportation, it was provided that the right to such rebate should extend to shipments of the said products made "from any Canadian Lake Ontario port," this provision being taken from the Order in Council of the 29th April, 1891;

And whereas it was not intended that the restriction in favour of Canadian Lake Ontario ports, should be continued;

His Excellency, under 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 said Order in Council of the 4th April, 1892, shall be and the same is hereby amended by the omission of the word "Canadian" from the clause in question; and that such amendment shall have force and effect from the 4th day of April last.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

AT THE GOVERNMENT HOUSE AT OTTAWA.

MONDAY, the 19th day of July, 1892.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

Whereas application has been made for the extension to the Trent Valley Canals of the concession of reduced passenger rates for excursion parties now enjoyed on the Lachine and Welland Canals under an Order in Council of the 6th of June, 1892.

His Excellency, under 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 for the present season of navigation only, steamers specially chartered for the conveyance of excursion parties going and returning the same day, one-half of the usual passenger tolls shall be charged for passage through the Trent Valley Canals.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

TUESDAY, the 2nd day of August, 1892.

PRESENT:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, 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 6th June, 1892, reducing by one-half the usual passenger tolls on the Lachine Canal (such reduction applying to cases where excursion parties are conveyed in steamers specially chartered for that purpose, going and returning the same day), shall be, and the same are hereby extended to the Beauharnois Canal for the present season of navigation only.

(Signed) JOSEPH POPE,
Asst. Clerk of the Privy Council.

AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 14th day of October, 1892.

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 prescribe the following scale of charges for vessels wintering on the Ottawa River Canals and Locks, and the same is hereby prescribed accordingly, namely :—

In Carillon Canal, Steamers, per season	$ 8 00
Barges	4 00
Grenville Canal, Steamers, for season	8 00
Barges	4 00
Inside Locks, Ste. Anne, Carillon and Grenville Canals, Steamers, per season	25 00
Inside locks, Culbute Canal, per season	15 00

Such security against damage by fire to be taken by way of bond as, in the opinion of the Minister of Railways and Canals, may seem desirable.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

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 2nd November, 1892.*

On a memorandum dated 28th October, 1892, from the Minister of Railways and Canals, representing that he is in receipt of a letter from the manager of the Collins' Bay Rafting and Forwarding Co. of which the following is a copy :—

"COLLINS' BAY, 19th September, 1892.

"To the Minister of Railways and Canals,
"Ottawa, Ont.

"DEAR SIR,—I am in receipt of a communication from Robert Rae, Esq., Commodore of 'The Yacht Club of Chicago,' with reference to the bringing of a large number of yacht through the canals next season to attend the World's Fair in Chicago, and he suggest that your Government should make the canals for all yachts from abroad free for the round trip, and asks me to lay the matter before your department with that end in view. It is understood that 'The Ocean Racing Yacht Club,' 'The International Yacht Club of England' will attend provided their way is made easy to Chicago. The Danish, Russian, German, French, Italian and Greek Yacht Clubs have been invited, but before accepting will require information on the subject of the way of getting from Montreal to Chicago and the cost thereof. It is proposed by the Royal Yacht Club that there be an Ocean race across to Montreal, and afterwards for the fleet to rendezvous at Macinac to meet the Canadian and American yachts from there to race to Chicago for a prize to be given by the American Yacht Clubs.

"If your Government should decide to accede to this proposition and give public notice to that effect or advise me I will forward same to the President of the Yacht Club of Chicago.

"Yours truly,
"Collins' Bay Rafting and Forwarding Co. (Ltd.)
(Signed) "Per A. LEGER, JUN.,
"*Manager.*"

The Minister, in view of the interests attaching to the projected scheme, recommends that the courtesy of free passage through the Dominion canals be extended to all pleasure yachts attending the Chicago Exhibition in 1893, and that he be authorized to inform the company accordingly in reply to their letter.

The committee submit the above recommendation for Your Excellency's approval.

(Signed) JOHN J. McGEE,
Clerk of the Privy Council.

The Honourable
The Minister of Railways and Canals.