DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1892, TO 30th JUNE, 1893

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

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Department of Railways and Canals.

To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen, &c., &c., &c., Governor General of Canada, &c., &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, 1892, to the 30th of June, 1893.

All of which is respectfully submitted,

JOHN HAGGART,
Minister of Railways and Canals.

OTTAWA, March, 1894.

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REPORT.

1892-93.

To His Excellency
The Earl of Aberdeen,
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 on the 30th of June, 1893.

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.*

In an appendix will be found 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 the compilation, being returns made for the fiscal year ended on the 30th of June, 1893, will be of interest.

The number of railways in actual operation, embracing under one head all amalgamated lines and including the Government roads, was 65. The number of miles of completed railway was 15,320, besides 2,012 miles of sidings. The number of miles in operation was 15,020, of which 14,883 miles were laid with steel rails.

The paid up capital amounted to $872,156,475. The gross earnings aggregated $52,042,397. The working expenses were $36,616.033, leaving the net earnings for

*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 5th October, 1893, and the General Report contains information on points relating to subsidized lines of railways up to the end of December, 1893.

the year $15,426,364. The number of passengers carried was 13,618,027, and the quantity of freight conveyed 22,003,599 tons. The totel number of miles run by trains was 44,385,953.

RAILWAY EXPENDITURE—CAPITAL ACCOUNT.

BEFORE AND SINCE CONFEDERATION.

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, 1893 :

Intercolonial Railway	$47,385,117 42
(*a*) Eastern Extension Railway (to 1891, inclusive)	1,324,042 81
(*a*) Oxford and New Glasgow Railway	1,833,114 94
(*a*) Montreal and European Short Line Railway (to 1891, inclusive)	333,924 73
(*a*) Cape Breton Railway	3,701,113 93
(*b*) Carleton Branch Railway (to 1888, inclusive)	86,410 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	30,818,414 14
Canadian Pacific Railway—Other expenditure on surveys, explorations, telegraph lines, Dawson Route, Fort Frances Lock, &c	6,639,581 43
Annapolis and Digby Railway	616,979 89
	$96,491,265 15

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	10,319,902 34
	$134,836,417.49

This amount does not include the annual subsidy of $186,600 payable for twenty 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*) 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.

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 were subsidized direct 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., c. 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 $300,000, 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.

The works are in progress, but no inspection has yet been made.

In the agreement dated the 20th of November, 1886, and executed under an Order in Council of the 2nd of that month, which constituted the basis of the final settlement of matters between the Government and the company prior to the transfer of the road to them, a special provision was inserted, in view of dispute as to the condition in which the work in British Columbia executed by the Government should be handed over. The company 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 of 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 of 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 two unimportant claims in respect of steel rails.

As to these, however, the arbitrators, after hearing evidence, considered that they are of a character for settlement by the department rather than by arbitration, it being merely a question whether certain amounts, deducted from the company's subsidy of $25,000,000, as the value of rails and fastenings on sections of the railway transferred to the company under their contract, should, properly, have been deducted. In the one case it is the opinion of the Department of Justice that the deduction made was not a proper deduction; and the other case being one of adjustment of prices only, these matters will be dealt with by the department accordingly.

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 date of the company's contract.

The total value of the work so executed from the date of the award, 31st July, 1891, up to the 31st August, 1893, as returned by the Government officer in charge, is $234,435.56, making the total expenditure under the award $437,110.76, and leaving the sum of $142,144.44, still to be expended.

It should be noted that for the year ended on the 30th of June, 1893, the company had under traffic in Canada, 5,782 miles of railway, and that its gross receipts were $20,795,304.66 (as against 5,537 miles of railway and receipts $20,789,104.17 the previous year).* The total expenditure for working expenses was $12,665,587.12, making the net earnings $8,129,717.54. These figures are taken from the sworn statement of the company, furnished in accordance with the Railway Act. (See Railway Statistics, App. 24.)

GOVERNMENT RAILWAYS IN OPERATION.

The several lines maintained by the Government during the past fiscal year ended the 30th June, 1893, were :—

	Miles.	Miles.
The Intercolonial	1,142	
do wharf branches	12½	
		1,154½
Windsor Branch (maintained only)		32
Prince Edward Island Railway		211
Total		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 5, containing reports from the Chief Engineer of the department, the General Manager of Government Railways, and the officials of these roads.

The general revenue accounts for 1892-93 show the following as the financial position of these roads for the fiscal year and the mileage operated :—

—	Mileage in operation.	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	3,045,317 50	3,065,499 09	20,181 59	.....
Windsor Branch (earnings, one-third of entire receipts; expenditure on maintenance)	32	16,889 95	34,316 11	17,426 16	
Prince Edward Island	211	226,422 17	162,690 42	.....	63,731 75
				37,607 75	63,731 75
Total operated mileage	1,375	.....	Net loss	.....	26,124 00

*In the annual report for 1891-92, the mileage receipts and expenditure do not correspond with the statements for that year now given. This is due to the fact that there had been included in the returns for 1891-92, the mileage of this railway through the state of Maine.

The gross earnings of all the Government roads for the past fiscal year show an increase over those of the preceding year of $126,112.11, and the gross working expenses a reduction of $459,968.14.

INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney. 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.

The following are the through distances:—

	Miles.
Lévis (opposite Quebec) *via* St. Joseph and St. Charles Junction (14 miles) to Halifax	675
Lévis to St. John	578
Lévis *via* Truro to Sydney	827
Lévis *via* 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.

CAPITAL ACCOUNT.

During the fiscal year 1892-93 there was an addition of $296,916.58 to the Capital Account expenditure, making the total expenditure of the whole road chargeable to "Capital," as amalgamated under the Act 54-55 Vic., ch. 50 (1891), up to the 30th of June, 1893, $54,246,850.23.

The additions of the year included $56,934.62 for increased accommodation at Halifax; $120,526.49 for property acquired at St. John; $46,252.27 for the train ferry between Mulgrave and Point Tupper; $13,730.47 for the Cape Breton Division of the railway, and $16,813.06, the cost of fitting the automatic air brake to freight cars, and of supplying locomotive steam for heating passenger cars.

REVENUE ACCOUNT.

The gross earnings for the year amounted to $3,065,689.09. The expenditure was $3,045,317.50, making the excess of earnings over expenditure $20,181.59.

The expenditure was less than that of the previous year by $394,059.50. Compared with the previous year the passenger traffic produced $1,002,912.76, an increase of $41,484.80; the freight traffic amounted to $1,868,823.84, an increase of $65,294.81, and the mails and sundries produced $193,762.51, an increase of $13,277.51: total increase, $120,057.12.

The value of stores, including fuel and steel rails in hand at the end of the fiscal year, was $502,127.66.

GENERAL OBSERVATIONS.

In comparing the traffic of the year with that of the previous year, the following special features are of interest :—

The number of passengers carried was 1,292,878. The through passenger business shows an increase of 4,968, but the total fell off to the extent of $9,822, leaving the total decrease 4,854. On the other hand, the freight traffic, amounting to 1,388.080 tons, comprised an increase of 279,845 tons in local freight and a decrease of 156,340 tons in through freight, making a total increase in the traffic of the year of 123,505 tons. Of barrels of flour there were carried 856,913, a decrease of 97,102. Of grain there was carried 1,514,619 bushels, a decrease, compared with the previous very exceptional year, of 2,262,058 bushels; 352,975 bushels were for shipment at Halifax. Lumber showed an increase, 181,211,013 feet being carried, an increase of 5,736,673 feet. There was also an increase of 5,480 in the number of live stock, 93,369 being conveyed over the line. Of coal from the Nova Scotia collieries, 543,296 tons were carried, an increase of 109,490 tons, of which 402,653 tons were for local stations, the balance, 140,643 tons, going *via* St. John and the Chaudière to points west, an increase of 99,278 tons. Of raw sugar, 10,137 tons, a decrease of 11,500 tons, was carried, none of this article going west of Chaudière, whereas in the previous year 11,102 tons had been carried west. Of refined sugar, 22,623 tons were carried, a decrease of 10,098 tons, both the west bound and the local traffic being less. Of fresh fish, 6,898 tons, an increase of 3,238 tons, and of salt fish 7,249 tons, an increase of 2,486 tons, were carried.

The further application of the automatic air brake to freight cars and the heating of passenger cars with steam derived direct from the locomotive has during the past year been carried out, and there are now 747 freight cars on the road so fitted: 200 passenger cars are heated in this manner.

Thirty miles of track were relaid with the heavier steel rail, 67 pounds to the yard.

All necessary repairs have been made to the several bridges, wharfs, buildings and structures along the line, and the whole road and rolling stock have been maintained in an efficient condition. Details of these works will be found in the Chief Engineer's report, p. 74.

The docks and transfer bridges, the steam ferry boat and barges for the train ferry between Mulgrave and Point Tupper, have been built and freight in cars is now conveyed by this ferry service across the strait; the passenger trains will be similarly transferred in the season of 1894: meantime passengers are conveyed by the ferry. The snowfall during the winter, like that of the preceeding year, was unusually light, and the cost of dealing with it was proportionately less.

The more economical handling of the road has resulted, for the first time in nine years, in a balance to the profit of the Government, and that without impairing the efficiency of the railway. During the past year 1,142 miles have been operated at a cost of over half a million dollars less than the cost of operating 971 miles in 1889-90.

Various interesting statistical and comparative tables and other detailed information will be found in the appended reports of the Chief Engineer of Railways and Canals, and in those of the General Manager and other officers of the Intercolonial Railway. (*See* Appendix 5, p. 61.)

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 have operated this line for the past 21 years under an agreement dated the 21st of September, 1871. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the Government taking the remaining one-third, and assuming all costs of maintenance of the road and works.

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 of the agreement of 1871, and the agreement was 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 of June, 1893, were as follows :—

Proportion of one-third gross earnings credited to the branch	$ 34,316.11
Expenditure for maintenance of way and works	16,889.95
Government profit	$ 17,426.16

The amount accruing to the Government as its share of the earnings was $807.27 more than in the previous year, and its expenditure for maintenance was $2,624.42 less.

The road has been maintained in good order. Details will be found in the appendices. (*See* Appendix 5, p. 96.)

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 transfer, and the deed of transfer to the city of St. John was executed on the 3rd of September, 1892. Under the provisions of the said deed the road is leased to the Canadian Pacific Railway for a term of 999 years. The deed was confirmed by the Act of 1893, 56 Vic., chap. 6.

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. The expenditure up to the close of the fiscal year 1892-93, was $616,979.89.

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.

Under date of the 10th of November, 1893, an Order in Council was passed authorizing the transfer of this section of road to the Western Counties Railway Company.

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

PRINCE EDWARD ISLAND RAILWAY.

Length of Line.

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

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 1891–92, was $3,750,081.38, and the expenditure during the past fiscal year was $484, making a total of $3,750,565.38.

Revenue Account.

On revenue account the gross earnings amounted to $162,690.42 and the expenditure to $226,422.17, the over expenditure being $63,731.75.

Compared with the previous year the gross earnings show a total increase of $5,257.73. The railway carried 132,111 passengers, a decrease of 7,278, producing $67,445.41; 56,718 tons of freight, an increase of 5,653, producing $76,347.51, and the earnings from mails and sundries amounted to $18,897.50, an increase of $2,397.25.

Compared with the previous year, the expenditure was less by the sum of $63,284.21.

The cost per mile run by trains was 98·35 cents, a reduction of 19·84 cents; and per mile of railway $1,078.20, a reduction of $301.85.

The engine mileage was less by 17,410 miles, the train mileage less by 14,895 miles and the car mileage less by 67,890 miles.

The value of stores on hand at the close of the fiscal year was $92,400.51.

The railway and the rolling stock has been efficiently maintained.

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

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 special trains, whenever required by the Post Office Department.

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 22, p. 226.

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, 1893.

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
do	1892-93	do	1893	624,794 07
				$10,319,902 34
Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1893, to the 31st December, 1893.....				551,671 30
Total payments to the 31st December, 1893.....				$10,871,573 64

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, 1893 (with the above exceptions), is 69.

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, 1892.

A tabulated statement of payments will be found in Appendix 3, page 28.

Albert Southern Railway Company.

(See Annual Report of 1891-92.)

Atlantic and North-west Railway Company.

(See Annual Report of 1889-90.)

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., chap. 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 to 40—20	$6,400 per mile	128,000
40 to 70—30	$6,400 do	192,000
70 to 100—30	Nil	
		$620,000

Total payments up to the close of the fiscal year 1889-90 covering the distance, 60 miles, up the River Grand Cascapedia	524,175
Balance	$ 95,825

No payments were made during the fiscal year, but subsequently there has been paid $31,825, making the total payments for 70 miles of railway $556,000 up to the 31st of December, 1893.

Beauharnois Junction Railway Company.

(See No. 102 and 302.)

By the Railway Subsidy Act, 50-51 Vic., ch. 24, 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. By the Act 56 Vic., ch. 2 (1893), the unpaid balance, $3,500 was revoted, but no further payment has been made up to the 31st of December, 1893.

Belleville and North Hastings Railway Company.

(See Annual Report of 1888-89.)

Brockville, Westport and Sault St. Marie Railway Company.

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

By the Act 48-49 Vic., ch. 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., ch. 5 (1892), the unpaid balances granted by 52 Vic. and 53 Vic., were revoted.

Up to the close of the fiscal year, 1891-92, payment had been made to the extent of $105,200. No further payment has been made up to the 31st of December, 1893.

Brantford, Waterloo and Lake Erie Railway Company.

(See No. 104.)

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

Under an Order in Council of the 4th of August, 1888, a contract was made with the company, on the 31st, for a line from Brantford to Waterford. An order of the same date approved of the location, the actual distance being 16¾ miles. Up to the close of the fiscal year, 1890-91, the payments amounted to $52,810, the amount of subsidy applicable being $53,600. This company has now become amalgamated with the Toronto, Hamilton and Buffalo Railway Company, the agreement for amalgamation being approved by an Order in Council of the 16th of December, 1892.

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., ch. 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 the 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, 1893.

By the Subsidy Act of 1892, the unpaid balance of the foregoing subsidies was revoted, and authority has been given by an Order in Council of the 16th of December, 1893, for entry into contract for the completion of the work thereunder.

Canada Atlantic Railway Company.

(See Annual Report for 1888-89.)

Canadian Pacific Railway Company.

(See No. 243.)

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the grant of a subsidy limited to $80,000, was authorized for 25 miles of a railway from a point on the C. P. R. at or near Revelstoke to the head of Arrow Lake.

Under date the 24th of October, 1893, a contract has been made with the Canadian Pacific Railway Company for this work, the date for completion being the 1st of August, 1896. The location plans have been approved.

Caraquet Railway Company.

(See Annual Report for 1888-89.)

Central Railway Company of New Brunswick.

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

By the Act of 1884, 47 Vic., ch. 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, work to be completed by the 1st of July, 1888. Certain work had been executed, but the contract obligations had not been carried out, and no portion of the subsidy was paid. The subsidy lapsed, but was revived by the Subsidy Act 52 Vic., ch. 3 (1889).

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.

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.

Up to the end of the fiscal year 1891-92, there had been paid, including the value of the said rails, the sum of $159,251.54; no payments have since been made up to the 31st of December, 1893.

Chignecto Marine Transport Company.

(See No. 5.)

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

No definite action was, however, taken until the 6th of October, 1885, when an Order in Council was passed authorizing entry into agreement with the company, subject to the approval of Parliament; and such agreement was executed on the 4th of March, 1886. Under its terms, the subsidy payable is to be $170,602 a year for 20 years, or such portion thereof as may be required to bring the net earnings to 7 per cent per annum on the authorized share and bond capital of the company, $5,500,000, and to be granted only during the satisfactory performance of the services contemplated, such services comprising the raising, transport and lowering of vessels of 1,000 tons burden, registered, with full cargo. Should the earnings exceed 7 per cent per annum, one-half of such surplus is to be paid to the Government until repayment of the whole amount received by said company under their subsidy.

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

By a further special Act, 51 Vic., ch. 4 (1888), the time for the completion of the work for subsidy purposes, was extended to the 1st of July, 1890, with, if required, 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, provided that the works are actually in progress, and that satisfactory evidence is given that the capital necessary for completion has been received. No action, however, being taken in this direction.

Columbia and Kootenay Railway and Navigation Company.

(Leased to the Canadian Pacific Railway Company.)

(See Annual Report for 1891-92.)

Cornwallis Valley Railway Company.

(See Annual Report for 1891-92.)

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, 1893.

Dominion Lime Company.

(See Annual Report for 1888-89.)

Dominion Coal Company.

(See No. 262.)

This company was incorporated by the Nova Scotia Act, 56 Vic., ch. 145 and 146. By the Subsidy Act 55-56 Vic., ch. 5 (1892), a subsidy, limited to $89,600, was authorized for 28 miles of a railway to complete connection between Sydney and Louisburg, Cape Breton.

By an Order in Council, dated the 7th of November, 1893, entry into contract with the above company for the work from a point half a mile north-westerly from Bridgeport to Louisburg Harbour, was authorized; plans of location also were approved. No payment on subsidy account has been made up to the 31st of December, 1893.

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 the 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 $13,435, making the total payments up to the 31st of December, 1893, $195,840.

Elgin, Petitcodiac and Havelock Railway Company.

(See Annual Reports for 1885-56 and 1890-91.)

Erie and Huron Railway Company.

(See Annual Report for 1886-87.)

Esquimalt and Nanaimo Railway Company.

(See Annual Report for 1886-87.)

Fredericton and St. Mary's Bridge Company.

(See Annual Report for 1888-89.)

Great Eastern Railway Company.

(See Nos. 88, 114, 174, 213, 235 and 296.)

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. This subsidy was in effect revoted by the Act 56 Vic., ch. 2 (1893).

Authority has been given for entry into contract for this work, but the contract has not yet been signed.

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 ing $37,500, was authorized. On the 20th of June, 1891, a contract was entered into with the company for the work. During that fiscal year there was 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, for a railway from the River St. Francis to the Arthabaska Railway at St. Grégoire.

There has been no further payment up to the 31st of December, 1893. The total amount paid the company being $40,345.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154, 215, 231, 308 and 309.)

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 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.

By the Act 56 Vic., ch. 2 (1893), the unpaid balance, $25,600, of the subsidy granted in 1891 was revoted.

Also, by the same Act, a subsidy not exceeding $48,000 was granted to the company for 15 miles of their railway from Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois in lieu of the subsidy granted by 53 Vic., ch. 2.

No payments have been made during the past fiscal year, or subsequently, and the total payments to the company up to the 31st of December, 1893, amount to $78,688.

Guelph Junction Railway Company.

(See Annual Report of 1888-89.)

Harvey Branch Railway Company.

(See Annual Report of 1889-90.)

Hereford Railway Company (formerly Hereford Branch Railway Company.

(See Annual Report for 1891–92.)

International Railway Company.

(See Annual Reports for 1887-88 and 1889-90.)

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24, 159 and 30.)

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), and was again revoted by the Act 56 Vic., ch. 2 (1893).

During the past fiscal year the sum of $17,000 was paid, and since that date the further sum of $32,000, making the total payments up to the 31st of December, 1893, $64,000.

Joggins Railway Company.

(*See* Annual Report for 1891-92.)

Kingston, Napanee and Western Railway Company.

(See Napanee, Tamworth and Quebec Railway Company.)

Kingston and Pembroke Railway Company.

(See Annual Report for 1884-85.)

Lake Erie and Detroit River Railway Company.

Formerly "the Lake Erie, Essex and Detroit Railway Company," name changed by Dominion Act, 54-55 Vic., ch. 88 (1891).

(*See* No. 241.)

This company under its old name, received a subsidy amounting to $118,400, of which particulars will be found in the annual report for the year 1889-90.

By the Act 56 Vic., ch. 50, confirmation was given to an agreement for the amalgamation of the two companies named.

By the Act 55-56 Vic., ch. 5 (1892), authority was given for the grant of a subsidy to this company to the extent of $224,000 for 58 miles of railway from Cedar Creek to Ridgetown in lieu of previous subsidies.

On the 20th of December, 1892, a contract was entered into with the company for work under the above subsidy, covering the whole distance, 58 miles. the road to be completed by the 1st of December, 1894.

No payments have been made up to the 31st of December, 1893.

L'Assomption Railway Company.

(See Annual Report of 1886-87.)

Leamington and St. Clair Railway Company.

(See Annual Report of 1888-89.)

Lake Témiscamingue 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 wharfs 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 Ottawa River, near Mattawa, not exceeding $15,000, and not exceeding in all $63,000.

Under date the 31st of August, 1893, a contract was entered into with the company for the construction of the section between Mattawa and the Long Sault Rapids under the subsidy granted in 1892. The location has been approved by an Order in Council of the 8th of September, 1893.

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, 1893.

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. The road is now controlled by the Canadian Pacific Railway Company.

Lotbinière and Megantic Railway Company.

(See No. 253.)

This company was incorporated by the Quebec Act 52 Vic., ch. 89 (1889), for the construction of a railway from some point at or near the parish church of St. Jean des Chaillons, in the county of Lotbinière, to a point at or near Glen Lloyd, in the county of Megantic.

By the subsidy Act 55-56 Vic., ch. 5 (1892), a subsidy to the extent of $48,000 was authorized for 15 miles of railway from a point at or near St. Jean des Chaillons towards Glen Lloyd.

On the 17th July, 1893, a contract was entered into with the company for the work so subsidized.

No payments have been made up to the 31st of December, 1893.

Montfort Colonization Railway Company.

(See No. 245 and 310.)

This company was incorporated by the Quebec Act 53 Vic., ch. 107 (1890), for the construction of a railway from a point on the Canadian Pacific Railway, or the Montreal and Occidental Railway either from Lachute, St. Jérôme or St. Sauveur, or near the same, to Montfort, and for the continuation of the road to a point on the Rivière Rouge, in the township of Arundel.

By the subsidy Act 55-56 Vic., ch. 5 (1892), the grant of a subsidy to this company to the extent of $67,200 was authorized for 21 miles of railway from Lachute, St. Jérôme, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway to Montfort.

By the subsidy Act 56 Vic., ch. 2 (1893), this subsidy was revoted with an addition fixing the gauge at "three feet."

On the 16th of May, 1893, a contract was entered into with this company for the construction of 21 miles of railway from St. Sauveur to Montfort and westward, the road to be completed by the 1st of September, 1895.

No portion of the subsidy has been paid up to the 31st of December, 1893.

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 of 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.

The line from Fort Covington to Messena Springs has been completed, and during the past fiscal year the sum of $15,100 was paid, making the total payments $103,600 up to the 31st of December, 1893.

Montreal and Lake Maskinongé Railway Company.

(See Annual Report for 1890-91.)

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 of December, 1893.

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. The whole of the railway for the 70 miles subsidized, from St. Jérôme to a point 3 miles beyond La Chute and Iroquois has been completed. During the past fiscal year payments were made to the extent of $133,388, and subsequently the further sum of $106,350, the total amount paid to this company up to the 31st of December, 1893, being $348,134.

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 Vic., 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 was 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.

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

Nothing was paid from the subsidy to this company during the fiscal year, but subsequently the sum of $23,640 was paid, making the total $73,600 up to the 31st of December, 1893. This railway has been leased in perpetuity to the Canadian Pacific Railway Company.

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 the 25th of July, 1888, an Order in Council authorized entry into contract, and approved the location plans from Tamworth to Tweed, 20 miles. The contract was signed on the 31st of July, 1888, covering both subsidies.

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, and under date the 26th December, for the distance of $6\frac{3}{4}$ miles, from a point near Yarker to or near Harrowsmith.

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. A contract was made with the company for this work on the 18th of September, 1893.

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, a contract was made with the company for one of these branches on the 11th of December, 1893, the distance being $1\frac{375}{1000}$ miles. Under date the 30th of November, 1889, the company were allowed to open for traffic between Tamworth and Tweed, and between Yarker and Harrowsmith, and from Harrowsmith to Sydenham in November, 1893. During the past fiscal year there has been paid the sum of $1,856, and subsequently the further sum of $9,600, making the total payments up to the 31st of December, 1893, $204,400.

New Brunswick and Prince Edward Island Railway Company.

(See Annual Report for 1888-89.)

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 $12\frac{1}{2}$ 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.

During the past fiscal year the sum of $32,945.84 was paid, and subsequently the further sum of $5,454.16, making the total payments up to the 31st of December, 1893, $38,400.

Northern and Pacific Junction Railway Company.

(See Annual Report of 1890-91.)

Northern and Western Railway Company.

(See Annual Report of 1889-90.)

Nova Scotia Central Railway Company.

(See Nos. 129, 135 and 307.)

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

By the Subsidy Act, 56 Vic., ch. 2 (1893), the unpaid balance, $4,500, was revoted. Up to the close of the fiscal year 1891-92, the total payments to this company amounted to $230,700, covering the distance from Lunenburg to Middleton and the spur to Bridgewater, a total of 73$\frac{1}{2}$ miles; no further payment has been made up to the 31st of December, 1893.

Nova Scotia Southern Railway Company.

(See Nos. 207 and 272.)

This company was incorporated by the Nova Scotia Act 51 Vic., ch. 82, as the "Annapolis and Atlantic Railway Company." The name was changed as above by the Act, 56 Vic., ch. 65.

By the Dominion Subsidy Act 55-56 Vic., ch. 5 (1892), a subsidy (taking the place of one previously granted), was authorized for 75 miles of railway from Sand Point, Shelburne Harbour, N. S., to Annapolis Royal, and to a point of junction with the Nova Scotia Central Railway, at or near New Germany, the subsidy limit being $240,000.

The above company having applied, authority has been given by an Order in Council of the 20th of December, 1893, for entry into contract with them for the work, subject to the provision that satisfactory plans and profiles of the road must be furnished by the 1st of July, 1894.

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, *via* Newington, Chrysler, Manotic and Franktown, the road to be completed by the first of 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, 1893.

Ontario and Quebec Railway Company.

(See West Ontario Pacific Railway Company, and Annual Report for 1891-92.)

Ontario, Belmont and Western Railway Company.

(See No. 246.)

This company was incorporated by the Ontario Act 54 Vic., ch. 90 (1891), for the construction of a railway from the Midland Railway of Canada at either Hastings or Campbellford to some point on the Central Ontario Railway within the township of Marmora, county of Hastings.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the grant of a subsidy to this company to the extent of $32,000, was authorized for 10 miles of railway from the Belmont iron mines to the Canadian Pacific and the Central Ontario Railway.

On the 9th of March, 1893, a contract was entered into with the company for this work, namely, from the Belmont mines to the junction of the two railways named, the road to be completed by the 1st of August, 1896.

No portion of this subsidy has been paid up to the 31st of December, 1893.

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 work was completed and the subsidy paid in 1892.

By an Order in Council dated the 20th June, 1892, authority was given for entry into contract with the company for the balance of the work, $16\frac{1}{2}$ miles, between Lawrenceville and Kingsbury, and such contract was signed on the 10th of September, 1892.

The road between Lawrenceville and Kingsbury has been completed, and in August, 1893, the subsidy applicable, $52,800, was paid, making the total payments to this company $84,800.

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 were covered by a contract dated the 29th of September, 1892 ; the starting point on the Canadian Pacific Railway 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, was covered by a contract with the company dated the 8th of November, 1892 : the date for completion being fixed as the 1st of November, 1894.

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

The sections between Ottawa and Renfrew have been completed, and authority was given in September and December, 1893, to open them for traffic.

No portion of the subsidies has been paid up to the 31st December, 1893.

Ottawa and Gatineau Valley Railway Company.

(See Nos. 8, 26, 58, 151 and 305.)

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. The subsidy having lapsed, it was revoted by the Act 52 Vic., ch, 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.

By the Subsidy Act 56 Vic., ch. 2, 1893, the unpaid balance, $89,248, was revoted.

During the past fiscal year, there has been paid to the company the sum of $104,380, and subsequently the sum of $53,376, making the total payments up to the 31st December, 1893, $284,128.

The opening of the road for traffic up to the 54th mile from Hull has been authorized.

Oshawa Railway and Navigation Company.

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

(See Nos. 112, 233 and 314.)

By the Act 50-51 Vic., ch. 24 (1887), the grant of a subsidy 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, and by the Act 56 Vic., ch. 2, 1893, it was revoted in such form as to admit of payment on completion of named sections.

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

No portion of the subsidy has been paid up to the 31st of December, 1893.

Parry Sound Colonization Railway Company.

(See Nos. 153 and 312.)

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 were 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, 1897. The location for 50 miles has been approved by Order in Council, covering the distance between the Northern Pacific Junction Railway and Parry Sound.

By the Act 56 Vic., ch. 2 (1893), the unpaid balance of subsidy, $97,600, was revoted.

During the past fiscal year payments were made to the extent of $28,820, making the total payments up to the 31st of December, 1893, $59,220.

Philipsburg Junction Railway and Quarry Company.

(See No. 255.)

This company was incorporated by the Quebec Act 51-52 Vic., ch. 107 (1888), for the construction of a railway from Philipsburg to Stanbridge.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the grant of a subsidy to the extent of $21,600 was authorized for a railway between the points named, $6\frac{7}{100}$ miles.

On the 27th of February, 1893, a contract was entered into with the company for this work, the distance being set down as $6\frac{3}{4}$ miles, the road to be completed by the 1st of March, 1894.

No payments were made during the fiscal year, but subsequently the sum of $18,688 has been paid up to the 31st of December, 1893.

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.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), the unpaid balance, $114,125, of the subsidy voted in 1888, was revoted, and this amount was paid during the past fiscal year, making the total payments to the company $271,200.

The road has been completed from Port Arthur to the boundary line and its opening for traffic authorized in June, 1893.

Pontiac and Renfrew Railway Company.

(See Annual Report of 1889-90.)

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 eighty-five 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 to extend their line from the said bridge to the canal basin in the city of Ottawa.

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

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, 1893.

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 contract was entered into for this subsidy on the 30th of June, 1892, the work to be completed by the 1st of July, 1894. There has been no further payment beyond the $60,342 made in 1885-86, up to the 31st of December, 1893.

Quebec and Lake St. John Railway Company.

(See Nos. 2, 14, 49, 82, 126, 140, 177, 220, 232 and 300.)

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 was $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 were 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 the 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.

By the Subsidy Act 56 Vic., ch. 2 (1893), the unpaid balance, $81,040, of the subsidy granted by 51 Vic., ch. 3, was revoted.

During the past fiscal year there has been paid the sum of $76,471.77, making the total payments up to the 30th of June, 1893, for both main line and branches, including the first 50 miles of the Chicoutimi branch, $921,399.50. Since that date there has been paid the further sum of $81,600, making the total payments to the company up to 31st of December, 1893, $1,002,999.50.

Quebec, Montmorency and Charlevoix Railway Company.

(See Nos. 164 and 304.)

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

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

By the Subsidy Act 56 Vic., ch. 3 (1893), the unpaid balance, $30,400, of the previous subsidy was revoted.

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, 1893.

The location plans for the whole distance have been approved.

Shuswap and Okanagan Railway Company.

(See No. 167.)

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

During the fiscal year 1891-92 the sum of $162,260 was paid to the company, no further payment has been made up to the 31st December, 1893.

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.

South Norfolk Railway Company.

(See Annual Report of 1888-89.)

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 53 Vic., ch. 7 (1890), a subsidy limited to $44,800 was authorized for a further distance of 14 miles.

By the Act 50-56 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 of December, 1893.

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

St. Clair Frontier Tunnel Company.

(See annual reports of 1890-91 and 1891-92.)

St. John Valley and Rivière du Loup Railway Company.

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

By the Act 49 Vic., ch. 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., ch. 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., ch. 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, 1893, 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 was 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 Newport 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, 1893.

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 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. During the past fiscal year there has been paid to the company the sum of $24,448, and subsequently the further sum of $297.60

as the balance due, making the total payments up to the 31st of December, 1893, $65,001.60, covering the whole distance, $20\frac{313}{1000}$ miles, from the junction with the Canada Atlantic Railway near Valleyfield, to the international boundary, which is now completed.

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

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

(*Named changed to* "THE LAURENTIAN RAILWAY COMPANY" *by Provincial Act 51-52 Vic., ch. 108*).

(See Annual Report for 1891-92.)

St. Louis and Richibucto Railway Company.

(See Annual Report of 1884-85.)

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, $80\frac{1}{2}$ miles, *via* Lake Témiscouata and the River Madawaska, was approved 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, $31\frac{3}{4}$ 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 there has been paid the sum of $21,150, making the total payments up to the 31st of December, 1893, $645,950.

Thousand Islands Railway Company.

(See Nos. 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's 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 was entered with the company for this work; the date for completion being fixed as the 1st of August, 1896.

No payments were made during the past fiscal year, but subsequently the sum of $14,000 was paid, making the total up to the 31st of December, 1893, $24,400.

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 elapsed.

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

During the past fiscal year there was paid the sum of $41,674.46, and subsequently the further sum of $19,341.54, making the total payments to the company up to the 31st of December, 1893, $134,016.

Toronto, Grey and Bruce Railway Company.

(See Annual Report for 1887-88.)

United Counties Railway Company.

(See No. 297.)

This company was incorporated by the Quebec Act 46 Vic., ch. 90 (1883), for the construction of a railway from a point on the line of the Montreal, Portland and Boston Railway at Richelieu, to a point on the River Richelieu and the River St. Lawrence.

By the Subsidy Act 56 Vic., ch. 2 (1893), a subsidy to the extent of $102,400 for 32 miles between Iberville and St. Hyacinthe and beyond towards Sorel, was authorized.

On the 19th of August, 1893, a contract was entered into with the company for this work.

No payments were made during the fiscal year, but subsequently the sum of $59,277 was paid up to the 31st of December, 1893, for the section between St. Hyacinthe and Ste. Angèle, and the remaining distance from Ste. Angèle to Iberville has been inspected.

Vaudreuil and Prescott Railway Company.

(See *Montreal and Ottawa Railway Company.*)

Waterloo Junction Railway Company.

(See Annual Report for 1891-92.)

Western Counties Railway Company.

*(Name changed to "***The Yarmouth and Annapolis Railway Company***" by 56 Vic., ch. 63.)*

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, the 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 the 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 the 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 completed. The company was placed in possession for operating purposes on the 27th of July, 1891. The total Government expenditure up to the 31st December, 1893, is $616,979.89.

West Ontario Pacific Railway Company.

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

(See Annual Report of 1890-91.)

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, the date being subsequently extended to the 1st of October, 1893.

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 January, 1894.

No portion of the subsidy has been paid up to the 31st of December, 1893.

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. 261.)

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.

(Part leased to the Canadian Pacific Railway Company.)

(See Nos. 13 and 25.)

(See also "North-western Coal and Navigation Company," in Annual Report of 1891-92.)

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

By the Land Subsidy Act, 52 Vic., ch. 4, as amended by the Act 53 Vic., ch. 3, the grant of 6,400 acres per mile was authorized in favour of this company for the distance, set down as about 50 miles, from Lethbridge to the international boundary.

The road was built and inspected, and under date of the 8th of December, 1890, the company were authorized to open it for public traffic, the distance being 64·62 miles.

Under the terms of an agreement dated the 6th of January, 1890, the company purchased the property and interests of the North-western Coal and Navigation Company the purchase being confirmed by the Act 54-55 Vic., ch. 77, which vested the same absolutely in the Alberta Railway and Coal Company, as from the 4th of March, 1891.

By the Act 52 Vic., ch. 4, as amended by the Act 53 Vic., ch. 3 (1890), a grant of 2,600 acres of land in addition to the land subsidy granted to the North-western Coal and Navigation Company, by the Act 48-49 Vic., ch. 60, was authorized for

109½ miles of railway from Dunmore Station on the Canadian Pacific Railway to Lethbridge, on the condition that the gauge of the said railway be made standard width, and on the 3rd of July, 1893, a contract was entered into with the Alberta Railway and Coal Company for the work of changing the gauge from 3 feet to the standard gauge, 4 feet 8½ inches.

On the 20th of December, 1893, after inspection, this work was reported as completed according to contract.

By an Order in Council dated the 5th of July, 1893, approval was given to an agreement entered into between the company and the Canadian Pacific Railway Company for the lease of their said road between Dunmore and Lethbridge for a term ending on the 31st of December, 1897, with option of purchase.

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). Under the 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 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 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 of 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. By an Order in Council of the 2nd of May, 1892, the date from which the completion of the road for subsidy purposes is to be computed has been fixed as the 1st of July, 1891.

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 14th of October a further distance of 54·10 miles was allowed to be opened for public traffic. 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.

(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 termed their "Souris Branch"; also, for a line, 25 miles, running from such point in Township 3, easterly to Deloraine, the western terminus of the then 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.

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 eastwards 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.

The whole of the work contemplated by the above subsidies has been executed, and the several sections of railway are in operation.

The southerly branch from the main line starts at Kemnay, 8 miles west from Brandon, and runs south through Souris and Napinka to Melita, 59·25 miles; thence westerly to Estevan, a further distance of 97·70 miles. The subsidized sections running eastwards from this line are :—1st, from Souris to Glenboro', 45·24 miles, completing the connection with the existing railway to Winnipeg *via* Holland and Elm Creek; and, 2nd, from Napinka to Deloraine, 18 miles, completing the connection with the existing railway *via* Gretna to Winnipeg.

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 the 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 successive Orders in Council the time for completion has been extended.

On the 3rd of September, 1890, an Order in Council was passed accepting as completed the first 50-mile section.

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 should 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 Annual Report of 1891-92.)

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 a 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 Shelmouth, 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, 219 miles.

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 June, 1892. Under this contract, the first 30 miles were 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 1890-91.)

Medicine Hat Railway and Coal Company.

(See No. 12.)

By the Act 50-51 Vic., ch. 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 July, 1887, the grant was made to the company accordingly, it being provided that the road should be completed and in operation by the 31st of December, 1888.

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

(Purchased by the Alberta Railway and Coal Company.)

(See Annual Report of 1891-92.)

North-western Railway Company of Canada.

(Formerly the Alberta and Athabasca Railway Company.)

(See Annual Report for 1891-92.)

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.

On the 17th of June, 1893, a contract was entered into with the company for the work so subsidized, the work to be completed by the 1st of November, 1894.

Winnipeg and Hudson 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 Winnipegoosis, construction to be carried on at the rate of at least 50 miles a year.

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

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

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

	Acres.
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.

Under date the 8th of November, 1893, an Order in Council was passed extending the time for the completion of the main line to the River Saskatchewan to the 21st of December, 1896.

Wood Mountain and Qu'Appelle Railway Company.

(See No. 8.)

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

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

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

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

By the Special Act 52 Vic., ch. 66 (1889), the section of a previous Act giving this company power to construct a railway on the route above indicated was repealed, and they were empowered to construct a line from a point on the international boundary line, at or near Range 16, west of the 2nd Principal Meridian, in a northerly direction by Qu'Appelle station to Fort Qu'Appelle, thence in a north-easterly direction to a point at or near the north-west corner of Lake Winnipegosis; the portion between the point

of intersection with the Canadian Pacific Railway and Fort Qu'Appelle to be completed by the 1st August, 1890, and the whole road by the 16th of April, 1896.

By the Land Subsidy Act of 1889, 52 Vic., ch. 4, the subsidy provided by the Act 49 Vic., ch. 11, was made available for this new line.

By the Act 53 Vic., ch. 83 (1890), the statutory time for the construction of the portion of this railway between the Canadian Pacific Railway at 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 the Hudson Bay Railway Company.

THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The Minister of Railways and Canals being Chairman of the Railway Committee of the Privy Council, on which certain extensive duties are imposed by the Railway Act, 1888, and its amendments, it seems pr per that a brief record should here be made of the matters submitted to the Committee during the calendar year from January to December, 1893, and of the decisions arrived at. They are as follows:—

Keele Street Subway under the Grand Trunk and Canadian Pacific Railways, Toronto Junction. Application of the Town of Toronto Junction for extension of time for completion of, for five years.—Granted.

Crossings at rail level by the Davenport Street Railway of the Grand Trunk and Canadian Pacific Railways on St. Claire Avenue, and of the Grand Trunk Railway on the Davenport Road, all near the city of Toronto. Application by the Davenport Street Railway Company for variations of orders issued as regards apportionment of costs. —Orders varied.

Crossing at rail level by the Kingston, Napanee and Western Railway of the Kingston and Pembroke Railway near the Harrowsmith station.—Approved.

Occupation of John Street, in the village of Eganville, by the Atlantic and North-west Railway.—Approved.

Junction of the Tring and Megantic branch of the Quebec Central Railway with the Quebec Central Railway at Megantic.—Approved.

Gareau Street proposed crossing of the Grand Trunk Railway in the town of St. Henri (Montreal.)—Not approved.

Branch line of the Grand Trunk Railway from Montreal to Côte St. Paul. —Sanctioned.

Branch line of the Grand Trunk Railway to Queenston Quarries, in the township of Niagara, Ont.—Sanctioned.

Drain across Grand Trunk Railway in the 1st Concession of the township of Sandwich East, county of Essex, Ont.—Ordered.

Crossing at rail level by the United Counties Railway of the South-eastern Railway and junction of the same with the Drummond County Railway at Ste. Rosalie.—Approved.

Crossing at rail level by the United Counties Railway of the Montreal, Portland and Boston Railway at Rougemont.—Approved.

Crossing at rail level by the United Counties Railway of the Montreal, Portland and Boston Railway at Ste. Angèle.—Approved.

Crossing at rail level by the United Counties Railway of the Grand Trunk Railway at St. Hyacinthe.—Approved.

Crossing at rail level by the Lake Erie and Detroit River Railway of the Erie and Huron Railway in the township of Harwich, near Blenheim.—Approved.

Application of the Lake Erie and Detroit River Railway Company for variation of order directing an interlocking switch and signal system to be introduced at the crossing at rail level by their railway of the Leamington and St. Claire Railway, at the village of Leamington.—Use of crossing without such appliances authorized until further notice.

Bridge carrying the Thousand Islands Railway across the Gananoque River.—Approved.

Crossing at rail level by the Ottawa, Arnprior and Parry Sound Railway of the Canadian Pacific Railway at Arnprior.—Approved.

Crossings by the Canadian Pacific Railway of streets between Eastern Avenue and Parliament Streets, inclusive, Toronto.—Approved. Gates and watchmen to be provided at Eastern Avenue and Trinity Street.

Canadian Pacific Railway siding along Beachell Street, Toronto.—Approved.

Opening of public road at Grand Trunk (Belt Line) and Canadian Pacific Railway crossing of Government road allowance, 2nd Concession, east of Yonge, near Toronto.—Pending.

Protection at Toronto (electric street) Railway crossings of the Grand Trunk and Canadian Pacific Railways east of the Don.—Pending. Temporary arrangement in force.

Application for apportionment of cost of protection ordered at Canadian Pacific Railway crossings of Dufferin and Bathurst Streets, Toronto.—Apportionment order made.

Interlocking signal appliances at crossings at rail level by the Canada Southern Railway of the Grand Trunk Railway at Hagarsville, Appin, Yarmouth, Southwold, Welland and Canfield.—Approved, and trains allowed to pass without stopping.

Interlocking signal appliances at the Grand Trunk (Belt Line) Railway crossing of the Canadian Pacific Railway near the Don, Toronto.—Approved, and trains allowed to pass without stopping.

Interlocking signal appliances at the Canada Southern Railway crossing of the Grand Trunk Railway at Port Dover Junction.—Approved, and trains allowed to pass without stopping.

Brantford Street Railway crossings of the Grand Trunk Railway on Colborne and Oxford Streets, Brantford.—Approved.

Crossing at rail level by the United Counties Railway of the Canadian Pacific Railway near Iberville.—Approved.

Extension of Lansdowne Avenue, Toronto, across the Grand Trunk and Canadian Pacific Railways.—Pending.

Protection at a crossing of the Canada Southern Railway at Niagara Falls.—A flagman provided by the company.

Complaint *re* insufficiency of protection at the Lake Erie and Detroit River Railway crossings of the Canada Southern Railway at Pelton, McGregor and Leamington and the Erie and Huron crossing of the Canada Southern Railway at Courtright.—Pending.

Peterboro' and Ashburnham Street Railway crossings of the Canadian Pacific and Grand Trunk Railways in the city of Peterboro'.—Approved.

Montreal Park and Island Railway crossing of the Canadian Pacific Railway at St. Louis du Mile End.—Approved.

Street crossings of the Canadian Pacific Railway in the town of Magog.—Pending.

Complaint *re* passenger tolls charged on Grand Trunk Railway between Hamilton and Suspension Bridge Niagara and between Oshawa and Toronto.—Discharged, no ground for complaint being found to exist.

Interlocking signal appliances at the Ottawa, Arnprior and Parry Sound Railway crossing of the Canadian Pacific Railway at Arnprior.—Approved, and trains allowed to pass without stopping.

Interlocking signal appliances at the Lake Erie and Detroit River Railway crossing of the Erie and Huron Railway near Blenheim.—Approved, and trains allowed to pass without stopping.

Interlocking signal appliances at the Lake Erie and Detroit River Railway crossing of the Canada Southern Railway at Pelton.—Approved, and trains allowed to pass without stopping.

Crossing at rail level by the Montreal Park and Island (Electric) Railway of the Canadian Pacific Railway at St. Louis du Mile End.—Approved.

Two public road diversions by the Montreal and Western Railway Company at Chute aux Iroquois.—Approved.

Closing of a portion of Thistle Street, and formation of certain new streets by the Grand Trunk Railway Company at Sarnia.—Pending.

Crossing at rail level by the Drummond County Railway of the Grand Trunk Railway near the Aston Station.—Approved.

Substitution of a double for a single track crossing of the Ottawa Electric Railway on the Canada Atlantic Railway on Bank Street, Ottawa.—Approved.

Manitoba Central Farmers' Institute. Complaint *re* discrimination in Railway charges.—Pending.

Montreal Street Railway crossings of the Grand Trunk Railway at Montreal and St. Henri.—Pending.

Drain across Canada Southern Railway in Township of Tilbury West. Question as to construction of.—Pending.

Crossing at rail level by the United Counties Railway of the Canadian Pacific Railway near Iberville. Application for a change in the location of the crossing as already authorized.—Granted.

Crossing at rail level by the Ottawa, Arnprior and Parry Sound Railway of the Kingston and Pembroke Railway near Renfrew.—Approved.

Deviation of a public road in the townships of De Salaberry and Grandison by the Montreal and Western Railway Company.—Approved.

RAILWAY LEGISLATION OF THE SESSION OF PARLIAMENT.

56 VICTORIA (1893).

CHAP.

2 An Act to authorize the granting of Subsidies in aid of the construction of the lines of railway therein mentioned.

4 An Act relating to the granting of subsidies in land to railway companies.

6 An Act to confirm the sale of the Carleton, City of Saint John, Branch Railroad.

38 An Act respecting the Alberta Railway and Coal Company.

39 An Act to incorporate the Atlantic and Lake Superior Railway Company.

40 An Act to incorporate the Calgary Street Railway Company.

41 An Act respecting the Canadian Pacific Railway Company.

42 An Act respecting the Central Counties Railway Company.

43 An Act respecting the Chilliwhack Railway Company.

44 An Act to incorporate the Cleveland, Port Stanley and London Transportation and Railway Company, and to confirm an agreement respecting the London and Port Stanley Railway.

45 An Act respecting the Columbia and Kootenay Railway and Navigation Company.

46 An Act respecting the Drummond County Railway Company.

47 An Act respecting the Grand Trunk Railway Company of Canada.

48 An Act to give effect to an agreement between the Grand Trunk Railway Company of Canada, the Canadian Pacific Railway Company, and the Corporation of the City of Toronto.

49 An Act respecting the Grand Trunk, Georgian Bay and Lake Erie Railway Company.

50 An Act respecting the Lake Erie and Detroit River Railway Company.

51 An Act respecting the London and Port Stanley Railway Company.

52 An Act to consolidate and amend certain Acts relating to the Manitoba and North-western Railway Company of Canada.

53 An Act respecting the Manitoba and South-eastern Railway Company.

54 An Act to revive and amend the Act to incorporate the Moncton and Prince Edward Island Railway and Ferry Company.

55 An Act to amend the Act to incorporate the Montreal and Atlantic Railway Company.

56 An Act to incorporate the Nakusp and Slocan Railway Company.

57 An Act respecting the Nelson and Fort Sheppard Railway Company.

58 An Act to revive and amend the Act to incorporate the North Canadian Atlantic Railway and Steamship Company and to change the name thereof to "The Quebec and Labrador Railway and Steamship Company."

59 An Act respecting the Port Arthur, Duluth and Western Railway Company.

60 An Act respecting the St. Lawrence and Adirondack Railway Company.

61 An Act respecting the Temiscouata Railway Company.

62 An Act respecting the Toronto, Hamilton and Buffalo Railway Company.

63 An Act respecting the Western Counties Railway Company, and to change the name of the Company to the Yarmouth and Annapolis Railway Company.

CHAP. 56 Victoria (1893)—*Continued.*

64 An Act to amend the Act to incorporate the Buffalo and Fort Erie Bridge Company.

65 An Act to incorporate the Canada Atlantic and Plant Steamship Company, Limited.

66 An Act to incorporate the North American Canal Company.

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.

TOTAL EXPENDITURE ON CANAL WORKS AND MAINTENANCE.

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, 1893:—

Lachine Canal	$ 9,686,684 51
Beauharnois Canal	1,611,690 26
Soulanges Canal (under construction)	264,572 00
Williamsburg Canals (being enlarged)	2,940,551 13
Cornwall Canal (being enlarged)	4,649,574 35
St. Lawrence River and Canals, surveys, &c.	943,178 36
Murray Canal	1,247,470 26
Welland Canal	23,762,294 61
Sault Ste. Marie Canal (under construction)	1,475,344 45
Ste. Anne Canal	1,170,215 63
Carillon and Grenville Canals	4,025,553 00
Culbute Canal	379,494 46
Rideau Canal, (including the Perth branch)	4,560,285 60
Trent Canal	1,088,483 87
St. Ours Lock	121,537 65
Chambly Canal	637,206 76
St. Peter's Canal	645,994 94
Total	$59,210,131 84

In addition to the above there has been expended from "Income" as follows:—

Renewals	1,941,198 13
Repairs	4,550,801 97
Staff and maintenance	5,608,661 52
Making the total expenditure	$71,310,793 46

The total revenue received amounts to $9,850,578.56.

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

TOTAL EXPENDITURE AND RECEIPTS FOR THE YEAR.

The total expenditure on the several canals for the fiscal year ended 30th June, 1893, was as follows :—

Construction, charged to capital	$ 2,069,573 30
Renewals, charged to income	196,185 84
Repairs	204,759 39
Staff and maintenance	291,588 97

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 and various commercial statistics for the *season of navigation* of the year 1892, will be found in the appendix, "Canals Revenue and Statistics," No. 23, p. 266.

The net canal revenue for the fiscal year was $357,089.87, as against $324,475.24 in the previous year, an increase of $32,614.63.

The amount of the refunds of tolls for grain and other food products was $40,032.40 in the year 1892-93, as against $52,270.10 in the previous year. No refunds were allowed for the season of 1893.

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, 1893. Details will be found in the report of the Inspector, Appendix No. 18, p. 205.

Name of Canal.	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.	Hydraulic Rents, &c.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland	202,106 45	.....	182 09	163 52	5,691 10	208,143 16
St. Lawrence	67,200 84	2,705 34	124 00	14,977 73	29,373 14	114,381 05
Chambly	21,836 22	.....	20 00	1 00	130 00	21,987 22
Ottawa	41,161 09	.....	10 00	28 00	21 00	41,220 09
Rideau	5,145 43	186 32	13 00	176 00	2,638 55	8,159 30
Trent Valley	667 91	.....	.....	44 25	63 00	775 16
St. Peter's	2,948 18	.....	.....	.....	.....	2,948 18
Murray	619 94	.....	.....	.....	.....	619 94
Total	341,686 06	2,891 66	349 09	15,390 50	37,916 79	398,234 10
					Less—Refunds of tolls	41,144 23
					Net Revenue	357,089 87

The following features of the principal canal traffic during the season of navigation of 1892 will be found of interest :—

On the Welland Canal 955,554 tons of freight were moved, of which 528,569 tons were agricultural produce. On the St. Lawrence canals the quantity moved was 966,755 tons, of which 464,672 tons were agricultural produce. On the Ottawa canals the total quantity moved was 647,011 tons, of which 628,449 tons were the produce of the forest. 261,954 tons of grain (wheat, barley, corn, oats, pease and rye) passed down the Welland and St. Lawrence canals to Montreal, and of this quantity 195,244 tons, after

transhipment at Canadian ports, were exported. 201,540 tons of grain passed down the Welland Canal from United States ports to United States ports.

During the season a total of 268,830 tons of grain arrived at Kingston, at the head of the River St. Lawrence, in vessels which had passed down the Welland Canal. Of this quantity Canadian vessels carried 158 cargoes, aggregating 159,018 tons, and United States vessels carried 89 cargoes, aggregating 109,812 tons. 4,341 tons were taken to Ogdensburg and transhipped to Montreal.

It seems proper here to record, briefly, certain facts relative to the tolls charged for the passage of wheat and certain 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.

By a Presidential Proclamation dated the 18th of August, 1892, the United States adopted a system of tolls on the St. Mary's Falls Canal, levying 20 cents per ton on all freight carried "to any port in the Dominion of Canada," although it may be noted the St. Mary's Falls 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 for ever free from toll, and 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.

By an Order in Council dated the 13th of February, 1893, the Dominion canal tolls on the said food products for passage eastward through the canals named were fixed at 10 cents per ton, without reference to destination, and thereupon, by a Proclamation dated the 21st of February, 1893, the President of the United States suspended the toll for passage through the St. Mary's Falls Canal imposed by his previous Proclamation.

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.

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.

Department of Railways and Canals.

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.

Communication between Lakes Huron and Superior is obtained by means of the St. Mary's Falls Canal, situated on the United States side of the River St. Mary.

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.*

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* From the report of the Chief of Engineers, U. S. army, dated the 30th of September, 1892, for the fiscal year ended the 30th June, 1892, 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, 1892, was $818,103.38. On the 1st of July, 1892, there was an unexpended balance of appropriations amounting to $1,931,923.25. For the fiscal year ending on the 30th June, 1894, in addition to the balance in hand a further sum of $2,000,000 should, it is stated, be made available, in view of the importance of losing no time in the prosecution of the work, 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, 1892, the canal now in operation was closed on the 6th of December, 1891, and opened on the 18th of April, 1891; being opened for 233 days; that 11,557 vessels, &c., passed through, aggregating 9,828,874 registered tons, and carrying 10,107,603 tons of freight and 25,697 passengers, the number of lockages being 5,615. The cost of operation and care of the canal during the fiscal year 1891-92 was $61,389.74, in which is included for repairs the sum of $21,665.12.

A special report deals with the operation of the canal during the *season of navigation* of the calendar year 1891. From this it appears that during the season the canal was opened for 225 days, that 10,191 vessels passed through in 4,981 lockages, carrying 8,888,759 tons of freight and 26,190 passengers, the total value of freight being $128,178,208.51, against $102,214,948.70 in 1890.

The total number of registered craft using the canal during the season was 652, of which 396 were steam and 256 sailing vessels. The largest single cargo carried was 3,136 tons. There were 101 steamers carrying 2,000 tons and upwards, and 8 sail vessels carrying 2,500 tons and upwards.

The total amount of freight paid was $9,849,022.81; the total mile-tons (the number of miles run multiplied by the freight tonnage) was 7,292,462,269; the cost per mile per ton was 1·35 mills, as against 1·3 in 1890. The average distance freight was carried was 820.4 miles. The principal items of freight were as follows:—Wheat, 38,816,570 bushels; grain other than wheat, 1,032,104 bushels; flour, 3,780,143 barrels; coal, 2,507,532 net tons of 2,000 lbs.; iron ore, 3,560,213 net tons.

Compared with the season of 1890, there was an abnormal increase in the quantity of wheat and its products: the quantity of wheat carried in the season of 1890 having been 16,217,370 bushels. On the other hand the quantity of iron ore, which during the whole period from 1881 has averaged about 50 per cent of the total freight passing through the canal, suffered a great reduction, 25 per cent less being carried during the season of 1891. The total freight of the season of 1891 showed a reduction of about 2 per cent. The traffic for the *fiscal year*, however, shows that this deficiency was made up, and that the total freight for the year exceeds by 1,768,622 tons that of any preceding fiscal year. To the low stage of water in the lakes, making an average of 14·42 feet in the canal the lowest record, and to a stoppage of 5 days in the canal traffic, due to the sinking of a vessel in the St. Mary's River, by which 275 vessels were delayed, is in part attributed the decrease in the season's operations.

The total valuation of all registered vessels using the canal in the season of 1891 is set down at $34,066,800, against a total valuation in 1887 of $19,773,950, and in 1890 of $29,635,500.

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 U. S. engineers, quoted, at $2,659,115. The total expenditure up to the 30th June, 1892, amounted to $1,109,806.09.

A large lock and canal are in course of construction by the Dominion Government on the Canadian side of the river. This canal will be known by the name of "The Sault Ste. Marie Canal." A general description of the work will be found in the present report. (See Appendix 6, p. 121.)

The following indicates the main features of the works executed and in contemplation in connection with the scheme of canal enlargement on the through line of navigation between tide water and Lake Superior.

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. The Sault Ste. Marie lock will be 900 feet long, 60 feet wide and with a depth of water more than equivalent to 21 feet in the new American lock.

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.

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. The channel has been surveyed and sounded, and plans have been prepared in readiness for work. A certain amount of dredging has been done as a test of the material and of the best means for its removal.

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. It will be about 14 miles in length.

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 are built, but some work remains to the dam in connection with them. The excavation of the canal proper is in progress. The north channel of the River St. Lawrence between the mainland and Sheiks Island will be utilized by means of dams in place of deepening and widening the canal at this point.

Farran's Point Canal.—Nothing has been done towards the enlargement of the canal at Farran's Point beyond the necessary surveys.

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, 7⅝ miles in length, passes the Iroquois, the Cardinal and Galops rapids. 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, practically completed, 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 has been suggested as 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. The lock masonry is completed.

LACHINE CANAL.

	Old Line.	New Line.
Length of canal	8½ statute miles.	8½ statute miles,
Number of locks	5	5
Dimensions of locks	200 feet by 45 feet.	270 feet by 45 feet.
Total rise, or lockage	45 "	45 "
Depth of water 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 only adapted to vessels of 12 feet draught.

The canal 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 14 feet throughout. The improvement immediately in view, however, was only intended to furnish a navigable depth of 12 feet in the canal proper, and accordingly, on the following reaches, namely, between Lachine and Côte St. Paul, Côte St. Paul and St. Gabriel, and between St. Gabriel and Wellington Basin, the channel has been adapted to navigation by vessels of 12 feet draught only. All permanent works on the canal, such as locks, bridges, side walls and culverts, have been built to afford a navigable depth of 14 feet. Through Lake St. Louis down to the Lachine Canal—a distance of about 15 miles—the existing channel, which is wide and deep, would be available for about 11 miles. Over the lower four miles, however, the channel will require to be deepened and widened at a number of places. Some experimental dredging has been carried on in order to determine the nature of the material to be removed, and the best way of dealing with it.

The canal was closed on the 30th of November, 1892, and opened on the 4th of May, 1893.

A serious leak in the north canal bank opposite the Montreal woollen mills at St. Gabriel locks occurred on the 19th December, 1892, the repair of which involved considerable time and expenditure.

On the 10th of May, 1893, the St. Gabriel bridge was struck by the tug "Wm. Paul" and injured.

The extent of the increasing traffic on Wellington street, Montreal, and the hinderance experienced by it at the bridge crossing of the canal has for some years rendered

it absolutely necessary that steps should be taken to increase the crossing accommodation. It was finally decided after consideration of various schemes to replace the old and inadequate bridge with one of greater capacity, and during the winter of 1892-3 the works necessary in this connection, which included a new railway bridge, were undertaken, and pushed forward with the vigour required to ensure completion before the opening of navigation.

The navigation of the canal was carried on through the season without interruption.

The water level was satisfactorily maintained.

The report of the acting Superintending Engineer gives details of the repairs and new works executed, and shows generally the condition of the canal. (App. 9, p. 139.)

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

Construction, chargeable to capital	$445,983 21
Renewals, chargeable to income	50,937 40
Repairs	51,616 79
Staff and maintenance	53,185 00
Total	$601,722 40

The works were satisfactorily completed within the time contemplated, and the water was let into the canal on the 1st of May. The extent of the work required to be executed, the shortness of the time available and the fact that work had to be carried on under the disadvantage of a severe winter season, entailed heavy expenditure. This expenditure is, however, so much in excess of the anticipated cost that it has been deemed proper in the public interests to have the whole circumstances of the case investigated, and a special commission was accordingly appointed, which has sat in Montreal and taken extensive evidence in the matter. The commission has not yet reported.

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, 1892, and was reopened for traffic on the 1st of May, 1893.

Owing to a break in the bank near lock No. 12, navigation was interrupted for 15 hours.

Details of repairs will be found in Appendix 9, p. 143.

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

Construction, chargeable to capital	$	Nil.
Renewals, chargeable to income		Nil.
Repairs	14,107	11
Staff and maintenance	20,348	34
Total	$34,455	45

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 4th of December, 1892, and reopened on the 1st of May, 1893.

All necessary repairs were carried out. 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. On the 2nd of June, 1893, the steamer "Hall" carried away the lower gates of the same lock, stopping navigation for 26 hours.

Navigation was satisfactorily maintained during the season. (See Appendix 12, page 165.)

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.

It having been decided to adopt the north channel of the River St. Lawrence between Sheik's Island and the mainland as a part of the canal, the enlargement of

*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.

the existing canal at this point has been abandoned. The work of constructing the necessary dams across the channel was placed under contract on the 19th of June, 1893, and is in progress.

The work of the year is described in detail in the appendices to the present report. (See Appendix 12, page 166.)

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

Construction, chargeable to capital	$352,536 13
Renewals, chargeable to income	nil.
Repairs	9,668 14
Staff and maintenance	15,173 01
Total	$377,377 28

WILLIAMSBURG CANALS.

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

These canals were closed on the 13th of December, 1892, and reopened on the 27th of April, 1893.

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

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

Construction, chargeable to capital	$372,193 29
Renewals, chargeable to income	3,675 00
Repairs	8,347 97
Staff and maintenance	8,676 03
Total	$392,892 29

The only accident of importance occurred in June, 1893; the steamer "Acadia" having struck a stone at a point where the dredging operations for the canal enlargement had left it. The vessel sank, necessitating the unwatering of the canal. For details of work see Appendix 12, page 168.

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 rapids with ease and safety.

The enlargement of this canal has not been commenced, but surveys have been made and plans prepared. (See Appendix 12, page 169.)

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 rapids at that place. Descending vessels run the rapids 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 12, page 170.)

GALOPS CANAL.

Length of canal	7⅝ miles.
Number of locks	3
Dimensions of locks	200 feet by 45 feet.
Total rise, or lockage	15½ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	50 "
Breadth of canal at surface of water	90 "

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

New Works.

The works for the widening and deepening of the upper entrance, and for the construction of a lift-lock from the river below the Galops Rapids, about 4,000 feet from the upper entrance, together with a guard-lock and supply weir to the canal adjacent to that point were placed under contract in November, 1888. The guard-lock 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.

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 certain shoals in 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 work was believed by the superintending engineer to be completed in 1888, and was so reported by him.

On further examination, however, it was found that at certain points, the depth is less than 17 feet, and under these circumstances a very close examination and survey with a vessel specially fitted with appliances for testing the depth under the difficult conditions of the case has been made under the supervision of Mr. Kennedy, the Chief Engineer to the Montreal Harbour Commissioners, as an independent authority. Mr. Kennedy's report shows that there are obstructions in the channel by which the navigable depth of water, at certain places is reduced considerably below that required for vessels of the draught contemplated.

The new channel has been navigated by many of the large propellers and other vessels drawing over 9 feet of water, but in view of the results of Mr. Kennedy's examination it cannot be regarded, at present, as safe.

To fully carry out the design, some 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 season of 1892, a location survey was 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 12, page 171.

MURRAY CANAL.

Length between eastern and western pier heads	$5\frac{1}{6}$ miles.
Breadth at bottom	80 feet.
Depth below lowest known lake level	11 "

No locks.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

The works on this canal comprise a cut through the isthmus $4\frac{1}{4}$ miles long, and improvements in the way of dredging and other work to the entrance channels at either end, covering a total distance of $9\frac{1}{2}$ miles in all. There are no locks. The canal is crossed by four swing bridges.

Its western terminus is near the village of Brighton, in the harbour of Presqu'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 varying 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 highest water of the season gave a depth of 14 feet 9 inches, and the lowest a depth of 12 feet.

The canal was closed on the 15th of December, 1892, and reopened on the 13th of April, 1893.

Navigation was maintained satisfactorily and without accident. (Appendix 12, page 175.)

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

Construction, chargeable to capital	$30,838 79
Renewals, chargeable to income	Nil.
Repairs	5,341 62
Staff and maintenance	5,499 62
Total	$41,679 43

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	10½ feet.	14 "

Welland River Branches.

Length of canal—Port Robinson Cut to River Welland	2,622 feet
" From the canal at Welland to the river, *via* lock at aqueduct	300 "
" Chippawa Cut to River Niagara	1,020 "
Number of locks—one at aqueduct and one at Port Robinson	2

WELLAND RIVER BRANCH—*Continued.*

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 canal in operation, the old line and the enlarged or new line.

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

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

The canal was closed to navigation on the 12th of December, 1892, and reopened on the 24th of April, 1893.

On the 24th of October, 1892, the steamer "Arabian" caused serious damage at lock No. 4, the lock gates being carried away, resulting in a delay to navigation of 34 hours.

During the fiscal year there was an increase of 101,640 tons in the registered tonnage of vessels using the canal.

Tables will be found on page 186 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.

Details as to repairs executed will be found in the appendices. (See Appendices 15, p. 183 and 16, p. 187.)

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

Construction, chargeable to capital	$ 8,259 94
Renewals, chargeable to income	25,103 13
Repairs	65,016 84
Staff and maintenance	104,926 73
Total	$203,306 64

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. The prism of the canal was to be 18 feet below the lowest known water level of the river above St. Mary's Island.

Representations were, however, made by parties concerned in the navigation of this work, urging that the above dimensions should be increased, and under authority of Orders in Council of 21st of May and 3rd of June, 1891, a supplemental agreement was entered into with the contractors for the canal and lock, Messrs. Hugh Ryan & Co., on the 19th of June, 1891, whereby the following dimensions were to be adopted:—Length of lock chamber, 650 feet, width 100 feet, depth of water on the sills 19 feet, the time for completion being extended from the 10th of May, 1892, to the 10th of May, 1893.

In the session of 1891, however, a discussion took place in Parliament as to the desirability of making the entrance of the lock in a straight line with the walls of the chamber, and on the 24th of December, 1891, and 1st of April, 1892, Orders in Council were passed authorizing further changes with this view. A second supplemental agreement was accordingly made with the contractors, thereunder, on the 5th of April, 1892, the dimensions of the lock to be as follows :—Length of chamber 900 feet, width 60 feet throughout, with a depth of 20 feet 3 inches of water on the sills at the lowest recorded stage of the water in the river below the lock, the date for completion being fixed as the 31st of December, 1894.

Later on it became desirable that the work should be completed at an earlier date, and under authority of an Order in Council of the 20th of October, 1892, a further agreement was made with the contractors, on the 8th of November, 1892, for the execution, by the 1st July, 1894, of all the works under their contract, including the deepening

of the canal prism to a further depth of 4 feet, making it 22 feet below the lowest known river level.

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

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

The expenditure on this work during the past fiscal year amounted to $589,801.25, making the total expenditure up to the 30th of June, 1893, $1,475,344.45. Since that date and up to the 31st of December, 1893, there has been expended the further sum of $768,546.30, making the total expenditure $2,243,890.75.

The masonry of the lock has been all executed, and the remainder of the work is making satisfactory progress, with every prospect of completion in readiness for operation next summer.

Details of the works will be found in the appendices. (See Appendix 6, page 121.)*

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 Ste. Anne's Lock;
Carillon Canal;
Grenville Canal;
Rideau Canal;
} Ottawa River Canals.

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

The following table exhibits the intermediate distances from Montreal harbour :—

Sections of Navigation.	Intermediate Distances.	Total Distances 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	⅛	51⅛
From Carillon Canal to Grenville Canal	6¼	57⅜
The Grenville Canal	¾	63⅛
From the Grenville Canal to entrance Rideau navigation	56	119⅛
Rideau navigation, ending at Kingston	126¼	245⅜

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

STE. ANNE'S LOCK.

	Old Lock.	New Lock.
Length of canal	$\frac{1}{8}$ mile.	$\frac{1}{8}$ mile.
Number of locks	1	1
Dimensions of lock	190 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 28th of November, 1892, and reopened on the 29th of April, 1893.

Navigation has been conducted without interruption during the year.

Both the old and the new locks are available. (See Appendix 9, p. 130.)

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

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	6,521 88
Repairs	2,800 03
Staff and maintenance	2,581 08
Total	$11,902 99

THE CARILLON CANAL.

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

This canal overcomes the Carillon Rapids.

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

The canal was closed on the 30th of November, 1892, and reopened on the 1st of May, 1893.

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

During the past year the repairing and strengthening of this important work has been continued, a length of 750 feet being repaired during the year. (See Appendix 9, p. 131.)

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 30th November, 1892, and reopened on the 1st of May, 1893. (See Appendix 9, page 132.)

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

Construction, chargeable to capital	$ 207 00
Renewals, chargeable to income	42,298 74
Repairs	10,669 28
Staff and maintenance	16,762 71
Total	$69,937 73

Tables showing the depth of water at the above canals during the past fiscal year will be found in Appendix 9, p. 138.

UPPER OTTAWA RIVER.

CULBUTE LOCKS AND DAMS.

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

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

The Chaudière, the Des Chênes, 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 contiguous 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.

The abandonment of this work, and the removal of the dams, which, as was reported last year, is in contemplation, has not yet been carried out. (See Appendix 9, page 133.)

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

Construction, chargeable to capital	Nil.
Renewals, chargeable to income	$ 1,420 65
Repairs	13 55
Staff and maintenance	749 00
Total	$2,183 20

RIDEAU NAVIGATION.

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

Length of navigation waters	126¼ miles.
Number of locks going from Ottawa to Kingston	35 ascending. 14 descending.
Total lockage.....446¼ feet	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 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 the Rideau 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 Openicon.

Lake Openicon 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. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

The navigation stopped at Ottawa, and at Kingston Mills, on the 30th of November, 1892, and recommenced at Ottawa on the 9th of April, and at Kingston Mills on the 1st of May, 1893.

Throughout the season the water supply required for navigation was maintained.

There was no interruption to navigation.

Details of repairs and other works will be found in the appendices. (See Appendix 11, p. 161.)

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

Construction, chargeable to capital	$	Nil.
Renewals, chargeable to income		24,274 71
Repairs		18,789 50
Staff and maintenance		35,022 49
Total		$78,086 70

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 and Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

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

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

Sections of Navigation.	Intermediate Distances in Miles.	Total Distances.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to Boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal, from junction, to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	$\frac{1}{8}$ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise, or lockage	5 "
Depth of water on sills	7 " at low water.
Length of dam in eastern channel	300 "
" " western channel	690 "

At St. Ours, fourteen miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours Lock is in 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, 1892, and reopened on the 18th of April, 1893.

The season passed without either accident or delay. (See Appendix 9, p. 151.)

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

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	Nil.
Repairs	1,994 34
Staff and maintenance	2,136 66
	$ 4,131 00

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 1st of December, 1892, and was reopened on the 8th of May, 1893.

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 9, p. 145.)

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

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	21,127 65
Repairs	12,451 03
Staff and maintenance	19,310 29
Total	$ 52,888,97

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. A branch of the main route, extending from Sturgeon Lake south, affords communication with the town of Lindsay; and through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:—

	Navigable Miles.	Unnavigable Miles.
From Trenton, Bay of Quinté, to Nine Mile Rapids		9
" Nine Mile Rapids to Percy Landing	19½	
" Percy Landing to Heeley's Fall dam		14¼
" Heeley's Fall Dam to Peterboro'	51¾	
" Peterboro' to Lakefield		9½
" Lakefield to a point across Balsam Lake	61	
	132¼	32¾
Total distance, Bay of Quinté to Balsam Lake		165

	Unnavigable Miles.
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 works by which the Trent Valley navigation has been improved comprise 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 dam, at the head of the Nine Mile Rapids of the River Otonabee, maintains navigation on Lake Katchiwannoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the 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.

At Buckhorn Rapids, 7 miles from Burleigh Rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn Rapids, a dam, 553 feet long, controls the water level up to Fenelon Falls.

At Fenelon Falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length, connects Sturgeon Lake with Cameron Lake.

The following is a list of the locks, with their dimensions:—

1 lock at Rosedale.....100′ x 30′ x 4′ 6″ to 6′ 6″ depth water on mitre sill.
(Maintained by the Ontario Government.)

2	locks at	Fenelon.....	134′ x 33′ x	5′ 0″ to 7′ 6″	do	do
1	do	Lindsay.....	do	5′ 0″ to 7′ 0″	do	do
1	do	Bobcaygeon....	do	5′ 8″ to 7′ 6″	do	do
1	do	Buckhorn.....	do	5′ 0″ to 9′ 0″	do	do
1	do	Lovesick.....	do	5′ 0″ to 9′ 4″	do	do
2	do	Burleigh.....	do	5′ 4″ to 7′ 0″	do	do
1	do	Young's Point.	do	5′ 0″ to 14′ 0″	do	do

(A Provincial Government work.)

1	lock at	Peterborough..	134′ x 33′ x	5′ 0″ to 10′ 0″	do	do
1	do	Hastings.....	do	7′ 0″ to 10′ 6″	do	do
1	do	Chisholms.....	do	5′ 0″ to 8′ 6″	do	do

13

The water level during the whole year, was above the average.

Navigation closed on the 26th of November, 1892, and reopened on the 10th of April, 1893.

Details of the several repairs executed will be found in the appendices. (Appendix 10, p. 158.)

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

Construction, chargeable to capital	$ 5,962 47
Renewals, chargeable to income	10,838 90
Repairs	2,087 17
Staff and maintenance	3,739 86
Total	$22,628 40

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 9th of January, and reopened on the 24th of April, 1893.

The repairs and improvements carried out are described in the appendices. (See Appendix 18, p. 203.)

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

Construction, chargeable to capital	$ 811 59
Renewals, chargeable to income	9,987 78
Repairs	1,856 30
Staff and maintenance	2,938 15
Total	$15,593 82

SOULANGES CANAL.

This work is being constructed on the north side of the River St. Lawrence in place of enlarging the Beauharnois Canal on the south side. It follows a line extending upwards from Cascades Point to Macdonald's Point, near Coteau Landing. The 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-locks, 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. All the work of construction of the canal and locks has been placed under contract, and is in progress.

Estimated at contract rates, about one-tenth of the work of construction, apart from lock-gates, bridge superstructures, &c., had been executed up to the 30th of September last.

Information will be found in the report of the superintending engineer showing briefly the position of the works. (See Appendix 7, page 124.)

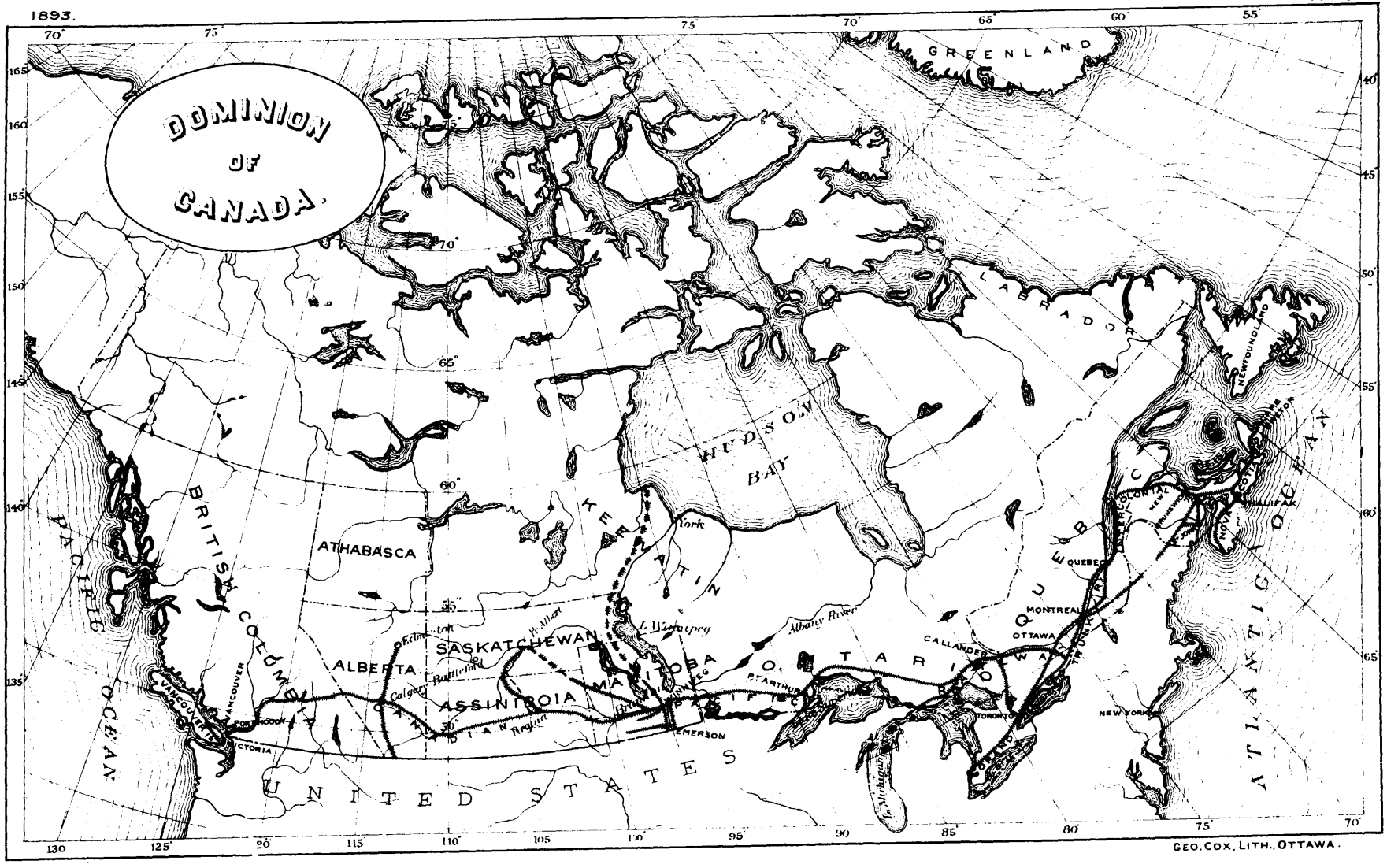
The expenditure on this work for the past fiscal year was $210,336.24, making a total of $264,572 up to the 30th of June, 1893. Since that date, there has been expended a further sum of $366,265.10, making the total expenditure up to the 31st of December, 1893, $630,837.10.

I have the honour to be,

Your Excellency's most obedient servant,

JOHN HAGGART,

31st December, 1893. *Minister of Railways and Canals.*



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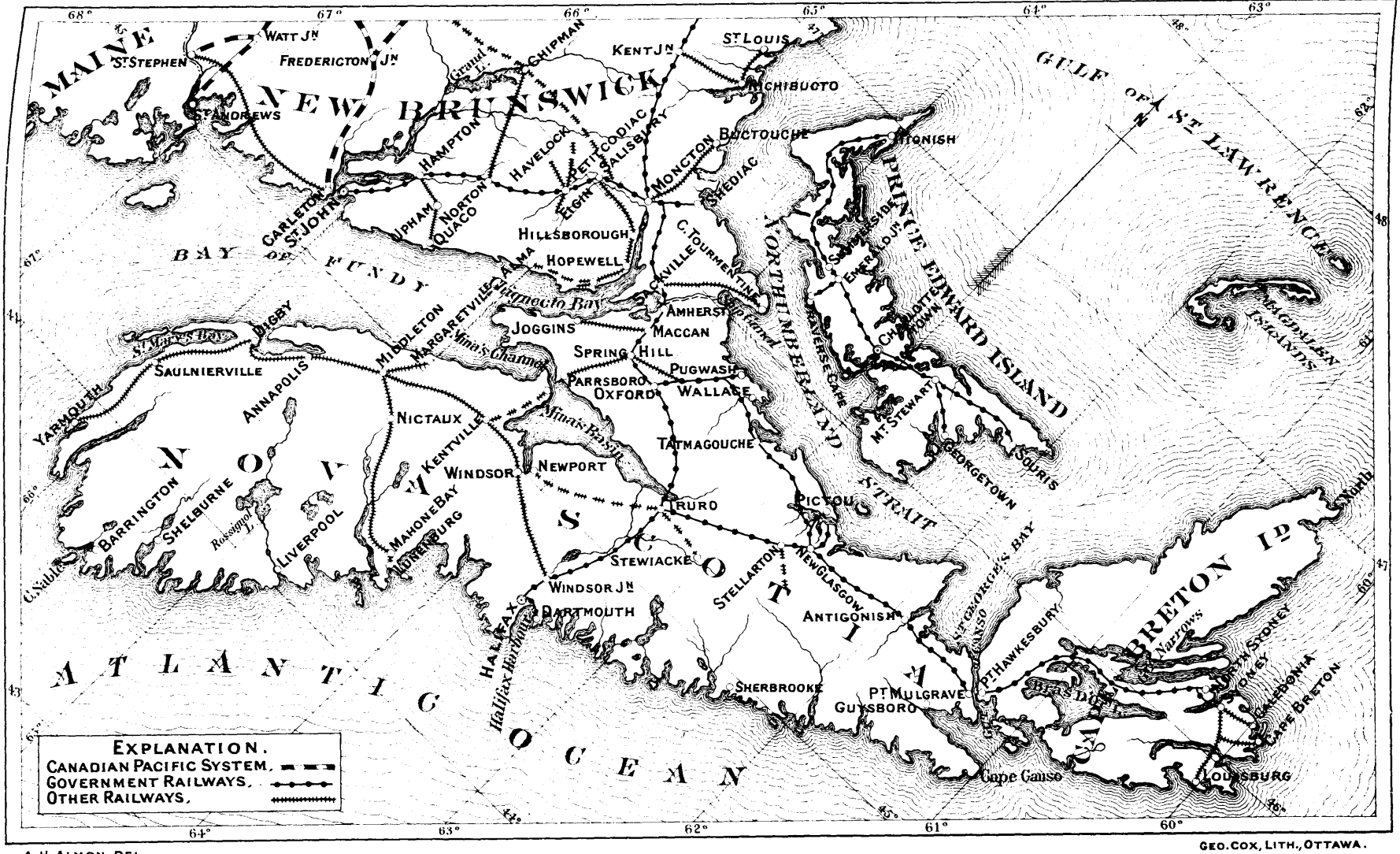

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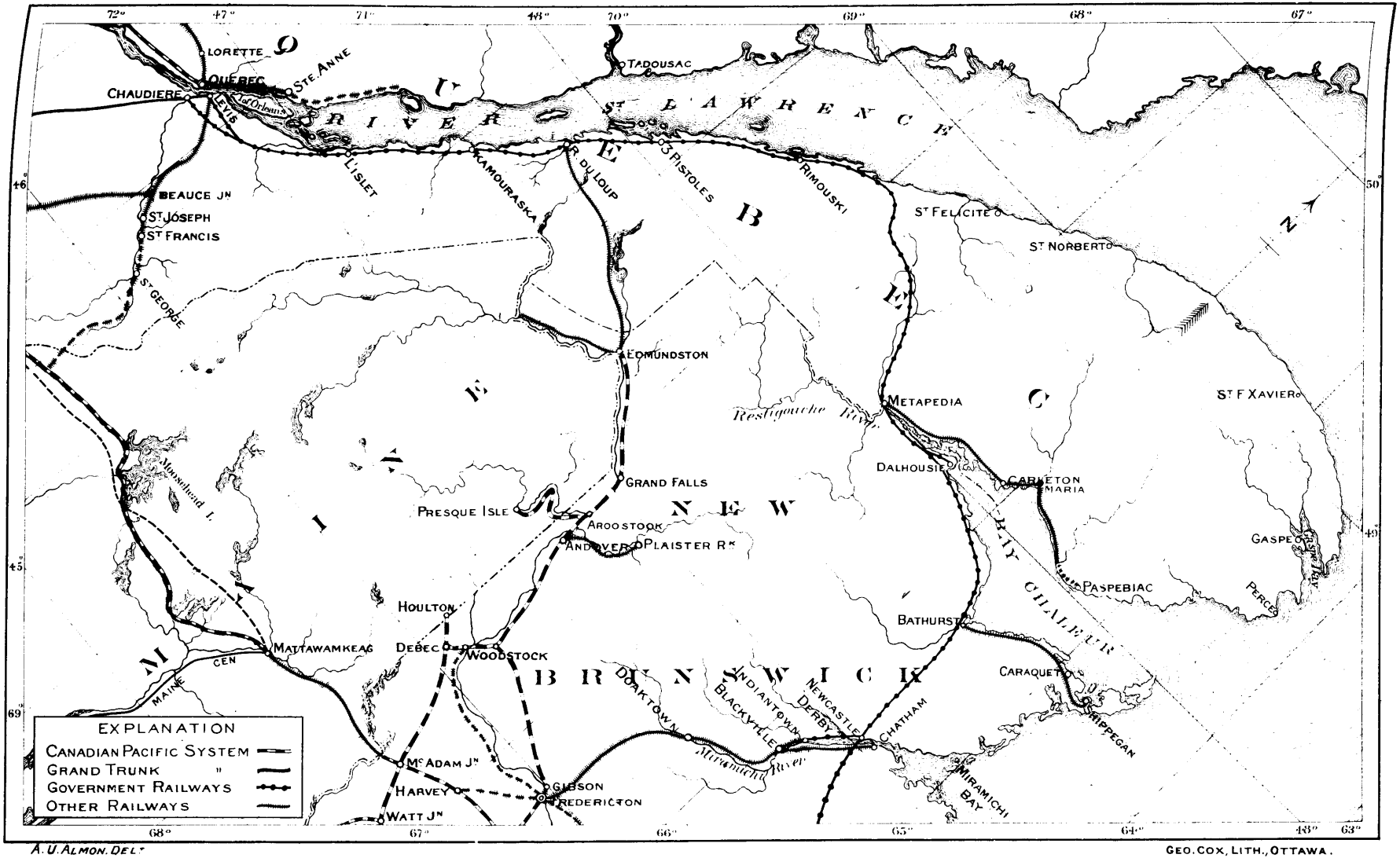

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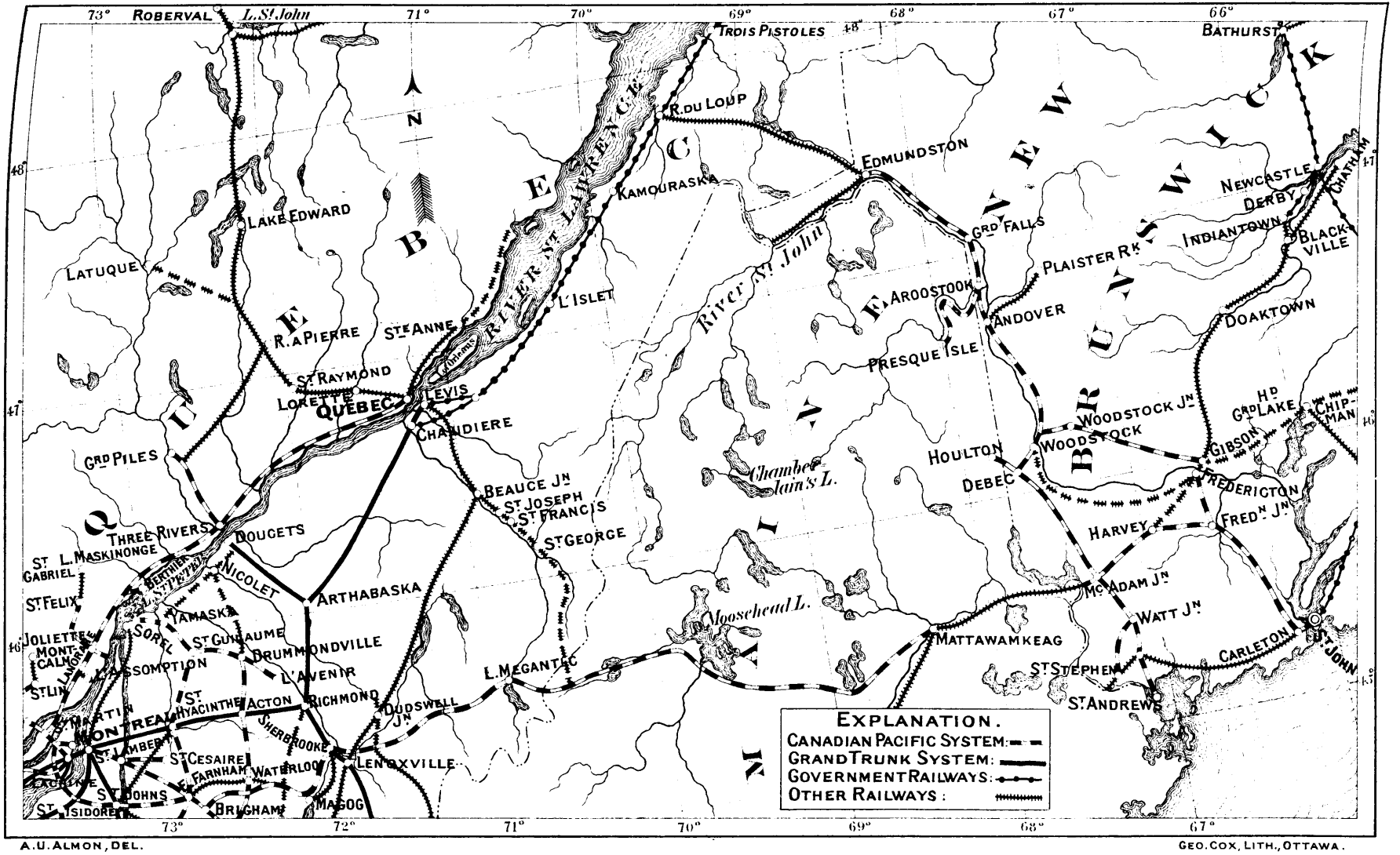
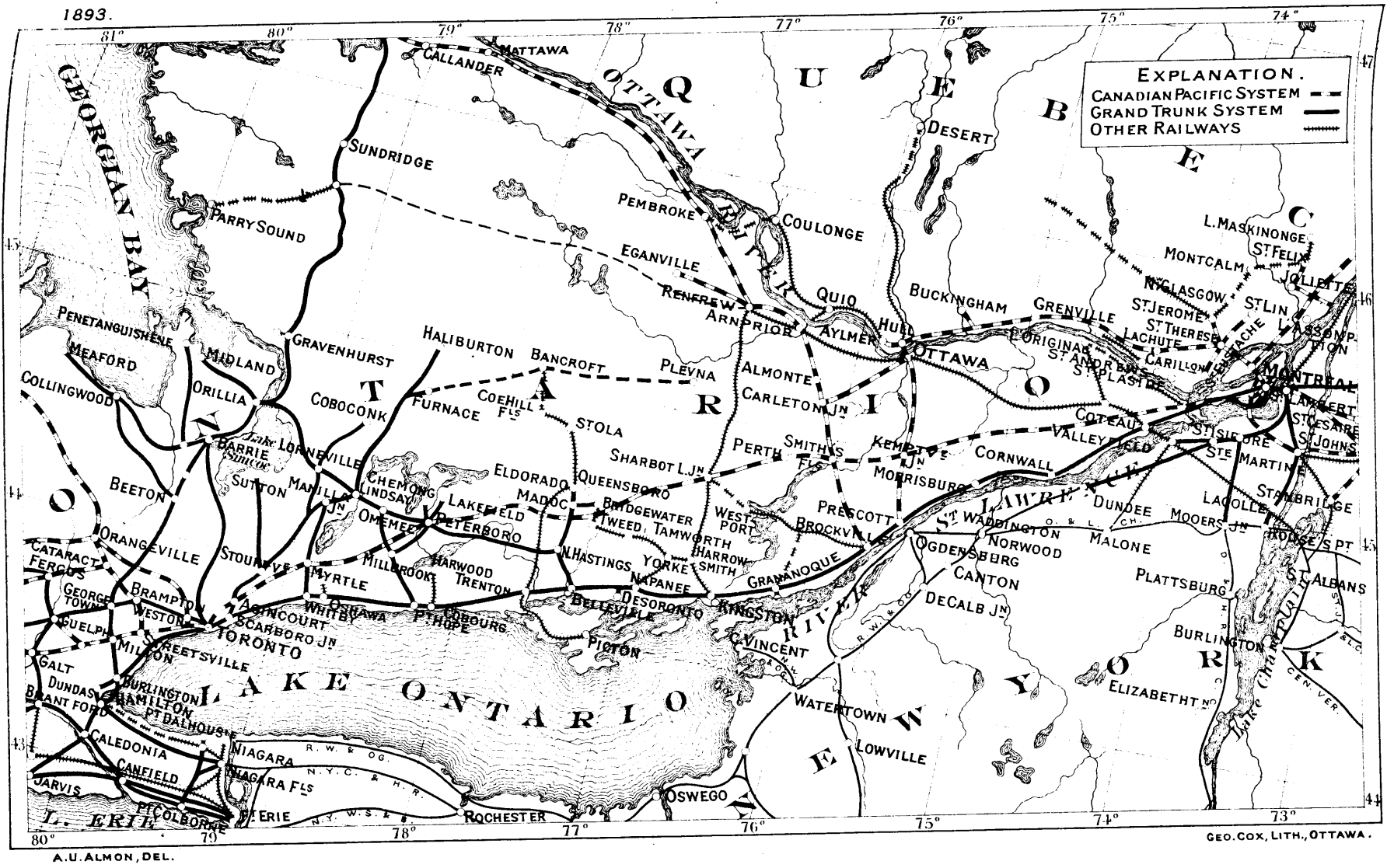


A.U. ALMON, DEL.

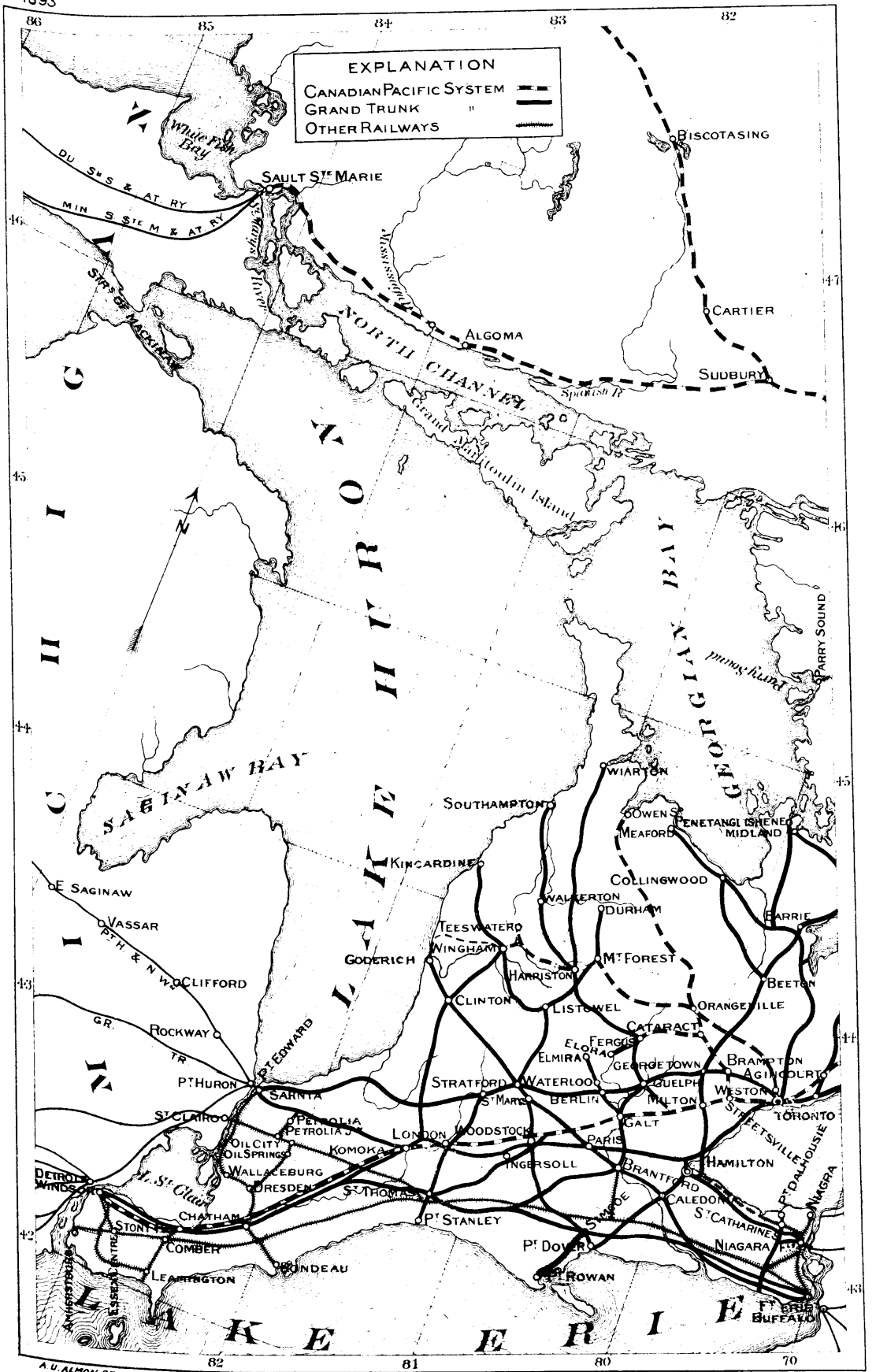
GEO. COX, LITH., OTTAWA.



A.U. ALMON, DEL.

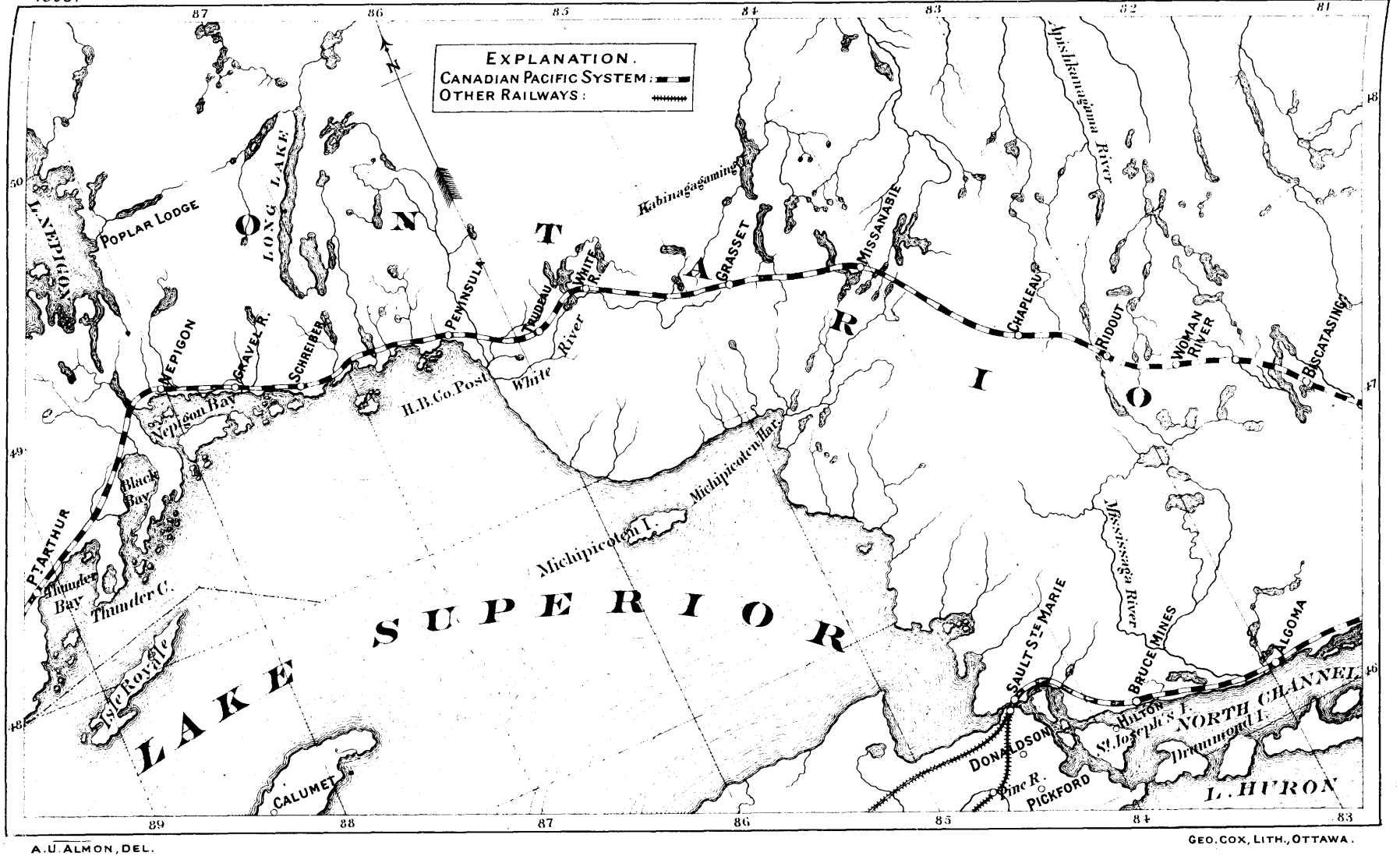
GEO. COX, LITH., OTTAWA.

1893 No 6



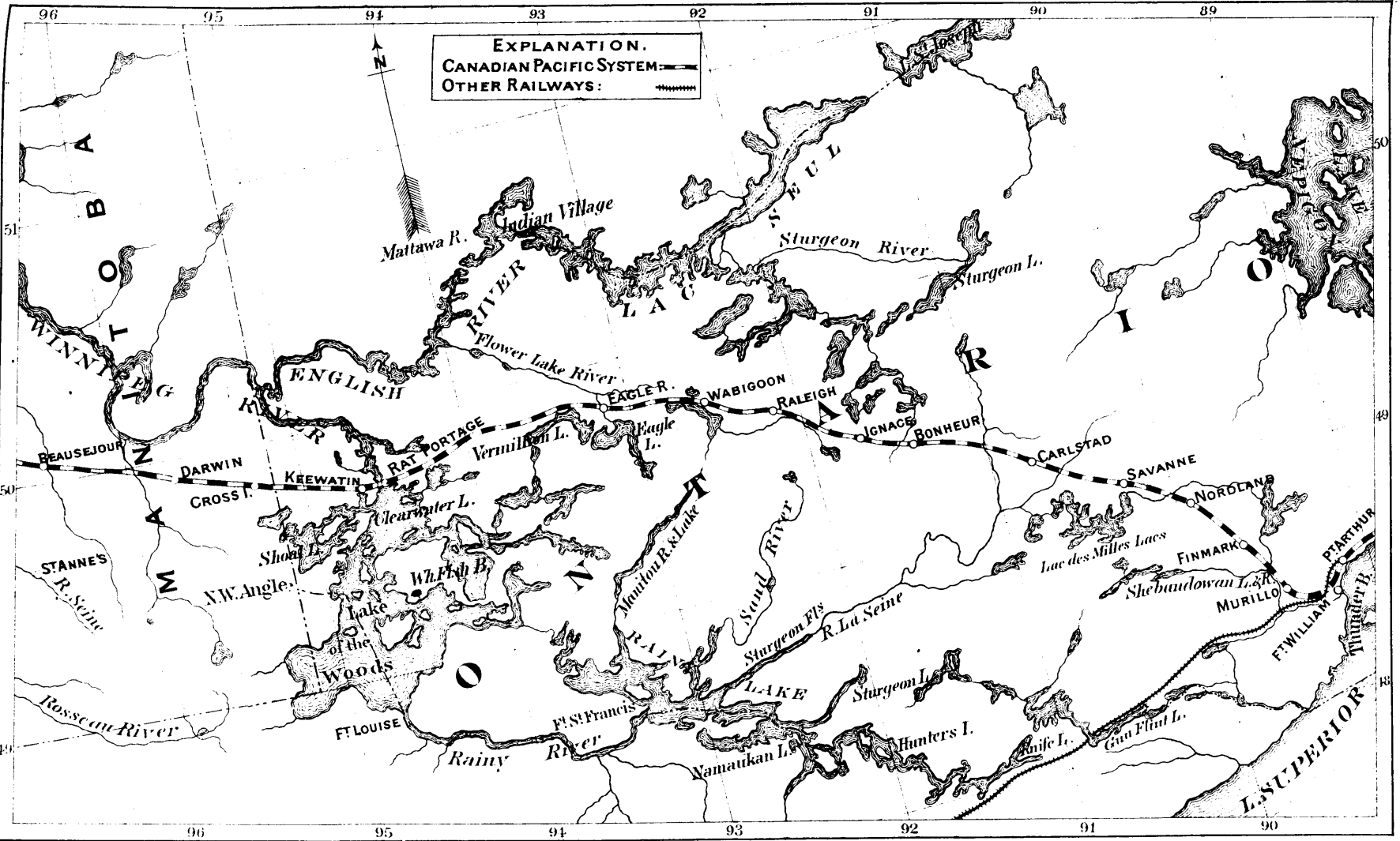
A. U. ALMON DELT

GEO. COX, LITH., OTTAWA.



A.U. ALMON, DEL.

GEO. COX, LITH., OTTAWA.

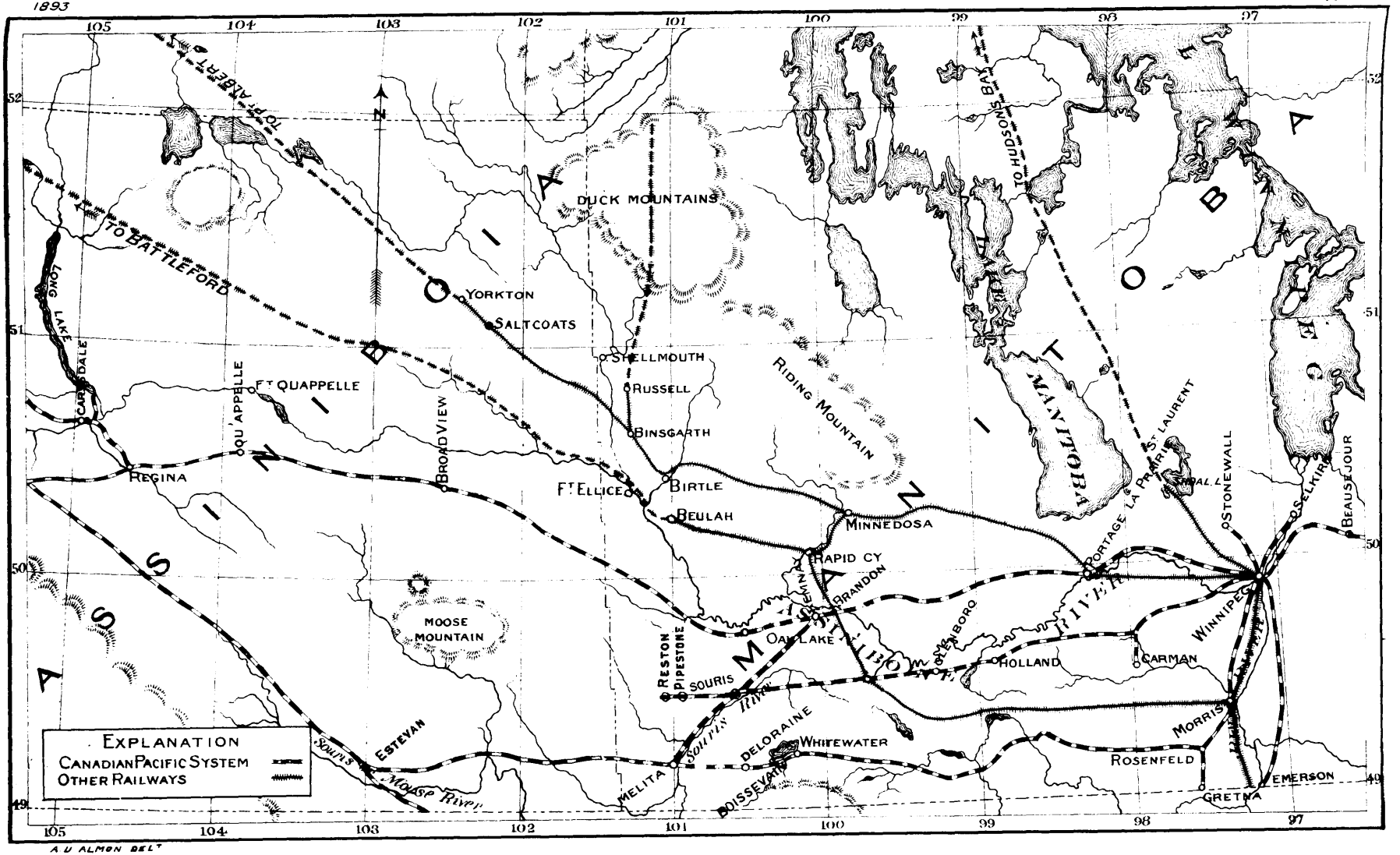


A.U. ALMON, DEL.

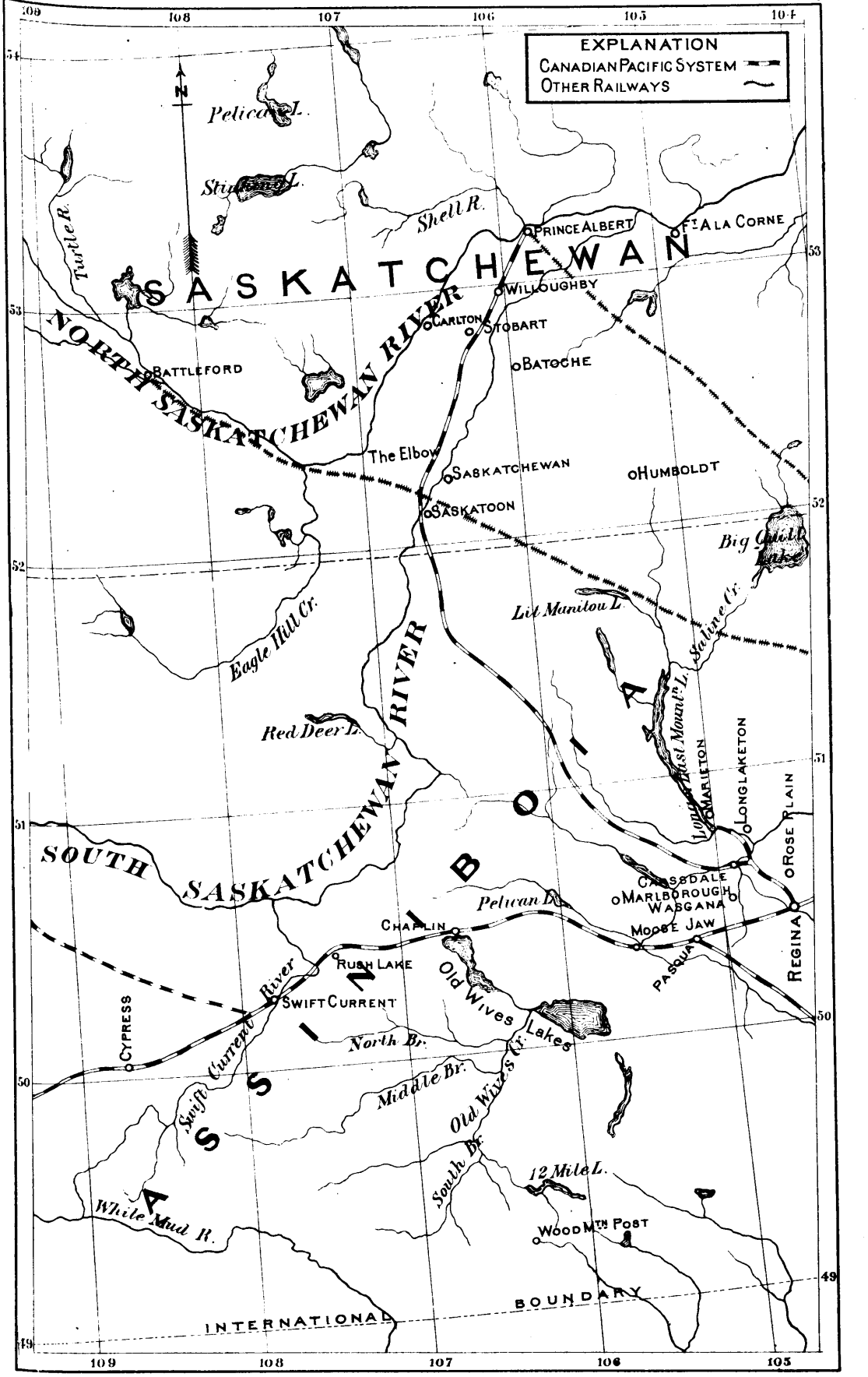
GEO. COX, LITH., OTTAWA.

1893

No 9

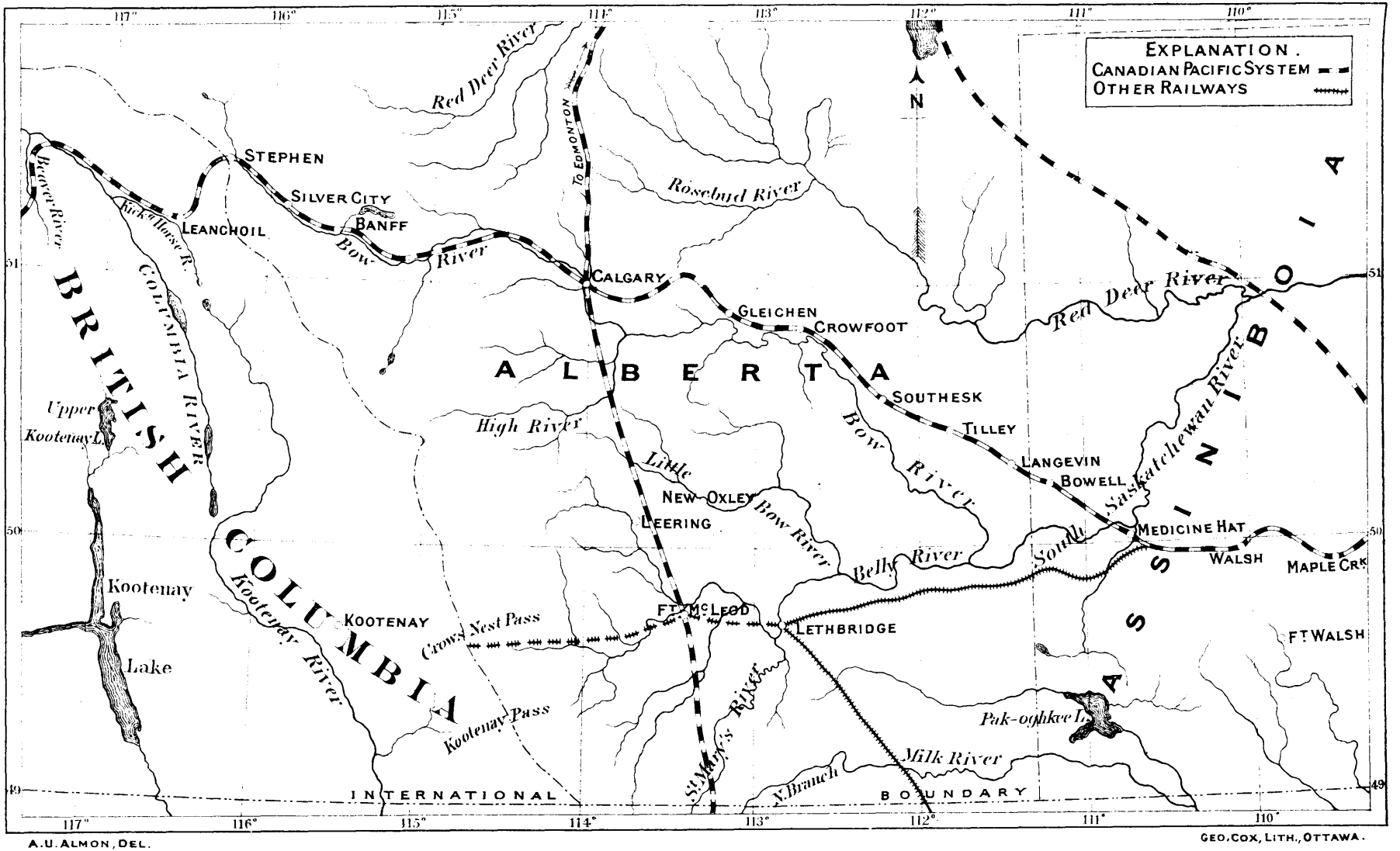


A U ALMON DELT



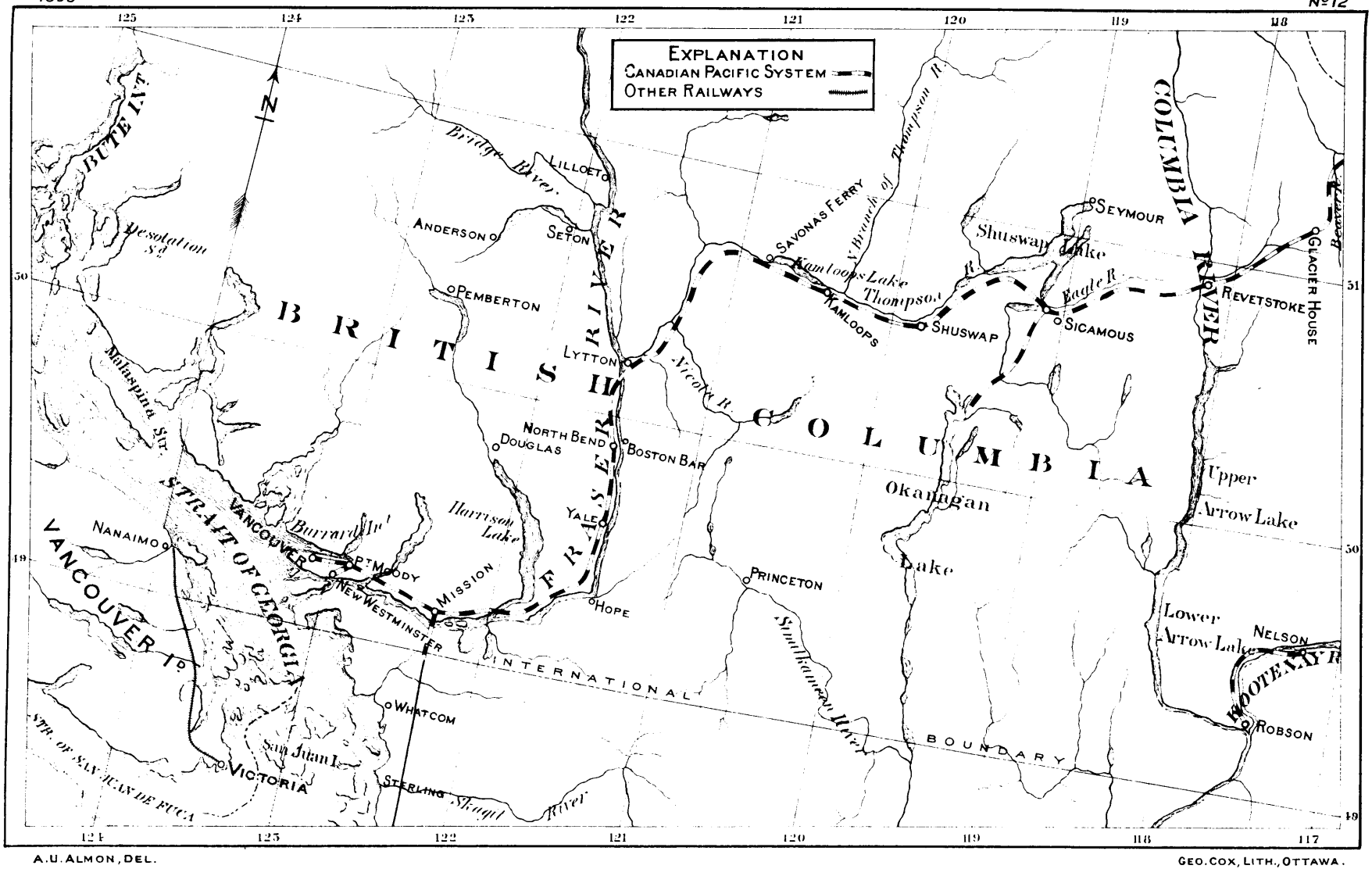
GEO. COX, LITH., OTTAWA.

A.U. ALMON, DEL.



A.U. ALMON, DEL.

GEO. COX, LITH., OTTAWA.

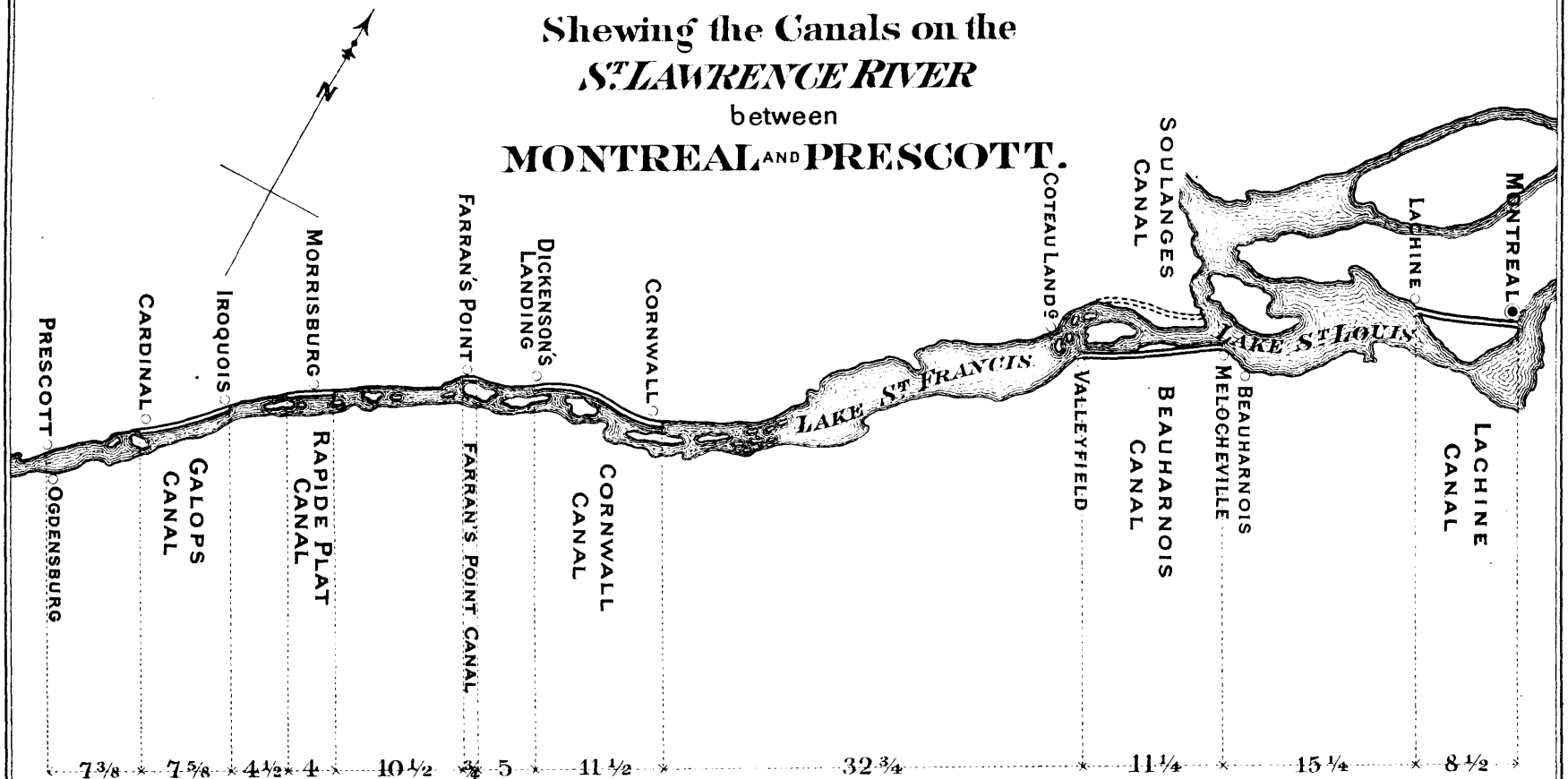


A.U. ALMON, DEL.

GEO. COX, LITH., OTTAWA.

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 "

C 11207 1

GEO. COX, LITH., OTTAWA.

APPENDIX No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ending 30th June, 1893.

Name of Work.	Capital.	Income.	Staff.	Repairs.
CANALS.	$ cts.	$ cts.	$ cts.	$ cts.
Lachine	445,983 21	50,937 40	53,185 00	51,616 79
Soulanges	210,336 24			
Cornwall	352,536 13		15,173 01	9,688 14
Rapide Plat, Galops, Williamsburg Canals	217,669 28 154,524 01	3,675 00	8,676 03	8,347 97
Welland	8,259 94	25,103 13	104,926 73	65,016 84
Murray	30,838 79		5,499 62	5,341 34
Trent	5,962 47	10,838 90	3,739 86	2,087 17
Grenville and Carillon	207 00	42,298 74	16,762 71	10,669 28
St. Peter's	811 59	9,987 78	2,938 15	1,856 30
Sault Ste. Marie	589,801 25			
St. Lawrence River and Canals	52,643 39			
Chambly		21,127 65	19,310 29	12,451 03
Rideau		24,274 71	35,022 49	18,789 50
Culbute		1,420 65	749 00	13 55
Beauharnois			20,348 34	14,107 11
Ste. Anne's		6,521 88	2,581 08	2,800 03
St. Ours			2,136 66	1,994 34
Miscellaneous works not provided for		1,106 97		
Miscellaneous staff			1,914 86	
Dredge vessels				1,950 61
do Rideau				5,993 13
Salaries and contingencies, canal officers			39,662 83	
Sunday labour			13,747 45	
Miscellaneous—Gratuities		5,533 00	416 66	
Salaries of engineers, draughtsmen and extra clerks		28,640 93		
Surveys and inspections, canals		910 23		
Lachine Canal Commission		948 21		
Total on Canals	2,069,573 30	233,325 18	346,790 77	212,703 13
RAILWAYS.				
Intercolonial	228,984 79		3,045,317 50	
Windsor Branch			16,889 95	
Prince Edward Island			226,422 17	
Annapolis and Digby	2,190 62			
Canadian Pacific	413,836 49			
Cape Breton	59,982 74			
Oxford and New Glasgow	7,922 80			
Surveys and inspections		4,313 73		
Miscellaneous—Gratuity			280 00	
Railway subsidies	624,794 07			
Total on Railways	1,337,711 51	4,313 73	3,288,909 62	
Total on Railways and Canals	3,407,284 81	237,638 91	3,635,700 39	212,703 13

Total amount expended $7,493,327.24

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

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, 1893.

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 do	1868	21,519 72			
do do do do	1869	70,719 80			
do do do do	1870		46,193 57		
do do do do	1871			225 36	555 78
do do do do	1872			280 00	6,122 07
do do do do	1873			343 32	6,539 58
do do do do	1874			725 93	1,558 57
do do do do	1875	20 97		560 00	889 35
do do do do	1876	11,125 00		641 55	
do do do do	1877	63,330 18		600 00	17 45
do do do do	1878	26,511 51		600 00	
do do do do	1879	107,337 75		631 50	
do do do do	1880	80,120 54		400 00	
do do do do	1881	69,434 76		959 58	
do do do do	1882	484 00		1,920 54	200 63
do do do do	1883			2,089 19	232 42
do do do do	1884	2,471 40		2,601 47	367 85
do do do do	1885	16,820 15		1,929 11	183 11
do do do do	1886	2,316 85		2,360 67	297 81
do do do do	1887	1,087 75	750 00	2,777 13	343 23
do do do do	1888			3,217 77	1,588 40
do do do do	1889		500 00	3,085 29	353 38
do do do do	1890			3,110 15	255 34
do do do do	1891	972 65	510 53	3,255 30	312 02
do do do do	1892	14,387 00	30,936 82	3,007 70	1,461 24
do do do do	1893	811 59	9,987 78	2,938 15	1,856 30
Total		645,994 94	88,878 70	38,259 71	23,134 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

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		
do do do	1893		
Total			44,387 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

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 do	1868		1,852 70	13,742 05	10,431 51
do do do do	1869	2,000 00		14,209 02	12,085 84
do do do do	1870			15,834 49	13,302 39
do do do do	1871		12,231 40	17,478 52	15,093 25
do do do do	1872	36,708 15		16,076 93	12,334 69
do do do do	1873	7,824 28	35,158 21	23,601 03	34,300 60
do do do do	1874	158,618 35		25,811 07	22,828 66
do do do do	1875	197,420 52		28,592 01	30,057 34
do do do do	1876	327,769 39		33,797 73	29,103 65
do do do do	1877	1,439,375 73		33,148 86	19,824 33
do do do do	1878	1,484,619 63		39,062 97	13,646 41
do do do do	1879	958,053 30		42,338 84	12,400 78
do do do do	1880	369,566 74		38,950 90	10,223 62
do do do do	1881	292,165 51		39,027 99	19,888 33
do do do do	1882	252,821 33	2,978 66	41,158 90	17,116 46
do do do do	1883	396,496 96	1,859 68	45,554 91	18,199 59
do do do do	1884	188,266 18		48,624 51	19,683 24
do do do do	1885	111,215 23		49,004 85	20,199 78
do do do do	1886	210,509 42		50,969 10	19,199 18
do do do do	1887	28,772 52	12,981 59	53,113 97	22,567 81
do do do do	1888	19,414 34	7,996 38	52,229 61	19,999 64
do do do do	1889	76,032 96	972 71	54,110 67	22,957 71
do do do do	1890	7,448 03	8,238 46	53,114 34	22,999 38
do do do do	1891	217 53	16,555 75	50,721 69	36,292 98
do do do do	1892	87,852 35	27,480 80	52,729 37	67,499 62
do do do do	1893	445,983 21	50,937 40	53,185 00	51,616 79
Total		9,686,684 51	178,843 74	906,189 33	593,853 58

BEAUHARNOIS CANAL.

Government expenditure prior to Confederation		1,611,424 11			
do since do do	1868		63,193 75	9,349 99	6,216 98
do do do do	1869		55 00	9,626 99	6,498 57
do do do do	1870		27 50	10,117 57	6,384 1
do do do do	1871			12,316 53	5,722 36
do do do do	1872		27 50	11,792 46	15,733 38
do do do do	1873		5,122 50	12,210 73	9,882 06
do do do do	1874		26 00	15,392 51	10,990 56
do do do do	1875		36 00	14,399 32	12,253 01
do do do do	1876			14,465 86	17,170 83
do do do do	1877			14,377 63	15,207 36
do do do do	1878			14,383 37	9,861 05
do do do do	1879			15,015 86	10,370 71
do do do do	1880	266 15		15,362 61	8,997 34
do do do do	1881			17,659 93	10,770 67
do do do do	1882			18,804 53	20,813 86
do do do do	1883		6,727 44	18,287 77	15,826 71
do do do do	1884		3,277 98	19,107 38	16,232 61
do do do do	1885		7,999 79	18,960 40	14,637 70
do do do do	1886		8,491 80	19,228 90	14,356 00
do do do do	1887		3,633 57	18,867 45	14,999 88
do do do do	1888		14,411 97	19,325 05	14,285 98
do do do do	1889		10,993 52	20,019 11	14,982 54
do do do do	1890			19,847 42	14,999 20
do do do do	1891		17,085 68	18,886 86	12,537 39
do do do do	1892		1,696 23	20,050 01	14,999 80
do do do do	1893			20,348 34	14,107 11
Total		1,611,690 26	142,806 23	418,204 58	328,838 47

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

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	
do do do	1893	52,643 39	
Total		943,178 36	98,378 46

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

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	599,601 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
do do do ..	1893	352,536 13		15,173 01	9,668 14
Total.....		4,649,574 35	60,650 66	378,211 91	271,626 49

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
do do do ..	1893	372,193 29	3,675 00	8,676 03	8,347 97
Total.....		2,940,551 13	7,163 50	190,432 52	180,925 88

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

Department of Railways and Canals.

STATEMENTS showing the amounts expended on Constructions, 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	1868	12,097 84	.....	37,679 05	38,852 96
do do do	1869	43,486 36	.....	39,060 61	50,773 03
do do do	1870	.....	22,173 72	40,340 45	65,099 19
do do do	1871	.....	48,569 10	42,383 33	53,381 02
do do do	1872	53,680 32	6,022 44	37,085 37	50,276 90
do do do	1873	82,282 20	47,876 27	45,382 99	66,550 73
do do do	1874	746,420 61	.....	50,966 48	103,666 99
do do do	1875	1,047,119 91	.....	52,595 00	88,539 99
do do do	1876	1,569,478 19	700 00	57,623 31	81,376 12
do do do	1877	2,199,962 61	.....	59,963 47	49,783 93
do do do	1878	2,138,392 99	.....	60,138 59	66,393 53
do do do	1879	1,552,697 41	.....	59,942 23	56,755 57
do do do	1880	1,252,924 75	.....	63,198 10	76,535 25
do do do	1881	1,242,943 37	6,593 19	56,398 01	69,249 53
do do do	1882	603,402 17	13,664 80	74,641 51	84,374 97
do do do	1883	549,433 29	5,979 03	109,207 21	72,707 62
do do do	1884	432,336 21	.....	113,276 87	90,926 97
do do do	1885	463,505 38	6,150 21	112,670 00	91,534 66
do do do	1886	215,380 75	1,359 00	111,660 22	69,507 48
do do do	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
do do do	1888	429,720 94	10,740 86	110,806 01	86,518 97
do do do	1889	225,910 21	43,803 80	113,587 05	77,547 77
do do do	1890	117,633 22	51,648 28	109,202 02	72,686 19
do do do	1891	36,371 03	19,767 73	107,662 63	82,548 30
do do do	1892	29,541 21	9,008 80	104,673 73	73,771 87
do do do	1893	8,259 94	25,103 13	104,926 73	65,016 84
Total	.....	23,762,294 61	322,989 03	1,984,442 69	1,861,727 18

STE. ANNE'S LOCK AND CANAL.

Government expenditure prior to Confederation	.....	134,456 51	.....	.....	.....
do since do	1868	.....	.....	778 16	432 47
do do do	1869	.....	.....	1,062 96	1,873 51
do do do	1870	.....	.....	1,136 54	1,280 36
do do do	1871	.....	.....	1,285 84	1,539 02
do do do	1872	.....	1,939 46	1,106 80	1,393 63
do do do	1873	.....	540 11	2,199 64	1,264 40
do do do	1874	12,753 27	.....	2,614 90	7,208 63
do do do	1875	32,627 71	.....	1,859 20	4,506 68
do do do	1876	24,935 85	.....	1,952 14	4,033 72
do do do	1877	30,003 08	.....	1,982 65	1,756 93
do do do	1878	14,618 85	.....	2,057 32	541 95
do do do	1879	22,113 02	.....	2,202 03	3,259 70
do do do	1880	3,054 68	.....	2,152 57	1,704 71
do do do	1881	69,042 76	.....	2,553 02	3,257 92
do do do	1882	193,158 36	.....	2,611 30	2,343 99
do do do	1883	172,959 95	.....	2,569 86	3,448 83
do do do	1884	142,006 25	.....	2,775 32	2,725 49
do do do	1885	93,679 57	.....	2,618 60	4,042 04
do do do	1886	129,681 67	.....	2,611 90	5,803 01
do do do	1887	45,276 08	6,054 10	2,537 41	1,499 96
do do do	1888	18,910 55	1,372 59	2,505 61	1,380 75
do do do	1889	24,786 33	.....	2,569 22	1,730 79
do do do	1890	6,151 14	.....	2,571 04	1,525 51
do do do	1891	.....	8,173 69	2,505 69	1,503 56
do do do	1892	.....	25,471 61	2,571 28	1,666 21
do do do	1893	.....	6,521 88	2,581 08	2,800 03
Total	.....	1,170,215 63	50,073 44	55,972 08	64,523 80

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

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
do do do	1893	207 00	42,298 74	16,762 71	10,669 28
Total.....	.....	4,025,553 00	116,488 01	361,913 94	254,416 14

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	.....
do do do	1893	.....	1,420 65	749 00	13 55
Total.....	.....	379,494 46	51,313 47	10,341 43	6,007 44

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

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	1869			19,250 71	13,140 77
do do do	1870		13 16	20,022 37	19,469 33
do do do	1871		11,732 98	22,814 58	18,120 52
do do do	1872		4,967 50	22,139 48	14,005 32
do do do	1873		18,070 97	22,841 51	26,074 49
do do do	1874		5,793 13	26,815 44	22,957 40
do do do	1875	9,310 85		26,553 37	19,699 81
do do do	1876	2,163 96		26,430 77	14,428 25
do do do	1877	214 11		25,959 56	14,198 18
do do do	1878			26,651 51	11,034 22
do do do	1879	7,703 88		26,042 52	7,134 55
do do do	1880			26,463 88	11,434 05
do do do	1881		133 50	26,024 71	8,627 00
do do do	1882			26,915 29	13,860 28
do do do	1883		70 65	27,322 81	23,524 84
do do do	1884		4,597 50	26,938 95	19,245 02
do do do	1885		2,098 76	26,971 32	18,189 55
do do do	1886		550 00	27,045 95	35,648 04
do do do	1887		20,823 96	29,440 46	18,565 34
do do do	1888		18,889 48	33,458 83	25,478 87
do do do	1889		6,665 22	33,801 77	18,106 36
do do do	1890		21,124 10	34,270 57	18,025 21
do do do	1891		20,967 25	34,641 98	21,537 56
do do do	1892		31,363 23	35,500 82	21,507 16
do do do	1893		24,274 71	35,022 49	18,789 50
Total		4,084,156 87	199,434 25	707,738 93	469,276 83

ST. OURS LOCK.

Government expenditure prior to Confederation		121,537 65			
do since do do	1868			1,532 75	753 74
do do do	1869			1,755 15	1,399 18
do do do	1870			1,458 09	1,006 22
do do do	1871			1,414 48	1,210 98
do do do	1872			1,565 80	1,263 19
do do do	1873			2,076 50	1,575 10
do do do	1874			2,219 13	2,363 42
do do do	1875			1,362 22	1,245 69
do do do	1876			1,403 92	1,601 71
do do do	1877			1,533 40	750 80
do do do	1878			1,556 65	283 77
do do do	1879			1,581 55	456 07
do do do	1880			1,614 01	705 54
do do do	1881			1,741 97	1,299 77
do do do	1882			2,002 71	1,902 41
do do do	1883		17,230 32	2,361 65	2,188 08
do do do	1884		5,279 17	2,315 37	1,494 99
do do do	1885		4,700 64	2,271 57	3,652 63
do do do	1886			2,311 70	4,143 47
do do do	1887			2,175 37	5,864 78
do do do	1888			2,216 04	2,801 17
do do do	1889		17.964 45	2,421 14	2,002 63
do do do	18 0		24,571 96	2,138 40	1,935 44
do do do	1891		21,696 74	2,011 08	4,460 16
do do do	1892		3,585 34	2,168 44	1,944 33
do do do	1893			2,136 66	1,994 34
Total		121,537 65	95,028 62	49,345 75	50,299 61

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

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	18 6			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
do do do	1893		21,127 65	19,310 29	12,451 03
Total	..	637,206 76	399,614 50	373,414 90	374,826 17

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 da	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 34
do do do	1893	30,838 79		5,499 62	5,341 02
Total		1,247,470 26	400 00	16,934 44	9,020 51

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

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
do do do do	1893	5,962 47	10,838 90	3,739 86	2,087 17
Total		1,088,483 87	83,049 99	36,719 31	62,325 83

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		*(See Rideau)*	
do do do do	1891	17,114 78			
do do do do	1892	29,771 65			
do do do do	1893				
Total		476,128 73	748 65		

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

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			
do do do ..	1893	589,801 25			
Total	.....	1,475,344 45	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			
do do do ..	1893	210,336 24			
Total.....	. ..	264,572 00	.....	.....	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

RECAPITULATION—EXPENDITURE on Canals, also showing Revenue received.

——	Year ending 30th June.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		$ cts.	$ 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	403,879 19
do do	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
do do	1870	.....	90,355 96	120,403 02	150,176 70	414,687 02
do do	1871	.....	116,429 54	135,040 81	140,467 52	488,538 76
do do	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
do do	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
do do	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
do do	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
do do	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
do do	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
do do	1878	3,843,338 62	.....	187,521 31	122,251 60	373,814 17
do do	1879	3,064,098 61	.....	191,892 44	115,349 99	337,675 13
do do	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
do do	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
do do	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
do do	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
do do	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
do do	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
do do	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
do do	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
do do	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
do do	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
do do	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
do do	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
do do	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
do do	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
Total	.....	59,210,131 84	1,941,198 13	5,608,661 52	4,550,801 97	9,850,578 56

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

CANALS,

DR. No. 1.—COLLECTORS of Canal Tolls

Balances due by Collectors, 1st July, 1892.	Canal Revenue.				Total Canal Revenue accrued.	Hydraulic Rents and Revenue.	Total.
	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.			
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
591 90	135,710 76				135,710 76	132 12	136,434 78
164 24	64,675 57		142 09	5 00	64,822 66	285 22	65,272 12
56 04	439 97				439 97	1,600 00	2,096 01
1 76	6 80				6 80		8 56
73 45	477 05			158 52	635 57	646 00	1,355 02
27 69	766 39		40 00		806 39	3,027 76	3,861 84
6 06	29 91				29 91		35 97
921 14	202,106 45		182 09	163 52	202,452 06	5,691 10	209,064 30
75 17	1,132 46		15 00	18 75	1,166 21	1,707 50	2,948 88
1,621 90	19,348 36		10 00		19,358 36	800 00	21,780 26
94 60	788 50		70 00		858 50	2,661 50	3,614 60
32 34	2,066 41	18 39		1,631 43	3,716 23		3,748 57
	28,515 28	2,686 95	29 00	13,327 55	44,558 78	24,204 14	68,762 92
41 47	15,349 83				15,349 83		15,391 30
1,865 48	67,200 84	2,705 34	124 00	14,977 73	85,007 91	29,373 14	116,246 53
212 41	9,651 02		15 00	1 00	9,667 02	80 00	9,959 43
0 20	11,461 90				11,461 90	50 00	11,512 10
42 39	723 30		5 00		728 30		770 69
255 00	21,836 22		20 00	1 00	21,857 22	130 00	22,242 22
	22,786 40				22,786 40		22,786 40
248 12	16,704 65			16 00	16,720 65	18 00	19,986 77
22 58	84 01		5 00	12 00	101 01	3 00	126 59
172 92	1,586 03		5 00		1,591 03		1,763 95
443 62	41,161 09		10 00	28 00	41,199 09	21 00	41,663 71
	3,486 68	186 32		172 00	3,845 00	1,324 25	5,169 25
	990 03				990 03	1,123 60	2,113 63
	668 72		13 00	4 00	685 72	190 70	876 42
	5,145 43	186 32	13 00	176 00	5,520 75	2,638 55	8,159 30
77 18	2,948 18				2,948 18		3,025 36
69 37	619 94				619 94		689 31

Department of Railways and Canals.

1892-93.

in Account with Revenue. Cr.

Collection Divisions.	Deposited to the Credit of the Receiver General.		Balances due by Collectors on 30th June, 1893.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.		
Welland Canal.	$ cts.	$ cts.	$ cts.	$ cts.
Port Colborne	136,165 67	132 12	136 99	136,434 78
Port Dalhousie	64,986 90	285 22		65,272 12
Dunnville	496 01	1,600 00		2,096 01
Port Maitland	8 56			8 56
Port Robinson	579 51	646 00	129 51	1,355 02
St. Catharines	834 08	3,027 76		3,861 84
Chippawa	30 17		5 80	35 97
Totals	203,100 90	5,691 10	272 30	209,064 30
St. Lawrence Canals.				
Beauharnois	1,241 38	1,707 50		2,948 88
Cornwall	20,619 50	800 00	360 76	21,780 26
Cardinal	953 10	2,661 50		3,614 60
Lachine	3,732 57		16 00	3,748 57
Montreal	44,558 78	24,204 14		68,762 92
Kingston	15,144 64		246 66	15,391 30
Totals	86,249 97	29,373 14	623 42	116,246 53
Chambly Canal.				
Chambly	9,879 43	80 00		9,959 43
St. Johns	11,462 10	50 00		11,512 10
St. Ours	717 82		52 87	770 69
Totals	22,059,35	130 00	52 87	22,242 22
Ottawa Canals.				
Ottawa	22,786 40			22,786 40
Grenville	16,680 72	18 00	288 05	16,986 77
Carillon	93 66	23 00	9 93	126 59
Ste. Anne's Lock	1,633 31		130 64	1,763 95
Totals	41,194 09	41 00	428 62	41,663 71
Rideau Canal.				
Ottawa	3,845 00	1,324 25		5,169 25
Kingston Mills	960 91	1,071 10	81 62	2,113 63
Smith's Falls	685 72	190 70		876 42
Totals	5,491 63	2,586 05	81 62	8,159 30
St. Peter's Canal	2,951 61		73 75	3,025 36
Murray Canal—Brighton	583 55		105 76	689 31

CANALS,

DR. No. 1.—COLLECTORS of Canal Tolls

Balances due by Collectors, 1st July, 1892.	CANAL REVENUE.				Total Canal Revenue accrued.	Hydraulic Rents and Revenue.	Total.
	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.			
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
21 02	61 07	.....	.....	.....	61 07	.....	82 09
41 33	336 09	.....	.....	44 00	380 09	.....	421 42
7 50	26 36	.....	.....	.....	26 36	54 00	87 86
1 93	23 30	.....	.....	0 25	23 55	.....	25 48
33 11	147 57	.....	.....	.....	147 57	9 00	189 68
8 90	73 52	.....	.....	.....	73 52	.....	82 42
113 79	667 91	.....	.....	44 25	712 16	63 00	888 95
3,745 58	341,686 06	2,891 66	349 09	15,390 50	360,317 31	37,916 79	401,979 68
					41,144 23	.....	.....
					319,173 08	.....	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

1892-93—*Continued.*

in Account with Revenue. CR.

Collection Divisions.	Deposited to the Credit of the Receiver General.		Balances due by Collectors on 30th June, 1893.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.		
Trent Valley Canal.	$ cts.	$ cts.	$ cts.	$ cts.
Burleigh	67 91		14 18	82 09
Bobcaygeon	370 13		51 29	421 42
Fenelon Falls	28 90	54 00	4 96	87 86
Hastings	21 68		3 80	25 48
Peterboro'	162 16	9 00	18 52	189 68
Buckhorn	74 62		7 80	82 42
Totals	725 40	63 00	100 55	888 95
Grand Total	362,356 50	37,884 29	1,738 89	401,979 68
Less—Refunds per Statement 3.				
Net Revenue				

LEONARD SHANNON,
Accountant.

HYDRAULIC AND OTHER RENTS.

DR. No. 2.—SUMMARY Statement of Lessees' Accounts. CR.

Balance due 1st July, 1892.	Accrued during the Year ended 30th June, 1893.	Total.	Name of Work.	Abatement or Overcharge.	Paid into hands of Collectors.	Balance due 30th June, 1893.	Total.
$ cts.	$ cts.	$ cts.		$ cts.	$ cts	$ cts.	$ cts.
27,266 83	7,941 42	35,208 25	Welland Canal		5,608 76	29,599 49	35,208 25
7,495 62	859 00	8,354 62	Williamsburg Canal	3,086 50	2,661 50	2,606 62	8,354 62
777 50	795 00	1,572 50	Cornwall do		800 00	772 50	1,572 50
5,714 50	3,257 00	8,971 50	Beauharnois do	40 00	1,707 50	7,224 00	8,971 50
26,692 63	24,688 79	51,381 42	Lachine do		24,196 14	27,185 28	51,381 42
236 84	145 00	381 84	Chambly do		130 00	251 84	381 84
7,998 25	1,349 80	9,348 05	Rideau do	1,952 21	2,638 55	4,757 29	9,348 05
94 00	76 00	170 00	Sundry canals		92 00	78 00	170 00
			Land Sales.				
354 18		354 18				354 18	354 18
76,630 35	39,112 01	115,742 36		5,078 71	37,834 45	72,829 20	115,742 36

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

LEONARD SHANNON,
Accountant.

No. 1.—STATEMENT SHOWING REFUNDS OF CANALS TOLLS PAID DURING YEAR 1892-93.

Date.	To whom paid.	Refunds of Tolls on.	Canal.	Amount.	Total.
1892.				$ cts.	$ cts.
Aug. 9	The Ottawa Transportation Co...	Overpayment by barge "Victor"	Grenville...	30 07	
do 9	do do	Overpayment by boat "Geo. Tice"	do	4 20	
Oct. 31	James Williamson	Overpayment by barge "Thurso"	do	16 38	
1893.					
Jan. 2	Poupore & Fraser	Timber for canal purposes	do	159 67	
1892.		Total refunds, Grenville Canal			210 32
Aug. 9	The Ottawa Transportation Co...	Overpayment of tolls...	St. Lawrence	64 81	
do 31	Kingston and Montreal Forwarding Co	Wheat	do	67 99	
Oct. 12	Montreal Transportation Co	Grain	do	1,609 01	
do 17	G. E. Jaques & Co	do	do	654 74	
Nov. 16	W. A. Geddes	do	do	194 48	
do 19	Montreal Transportation Co	do	do	751 66	
do 23	W. A. Geddes	do	do	64 35	
Dec. 10	Æ. Mackay's Sons	do	do	72 15	
do 10	G. E. Jaques & Co	do	do	58 24	
do 22	do	do	do	27 82	
do 22	Montreal Transportation Co	Cement for canal purposes	do	17 78	
do 22	Æ. Mackay's Sons	Grain	do	31 20	
do 28	Montreal Transportation Co	do	do	651 43	
do 28	Kingston and Montreal Forwarding Co.	Wheat	do	10 79	
1893.					
Jan. 3	Montreal Transportation Co	Grain	do	111 77	
May 8	Kingston and Montreal Forwarding Co	Coal for canal purposes	do	334 54	
June 28	Æ. Mackay's Sons	Iron and cement for canal purposes	do	57 00	
do 30	do	Cement for canal purposes	do	42 00	
do 30	Montreal Transportation Co.	do do	do	114 15	
1892.		Total refunds, St. Lawrence Canal			4,935 91
Aug. 9	W. G. Craig	Chemical ore	Rideau	48 65	
1893.					
June 30	C. B. Allen	Overpayment on coal	do	4 16	
1892.		Total refunds, Rideau Canal			52 81
Oct. 22	James Carruthers & Co	Grain	Lachine	155 70	
Nov. 7	E. F. Craig	do	do	42 68	
Dec. 10	do	do	do	17 42	
do 22	James Carruthers	do	do	203 06	
1893.					
Jan. 12	Montreal Transportation Co	do	do	119 88	
do 23	Montreal Warehousing Co.	do	do	525 21	
Feb. 1	Prosper La Plante	Stone for canal purposes.	do	137 67	
		Total refunds, Lachine Canal			1,201 62

No. 1.—REFUNDS OF CANALS TOLLS, 1892-93—*Concluded.*

Date.	To whom paid.	Refunds of Tolls on.	Canal.	Amount.	Total.
1892.				$ cts.	$ cts.
.....	Kingston and Montreal Trans. Co.	Wheat	Welland	2,106 72	
Aug. 31	Montreal Transportation Co.	do	do	4,095 36	
Sept. 6	do do	Grain	do	3,945 96	
do 23	do do	Wheat	do	5,425 02	
do 23	Kingston and Montreal Forwarding Co.	do	do	983 88	
Oct. 8	Montreal Transportation Co	Grain	do	2,144 34	
do 13	do do	do	do	2,654 82	
do 13	J. D. St. Pierre	do	do	6 27	
do 26	Kingston and Montreal Forwarding Co.	do	do	1,813 86	
do 31	H. O. Jackson	Wheat	do	10 00	
Nov. 3	Montreal Transportation Co	Grain	do	3,030 48	
do 3	do do	Wheat	do	75 60	
do 5	Kingston and Montreal Forwarding Co.	Grain	do	839 70	
Dec. 10	do do	do	do	1 847 88	
do 13	Fred. Elliott	Corn	do	38 20	
do 13	Jas. Carruthers & Co.	Grain	do	6 15	
do 13	Æ. Mackay's Sons	do	do	1,137 60	
do 17	G. E. Jaques & Co.	do	do	543 78	
do 17	Montreal Transportation Co.	do	do	2,582 28	
1893.					
Jan. 24	Ogdensburg Transit Co	Over payment by str. "Haskell"	do	13 80	
do 24	Richelieu and Ontario Navigation Co.	Over payment by str. "Corinthian"	do	2 31	
do 24	Wm. White	Over payment by str. "Hoboken"	do	11 20	
Mar. 27	Æ. Mackay's Sons	Cement for canal purposes	do	50 64	
May 8	W. W. Ogilvie	Wheat	do	1,279 62	
do 8	Kingston and Montreal Forwarding Co.	Corn	do	95 30	
do 19	Eben Ward	Over payment by str. "Eben Ward"	do	2 80	
		Total refunds, Welland Canal			34,743 57
		Total refunds			41,144 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

Department of Railways and Canals.

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.	Revenue received, including Windsor Branch Railway.
		$ cts.	$ cts.	$ cts.
Expenditure prior to Construction	....	10,766,725 54	.....	.....
do since do	1868	483,353 65	359,961 08	420,752 58
do do do	1869	282,615 18	387,548 47	455,022 76
do do do	1870	1,729,381 49	445,208 75	471,245 09
do do do	1871	2,916,782 13	442,993 31	565,713 52
do do do	1872	5,131,141 51	595,076 22	622,900 56
do do do	1873	5,201,450 37	1,011,892 60	703,458 26
do do do	1874	3,614,898 81	1,847,175 24	893,430 17
do do do	1875	3,426,099 55	1,532,589 62	861,593 43
do do do	1876	1,108,321 59	1,277,197 79	848,861 46
do do do	1877	1,318,352 19	1,661,673 55	1,154,445 35
do do do	1878	408,816 74	1,811,273 56	1,378,946 78
do do do	1879	226,639 19	2,010,183 22	1,294,099 69
do do do	1880	2,048,014 60	1,607,956 70	1,520,310 45
do do do	1881	608,732 80	1,780,353 53	1,777,856 76
do do do	1882	585,568 79	2,080,592 37	2,100,315 85
do do do	1883	1,616,632 96	2,383,477 20	2,395,034 99
do do do	1884	1,405,377 52	2,366,719 95	2,376,666 19
do do do	1885	1,195,363 08	2,460,229 87	2,392,605 09
do do do	1886	544,958 17	2,508,473 10	2,405,858 88
do do do	1887	823,070 86	2,854,158 91	2,621,337 41
do do do	1888	742,203 09	3,300,481 94	2,937,337 40
do do do	1889	655,228 13	3,174,785 19	2,923,736 46
do do do	1890	365,246 48	3,500,455 80	2,958,243 38
do do do	1891	79,929 34	3,691,273 65	3,007,630 51
do do do	1892	168,101 77	3,458,891 39	2,978,950 82
do do do	1893	228,984 74	3,062,207 45	3,099,815 20
Total	.....	*47,681,990 32	51,612,830 46	45,166,168 95

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

Total cost of construction as above $47,681,990 32

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, 1892-93, page xiv..... $47,385,117 42

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue received.
		$ cts.	$ 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	30,767 66
do do do	1885	2,055 92	78,273 65	73,050 01
do do do	1886	183 79	94,756 06	66,893 11
do do do	1887		94,254 04	64,107 10
do do do	1888		90,954 73	70,552 20
do do do	1889	34,235 73	90,719 04	72,436 65
do do do	1890		79,102 77	84,658 95
do do do	1891	3,255 40	*	†
do do do	1892		*	†
do do do	1893		*	†
Total		1,324,042 81	538,094 06	462,465 68

*Included in Intercolonial Railway working expenses. †Included in Intercolonial Railway revenue.

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			
do do do	1893			
Total		88,410 48		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

Department of Railways and Canals.

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	*
do do do	1893	59,982 74	*
Total		3,701,113 93	

* 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	*
do do do	1893	7,922 80	*
Total		1,833,114 94	

* Included in Intercolonial Railway working expenses.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

——	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ 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			
do do do	1893			
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	24,493 99
do do do	1876	42,546 10	219,930 43	118,060 96
do do do	1877	200,000 00	228,595 25	130,664 92
do do do	1878	6,551 86	221,599 49	135,899 60
do do do	1879	40,129 05	223,313 12	125,855 91
do do do	1880	16,539 82	164,640 55	113,851 11
do do do	1881		203,122 88	131,131 43
do do do	1882	402 03	228,259 97	137,267 54
do do do	1883	57,186 02	252,808 41	146,170 42
do do do	1884	130,663 38	236,428 13	144,504 12
do do do	1885	76,956 56	211,207 01	158,588 06
do do do	1886	4,668 33	216,744 34	155,584 36
do do do	1887	5,800 00	204,237 45	155,303 37
do do do	1888		229,639 95	158,363 62
do do do	1889		247,559 44	171,369 56
do do do	1890		266,485 85	160,971 78
do do do	1891		257,990 08	174,258 05
do do do	1892	8,300 49	289,706 38	157,442 69
do do do	1893		226,422 17	162,690 42
Total		3,750,565 38	4,178,785 52	2,662,471 91

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

Department of Railways and Canals.

CANADIAN PACIFIC RAILWAY.

——	Year.	Construction, including Subsidy of $25,000,000.	Working Expenses.	Revenue received.
		$ cts.	$ 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	104,975 69
do do do	1881	4,968,503 93	236,944 98	291,498 06
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		
do do do	1893	413,836 49		
Total		62,457,995 57	318,216 30	396,473 75

* Agrees with Public Accounts balance sheet, 1892-93, 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 September, 1893.

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	
do do do	1893	2,190 62	
Total		616,979 89	

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

Department of Railways and Canals.

RECAPITULATION—RAILWAYS.

	Year.	Construction.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	. . .	13,881,460 65	.....	.....
do since do ..	1868	483,353 65	359,961 08	420,752 58
do do do ..	1869	282,615 18	387,548 47	455,022 76
do do do .	1870	1,729,381 49	445,208 75	471,245 09
do do do ..	1871	2,946,930 45	442,993 31	565,713 52
do do do ..	1872	5,620,569 67	595,076 22	622,900 56
do do do ..	1873	5,763,268 81	1,011,892 60	703,458 26
do do do ..	1874	3,925,123 69	1,847,925 24	893,430 17
do do do ..	1875	5,018,427 85	1,581,934 24	886,087 42
do do do ..	1876	4,497,434 75	1,497,128 22	966,922 42
do do do ..	1877	3,209,502 16	1,890,268 80	1,285,110 27
do do do ..	1878	2,643,741 73	2,032,873 05	1,514,846 38
do do do ..	1879	2,507,053 71	2,233,496 34	1,419,955 60
do do do ..	1880	6,109,077 14	1,851,489 26	1,739,137 25
do do do ..	1881	5,577,236 73	2,220,421 39	2,200,486 25
do do do ..	1882	5,175,046 61	2,310,638 54	2,237,583 39
do do do ..	1883	11,707,619 02	2,636,551 70	2,541,205 41
do do do ..	1884	14,013,074 89	2,613,508 87	2,551,937 97
do do do ..	1885	11,224,244 54	2,749,710 53	2,624,243 07
do do do ..	1886	4,443,220 17	2,819,973 50	2,628,336 35
do do do ..	1887	1,846,887 18	3,152,650 40	2,840,747 88
do do do ..	1888	1,765,582 11	3,621,076 62	3,166,253 22
do do do ..	1889	2,709,857 37	3,513,063 67	3,167,542 67
do do do ..	1890	2,392,767 99	3,846,044 42	3,203,874 11
do do do ..	1891	1,184,317 34	3,949,263 73	3,181,888 56
do do do .	1892	417,425 73	3,748,597 77	3,136,393 51
do do do ..	1893	711,917 44	3,288,629 62	3,262,505 62
Total.....	.....	121,787,138 05	56,647,926 34	48,687,580 29

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

APPENDIX

STATEMENT showing Subsidies voted for Railways as to which contracts

Subsidies voted.		Railways.			
Authority.	Amount.		1883-84	1884-85	1885-86
	$ cts.		$	$	$
46 Vic., cap. 25 53 do 2	156,800 00	International Railway, Quebec	144,000	.....	.....
45 do 14	384,000 00				
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	Quebec and Lake St. John Railway, Quebec	32,000	37,027	186,745
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				
49 do 10	70,000 00	Napanee, Tamworth and Quebec Railway,			
50-1 do 24	12,800 00	Ontario	32,000	57,600	.....
52 do 3	32,000 00				
47 do 8	272,000 00	Pontiac Pacific Junction Railway, Quebec	.....	49,090	41,000
46 do 25	115,200 00				
47 do 8	76,800 00	Caraquet Railway, N.B	.....	32,000	76,800
50-1 do 24	32,000 00				
47 do 8	32,000 00				
49 do 10	57,600 00				
52 do 3	22,400 00	Great Northern Railway, Quebec	.....	25,088	.....
53 do 2	48,000 00				
54-5 do 8	28,100 00				
56 do 2	25,600 00				
47 do 8	48,000 00	Kingston and Pembroke Railway, Ontario	.....	48,000	.....
45 do 14 46 do 26 53 do 2	660,000 00 660,000 00	Northern and Pacific Junction Ry., Ontario	.....	154,440	1,051,590
47 do 8	128,000 00				
48-9 do 59	19,200 00	Northern and Western Railway, N.B	.....	.....	128,000
49 do 10	32,000 00				
48-9 do 59	140,800 00				
47 do 8 51 do 3	60,342 00	Quebec Central Railway, Que	.....	.....	60,342
53 do 2	288,000 00				
48-9 do 59	72,000 00	Montreal and Sorel Railway, Quebec	.....	.....	64,972
53 do 2	40,000 00				
48-9 do 59	30,000 00				
50-1 do 24	64,000 00	Montreal and Champlain Junction Ry., Que.	.....	.....	30,000
51 do 3	9,600 00				
46 do 25	38,400 00	Elgin, Petitcodiac & Havelock Railway, N.B.	.....	.....	38,400
51 do 3	44,252 82				
47 do 8	22,400 00	St. Louis and Richibucto Railway, N.B	.....	.....	22,400
48-9 do 59	96,000 00				
49 do 10	38,400 00	Canada Atlantic Railway, Ont	.....	.....	48,480
50-1 do 24	180,000 00				
47 do 6	750,000 00	Esquimalt and Nanaimo Railway, B.C	.....	.....	422,520
47 do 8	96,000 00	Erie and Huron Railway, Ont	.....	.....	.....
46 do 25 47 do 8 52 do 3	320,000 00 300,000 00	Baie des Chaleurs Railway, Que	.....	.....	.....
48-9 do 59	118,400 00	New Brunswick and Prince Edward Ry., N.B.	.....	.....	.....

No. 3.

have been entered into and payments made, up to 30th June, 1893.

Payments.							Total to 30th June, 1893.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	
$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
... .	8,960 00	....	3,840 00	.....	.....	.....	156,800 00
202,219	232,013 00	19,911 00	38,440 00	70,350 00	26,222 73	76,471 77	921,399 50
....	. .. .	....	95,744 00	7,600 00	.....	1,856 00	194,800 00
60,580	24,158 00	....	.....	.....	.....	....	174,828 00
61,200	40,050 00	13,950 00	....	... .	....	..... .	224,000 00
....	....	.. ..	20,000 00	9,500 00	24,100 00	.....	78,688 00
....	....	.....	....	....	....	.....	48,000 00
78,370	.....	.....	35,000 00	600 00	....	.....	1,320,000 00
18,200	159,400 00	6,300 00	100 00	.....	.....	... .	312,000 00
.....	....	....	....	.....	.....	.....	60,342 00
4,950	....	.....	6,719 50	17,116 07	.....	.....	93,757 57
.....	16,400 00	36,700 00	5,400 00	.....	.....	15,100 00	103,600 00
....	... .	. .. .	.....	.. ..	44,252 82	.....	82,652 82
.....	.....	.....	.....	.....	.....	.....	22,400 00
44,384	....	9,491 20	149,812 00	30,188 00	.....	.....	282,355 20
327,480	... ...	....	.. ..	.....	....	.....	750,000 00
96,000	....	... .	.....	....	.....	....	96,000 00
250,000	50,300 00	75,200 00	148,675 00	.....	.. ..	....	524,175 00
97,440	16,000 00	.. ..	.....	.. ..	.....	.....	113,440 00

APPENDIX No. 3.—Statement showing Subsidies voted for Railways

Subsidies voted.		Railways.	1883-84	1884-85	1885-86.
Authority.	Amount.				
	$ cts.		$	$	$
50-1 Vic., c. 24	217,600 00	St. Lawrence, Lower Laurentian and Saguenay Railway, Que			
49 do 10	11,200 00	L'Assomption Railway, Quebec			
49 do 10	32,000 00	Great Eastern Railway, Que			
50-1 do 24	96,000 00				
56 do 2	64,000 00				
47 do 8	160,000 00	Irondale, Bancroft and Ottawa Ry., Ont			
52 do 3					
49 do 10	96,000 00	Buctouche and Moncton Railway, N.B			
50-1 do 24	6,400 00				
47 do 8	51,200 00	Albert Southern Railway, N.B			
52 do 3					
48-9 do 59	65,200 00	Lake Témiscamingue Colonization Ry., Que.			
50-1 do 24					
49 do 10	38,400 00	Joggins Railway, N.S			
50-1 do 24	4,000 00				
45 do 14	240,000 00	Témiscouata Railway, N.B. and Quebec			
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, Ont			
50-1 do 24	6,400 00				
49 do 10	16,000 00	Toronto, Grey and Bruce Railway, Ont			
50-1 do 24	22,400 00	Dominion Lime Co., Quebec			
49 do 10	256,000 00	West Ontario Pacific Railway, and Ontario and Quebec Railway			
53 do 2					
50-1 do 24	96,000 00	Drummond County Railway, Quebec			
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 Railway, Ontario			
53 do 2					
49 do 10	32,000 00	Montreal and Lake Maskinongé Railway, Quebec			
53 do 2	10,200 00				
50-1 do 24	54,400 00	South Norfolk Railway, Ontario			
50-1 do 24	51,200 00	Guelph Junction Railway, Ontario			
48-9 do 59	22,400 00	Belleville and North Hastings Railway, Ontario			
49 do 10					
49 do 10	108,800 00	Hereford Railway, Quebec			
52 do 3	48,000 00				
50-1 do 24	118,400 00	Lake Erie, Essex and Detroit River Railway, Ontario			
50-1 do 24	96,000 00	Beauharnois Junction Railway, Quebec			
50-1 do 24	38,400 00	St. Catharines and Niagara Central Railway, Ontario			
52 do 3	64,000 00				
52 do 3	30,000 00	Fredericton and St. Mary's Railway Bridge Co., N.B			
50-1 do 24	9,600 00	Harvey Branch Railway Co., N.B			
50-1 do 24	108,800 00	Nova Scotia Central Railway Co., N.S			
51 do 3	147,200 00				
50-1 do 24	44,800 00	Cumberland Railway and Coal Co., N.S			
52 do 3	19,200 00	Pontiac and Renfrew Railway Co., Ont			
52 do 3	54,400 00	Thousand Islands Railway Co., Ontario			
52 do 3	96,000 00	Quebec, Montmorency and Charlevoix Railway, Quebec			
52 do 3	375,000 00	St. Clair Frontier Tunnel Co., Ontario			
50-1 do 24	57,600 00	Brantford, Waterloo and Lake Erie Railway, Ontario			
51 do 3	287,200 00	Port Arthur, Duluth and Western Ry., Ont			
53 do 2					
50-1 do 24	192,000 00	Montreal and Ottawa Ry., Ont			
53 do 2					
50-1 do 24	44,800 00	Cornwallis Valley Ry., N.S			
52 do 3					
52 do 3	320,000 00	Ottawa and Gatineau Valley Ry., Que			

as to which contracts have been entered into, &c.—*Continued.*

Payments.							Total to 30th June, 1893.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	
$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
64,430	28,383 00	.....	.....	32,003 00	92,784 00	.....	217,600 00
11,200	.....	.....	.....	.....	.....	.....	11,200 00
19,200	.....	.....	.....	16,300 00	4,845 00	.....	40,345 00
15,000	.....	.....	.....	.....	.....	17,000 00	32,000 00
40,480	20,573 57	.....	4,366 00	1,600 43	.....	.....	67,020 00
1,000	18,428 57	1,387 06	.....	10,684 37	18,960 00	.....	50,460 00
14,000	3,000 00	9,000 00	26,360 00	.....	.....	.....	52,760 00
.....	26,138 78	.....	9,761 22	1,600 00	.....	.....	37,500 00
.....	249,684 00	163,216 00	74,300 00	82,770 00	54,830 00	21,150 00	645,950 00
.....	32,000 00	19,200 00	.....	.....	.....	.....	51,200 00
.....	14,656 00	.....	.....	.....	.....	.....	14,656 00
.....	11,840 00	3,520 00	.....	.....	.....	.....	15,360 00
.....	60,000 00	800 00	189,200 00	6,000 00	.....	.....	256,000 00
.....	15,057 00	13,815 00	12,428 00	136,000 00	5,105 00	13,435 00	195,840 00
.....	.....	45,000 00	.....	47,400 00	12,800 00	.....	105,200 00
.....	.....	19,700 00	20,080 00	1,500 00	.....	.....	41,280 00
.....	.....	54,400 00	.....	.....	.....	.....	54,400 00
.....	.....	46,000 00	.....	.....	.....	.....	46,000 00
.....	.....	21,888 00	.....	.....	.....	.....	21,888 00
.....	.....	63,900 00	91,300 00	.....	.....	.....	155,200 00
.....	.....	106,500 00	11,900 00	.....	.....	.....	118,400 00
.....	.....	54,650 00	4,250 00	.....	.....	.....	58,900 00
.....	.....	26,640 00	.....	11,760 00	.....	.....	38,400 00
.....	.....	30,000 00	.....	.....	.....	.....	30,000 00
.....	.....	5,553 57	.....	.....	.....	.....	5,553 57
.....	.....	.....	219,100 00	3,300 00	8,300 00	.....	230,700 00
.....	.....	.....	29,400 00	10,450 00	.....	.....	39,850 00
.....	.....	.....	9,800 00	3,800 00	.....	.....	13,600 00
.....	.....	.....	10,400 00	.....	.....	.....	10,400 00
.....	.....	.....	65,600 00	.....	.....	.....	65,600 00
.....	.....	.....	173,000 00	143,400 00	58,600 00	.....	375,000 00
.....	.....	.....	36,620 00	16,190 00	.....	.....	52,810 00
.....	.....	.....	.....	87,000 00	70,075 00	114,125 00	271,200 00
.....	.....	.....	.....	49,960 00	.....	.....	49,960 00
.....	.....	.....	.....	42,670 00	2,130 00	.....	44,800 00
.....	.....	.....	.....	87,582 00	38,790 00	104,380 00	230,752 00

APPENDIX No. 3.—Statement showing Subsidies voted for Railways

Subsidies voted.		Railways.			
Authority.	Amount.		1883-84	1884-85	1885-86.
	$ cts.		$	$	$
51 Vic., cap. 3	83,612 54	Central Railway, N.B.			
52 do 3	142,400 00				
53 do 2					
53 do 2	361,270 00	Montreal and Western Railway, Que.			
52 do 3	128,000 00	Parry Sound Colonization Ry. Co., Ont.			
52 do 3	163,200 00	Shuswap and Okanagan Ry. Co., B.C.			
54-5 do 8	89,600 00	Tobique Valley Railway Co., N.B.			
53 do 2	35,200 00				
53 do 2	112,000 00	Columbia and Kootenay Ry. Co., B.C.			
53 do 2	35,200 00	Waterloo Junction Ry. Co., Que.			
53 do 2	99,200 00	Orford Mountain Railway Co., Que.			
53 do 2	57,600 00	St. Lawrence and Adirondack Ry. Co., Que.			
51 do 3	24,439 84	Chatham Branch Railway Co., N.B.			
55-6 do 5	40,000 00	New Glasgow Iron, Coal and Ry. Co., N.S.			
			208,000	403,245	2,171,249

This return does not include the following :— 1. The Canada Central Railway.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1893.

as to which contracts have been entered into, &c.—*Concluded.*

Payments.							Total to 30th June, 1893.
1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	
$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	.....	.....	.....	75,639 00	83,612 54	.....	159,251 54
.....	.....	.....	.....	76,143 00	32,253 00	133,388 00	241,784 00
.....	.....	.....	.....	.....	30,400 00	28,820 00	59,220 00
.....	.....	.....	.....	.....	162,260 00	.....	162,260 00
.....	.....	.....	.....	.....	73,000 00	41,674 46	114,674 46
.....	.....	.....	.....	.....	88,800 00	.....	88,800 00
.....	.....	.....	.....	.....	32,800 00	.....	32,800 00
.....	.....	.....	.....	.....	32,000 00	.....	32,000 00
.....	.....	.....	.....	.....	40,256 00	24,448 00	64,704 00
.....	.....	.....	.....	.....	24,439 84	.....	24,439 84
.....	.....	.....	.....	.....	.....	32,945 84	32,945 84
1,406,533	1,027,041 92	846,721 83	1,491,595 72	1,079,105 87	1,061,615 93	624,794 07	10,319,902 34

2. The Canadian Pacific Railway—main line.

3. The Atlantic and North-western Railway.

LEONARD SHANNON,
Accountant.

APPENDIX No. 4.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, 5th October, 1893.

SIR,—I have the honour to submit:—

First.—The annual report of the General Manager of the Government railways, which has attached thereto the report of the Chief Engineer and Mechanical Superintendent of the Intercolonial Railway division, and the report of the Superintendent and Mechanical Superintendent of the Prince Edward Island Railway division, with statements of accounts prepared by the accountants of these roads.

Second.—The annual reports of the superintending engineers and superintendents of the canals, also the report of the Inspector of Canals Revenue.

Third.—A statement of the condition of the subsidies granted in aid of the construction of railways, prepared by Captain Costin.

Fourth.—Statement of contracts entered into during the year, prepared by Mr. Fissiault.

Fifth.—Statement of water power and other public property leased by the Department during the year, prepared by Mr. Fissiault.

Sixth.—Statement of property purchased or damaged during the year, prepared by Mr. Fissiault.

Seventh.—Agreements respecting subsidies in aid of construction of railways entered into during the year, prepared by Mr. Fissiault.

Eighth.—The canal statistics for the season of navigation of 1892, compiled by Mr. Teakles.

Ninth.—The railway statistics which have been carefully compiled by Mr. Thomas Ridout.

In submitting these documents I shall offer a few remarks only, dealing with the operations of the Government railways and canals up to 30th June last, and of the works of construction up to date.

TABLE showing the length of the Government railways on the 30th June, 1893.

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 *via* 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	
Newcastle	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.

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	3,065,499 09		
		Working expenses	3,045,317 50		
				20,181 59	
Windsor Branch Railway	32	⅓ earnings	34,316 11		
		Maintenance	16,889 95		
				17,426 16	
Prince Edward Island Railway	211	Earnings	162,690 42		
		Working expenses	226,422 17		
					63,731 75
				37,607 75	63,731 75
		Deduct profit from loss			37,607 75
Total miles	1,375	Net loss			26,124 00

The net results of the operations of the Government railways for the year may, I suggest, be considered satisfactory,—the road and rolling stock having been efficiently maintained and the traffic having been well conducted.

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

——	1891-92.	1892-93.
	$ cts.	$ cts.
Intercolonial Railway	2,945,441 97	3,065,499 09
Windsor Branch Railway	33,508 85	34,316 11
Prince Edward Island Railway	157,442 69	162,690 42
Total	3,136,393 51	3,262,505 62

Showing a slight improvement in the traffic, the gross earnings showing an increase of $126,112.11 over those of the previous year.

The gross working expenses of the Government railways for the last two years compared as follows:—

——	1891-92.	1892-93.
	$ cts.	$ cts.
Intercolonial Railway	3,439,377 00	3,045,317 50
Windsor Branch Railway	19,514 37	16,889 95
Prince Edward Island Railway	289,706 38	226,422 17
Total	3,748,597 75	3,288,629 62

Showing a reduction in working expenses for the year, compared with the previous year, of $459,968.14. This is made up of the following:—

——	1891-92.	1892-93.	Difference.
	$ cts.	$ cts.	$ cts.
Locomotive power	1,214,971 99	1,113,683 53	101,288 46
Car expenses	735,613 93	691,605 47	44,008 46
Maintenance of way and works	1,174,911 30	877,123 19	297,788 11
Station expenses	421,940 01	400,207 50	21,732 51
			464.817 54
General charges	201,160 52	206,009 93	4,849 41
	3,748,597 75	3,288,629 62	459,968 13

INTERCOLONIAL RAILWAY.

It will no doubt, be interesting for the public to know the ocean-borne passengers' business done at the port of Halifax, during the winter season of 1892-93, and the names of the steamers which conveyed them. I therefore here give a statement:—

Name of Steamer.	No. of Passengers.		Total.
	1st Class.	2nd Class.	
Mongolian	41	1,369	1,410
Labrador	65	1,057	1,122
Sardinian	55	1,056	1,111
Vancouver	51	1,712	1,763
Assyrian	4	118	122
Numedian	66	1,936	2,002
Carthaginian	14	273	287
Oregon	19	616	635
Parisian	68	1,029	1,097
Sarnia	25	569	594
Prussian	1	201	202
Baunwall	.....	378	378
Lake Superior	9	408	417
Lake Ontario	1	346	347
Hungarian	.....	372	372
Peruvian	1	424	425
Slavonia	.....	442	442
State of Nebraska	.....	247	247
Buenos Ayres	2	579	581
Total	422	13,430	13,652

Of these 13,652 passengers, 8,887 travelled inland *via* St. John and 4,765 went west *via* Chaudière.

The ocean-borne freight traffic received at Halifax during the winter of 1892-93 for shipment over the Intercolonial Railway, is another matter in which the public are interested. I therefore give a statement of the number of tons and the line of steamers which carried this freight:—

Name of Line of Steamer.	Measurement, Tons.	Weight, Tons.	Total Tons.
Allan Line from Liverpool	1,478	1,038	2,516
Dominion Line from Liverpool	821	424	1,245
Beaver Line from Liverpool	194	99	293
Halifax, Liverpool and London Line from Liverpool	150	370	520
Furness Line from London	1,756	2,226	3,982
Furness Line from Hamburg	45	1,262	1,307
Hanse Line from Hamburg	24	28	52
Donaldson Line from Glasgow	477	4,347	4,824
Allan Line from Glasgow	2,871	2,104	4,975
Total tons	7,816	11,898	19,714

Of this 12,319 tons were delivered at local points on the Intercolonial Railway, 100 tons went west *via* St. John and 7,295 tons passed west *via* Chaudière.

The system of heating the passenger trains by steam direct from the engine continues to give general satisfaction. On the 30th of June last there were 62 locomotives and 200 cars to which this heating apparatus has been applied.

The Westinghouse air-brake has been applied to 70 locomotives and 747 freight cars.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to 30th June, 1893:—

	Engines.	Passenger Car Stock.					Conductors' Vans.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	206	15	92	6	95	24	99	2,171	2,142	999	44	10	21	2
		5	....	....	....	39	....	103	.....	471				
										782				
		20				63		2,174		2,252				

NOTE.—Twelve coal cars have been converted into platform cars during the year ended 30th June, 1893.

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended 30th June, 1893, 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 Snow Ploughs.
		1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleeping.	2nd Class.	Baggage and Mail.								
	....	....	2	....	....	1	....	.....	60	3	3	....	1	....

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
1990-91	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
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59		1,388,080	1,292,878

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 1878–79:—

Year.	For the West.		To Local Stations.	Total.
	Via Chaudière.	*Via* 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
1890-91	113,996	39,213	344,829	498,038
1891-92	35,447	5,918	392,441	433,806
1892-93	136,868	3,775	402,653	543,296

It thus appears that the largest tonnage of coal carried over the road from the west was in the year 1886, 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.
	Via Chaudière.	*Via* St. John.			*Via* Chaudière.	*Via* St. John.	
				Brought forward	405,301		405,301
1876-77							
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
1884-85	300,901		300,901	1892-93	155,306	197,669	352,975
Carried forward	405,301		405,301	Total	3,121,167	786,703	3,907,870

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	1885-86	761,127
1877-78	657,778	1886-87	763,894
1878-79	630,329	1887-88	871,838
1879-80	533,248	1888-89	948,514
1880-81	672,310	1889-90	1,116,050
1881-82	692,095	1890-91	1,013,129
1882-83	983,916	1891-92	954,015
1883-84	817,134	1892-93	856,913
1884-85	935,977		

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	1885-86	849,800
1877-78	331,170	1886-87	1,018,395
1878-79	302,921	1887-88	1,219,035
1879-80	534,021	1888-89	1,526,158
1880-81	565,678	1889-90	2,610,202
1881-82	560,253	1890-91	2,890,921
1882-83	1,195,601	1891-92	3,776,677
1883-84	654,673	1892-93	1,514,619
1884-85	734,902		

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	1885-86	117,186,512
1877-78	56,626,547	1886-87	161,801 763
1878-79	55 626,696	1887-88	197,755,272
1879-80	55,462,654	1888-89	199,507,777
1880-81	72,841,388	1889-90	210,886,071
1881-82	78,356,418	1890-91	184 188,324
1882-83	104,633,417	1891-92	175,474,340
1883-84	131,120,948	1892-93	181,211,013
1884-85	138,493,675		

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	1885-86	74,498
1877-78	46,498	1886-87	82,896
1878-79	47,584	1887-88	98.302
1879-80	70,990	1888-89	85,960
1880-81	61,574	1889-90	86,771
1881-82	73,479	1890-91	95,529
1882-83	68,338	1891-92	87,889
1883-84	60,090	1892-93	93 369
1884-85	70,785		

TABLE showing the number of tons of ocean-borne goods to and from Europe, *via* 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
1892-93	7,295	100	12,319	19,714

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
1892-93	Nil.	Nil.	10,137	10,137	8,327	6,456	7,840	22,623

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
1879-80	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
1892-93	1,683	1,875	3,340	6,898	3,262	1,811	2,176	7,249

Thirty and a half miles of the 56-lb. steel rails have been lifted and replaced at the cost of revenue by 3,211 tons of 67-lb. steel rails, and 398,546 ties have been renewed.

CAPITAL ACCOUNT.

Total cost of road and equipment up to 30th June, 1893:—

Road, &c.	$46,492,722 26
Rolling stock	7,754,127 97
Total	$54,246,850 23

Before another fiscal year passes round, a ferry will be established across the Strait of Canso between Mulgrave and Point Tupper stations to carry the trains to and fro. This will be a very great improvement to the service. Both the steam ferry boat and the train barge are nearly ready for service, and should be in operation by the 1st November proximo.

Both the road and rolling stock are in a high state of efficiency.

WINDSOR BRANCH RAILWAY.

This road has been operated under the new agreement with the Windsor and Annapolis Railway Company, it being practically a renewal of the lease dated 21st September, 1891. The company continue to receive two-thirds of the gross earnings for working the traffic, and the Government one-third of the gross earnings for maintaining the way and works.

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.	One-third Gross Earnings.	Proportion of one-third Gross Earnings credited to Line Windsor Junction to Halifax.	Proportion of one-third 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	
1892-93	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	

Three and a half miles of old iron rails were lifted and replaced by steel rails of 56 lbs. to the yard.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

Total cost of road and rolling stock up to 30th June, 1893:—

Road, &c.	$3,291,836 38
Rolling stock	458,729 00
Total	$3,750,565 38

The rolling stock provided on capital account 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—2 platform cars.

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 opened 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
1892-93	211	226,422 17	162,690 42	63,731 75	56,718	132,111

Seven miles of old iron track were renewed with steel rails weighing 50 lbs. to the yard, so that the track now stands:—

	Miles.
Steel rails (50 lbs. to yard)	92
Iron rails (40 lbs. to yard)	119
Total length of road	211

Eight hundred tons of 50-lb. steel rails have been delivered for renewals of track in 1893-94, and a contract has recently been entered into for the supplying of 1,000 tons to be delivered in July, 1894, for renewals in 1894-95.

The road and rolling stock are in good running condition.

CAPITAL ACCOUNT.

CANADIAN PACIFIC RAILWAY.

In my report of last year, I stated the award of the arbitrators 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 to be as follows, viz.:—

For works executed during the progress of the arbitration ...		$ 202,675 20
For work remaining to be done to complete the road as required by the award		376,580 00
Total amount of award.		$ 579,255 20

Amount of work done previous to date of award, July, 1891.. $ 202,675 20

Amount of work since done—

From July, 1891, to February, 1892 ...	$ 11,966 79	
In February, 1892	188 15	
March "	9,160 77	
April "	16,674 16	
May "	16,010 86	
June "	21,696 89	
July "	21,907 15	
August "	19,477 77	
September "	21,182 75	
October "	22,278 71	
November "	12,349 29	
December "	4,722 04	
January, 1893	5,183 40	
February "	3,873 20	
March "	4,014 85	
April "	10,815 33	
May "	10,445 76	
June "	8,329 18	
July "	6,269 49	
August "	7,889 02	
		234,435 56

Total expenditure under award up to 31st August, 1893 ..... $ 437,110 76

Leaving work to the value of $142,144.44 yet to be done. The engineer in charge (Mr. Desbarats) informs me that the work of improvements under the award are being well and substantially carried out, making a good permanent road. The work, however, progresses very slowly, caused no doubt, in a large measure, by other heavy works of improvements in the road being carried on by the company, concurrently with those under the award.

The two claims before the arbitrators in connection with some steel rails have not yet been finally disposed of, and there yet remain a number of land claims unsettled. It may not be out of place here to mention that the Canadian Pacific Railway Company have continued during the year, and up to this date, to prosecute the work of making large and heavy improvements in their road.

The following are the traffic operations of the Canadian Pacific Railway for each year ended 30th June, since the road first opened for traffic in June, 1886:—

	1886-87. Miles, 4,274.	1887-88. Miles, 4,662.	1888-89. Miles, 4,974.	1889-90. Miles, 5,086.	1890-91. Miles, 5,537.	1891-92. Miles, 5,537.	1892-93. Miles, 5,782.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Earnings ...	10,650,254 08	12,711,010 01	13,016,611 81	15,572,985 62	18,672,174 04	20,789,104 17	20,795,304 66
Working expenses ..	7,299,045 16	9,034,360 27	8,997,312 05	9,424,166 45	11,538,133 53	12,441,126 28	12,665,587 12
Net revenue.	3,351,208 82	3,676,649 74	4,019,299 76	6,148,819 17	7,134,040 51	8,347,977 89	8,129,717 54

The above statement shows a wonderful development of traffic, which is indicative of great advancement in the trade of the country, and goes to show the benefit the undertaking has been to the Dominion.

CAPITAL ACCOUNT—CANALS.

Sault Ste. Marie Canal.

Construction.

The works of construction of the Sault Ste. Marie Canal and approaches thereto are under contract with Messrs. Hugh Ryan & Co. and Messrs. Allan & Fleming. The former firm have the contract for the canal proper, including the lock, and also for the east or St. Mary's River approach. The latter firm have the contract for the west or Lake Superior approach. The works have been prosecuted with great vigour and ability, and everything indicates that the canal will be ready for traffic at the close of the present current fiscal year. Mr. W. G. Thompson's (superintending engineer) report hereto attached gives the position of the work up to the 30th June last, but inasmuch as over three months have since passed in which a great body of work has been done, I will offer a few remarks on the progress of the work up to the date of this writing.

1. The east approach to the canal has been taken out to the full depth of 18½ feet and to the full width with the exception of one or two rocky points, containing in the aggregate about 8,000 cubic yards, and the clay and rock dam 165 feet in width, which has been left to shut out water from the lock pit; this contains about 23,000 cubic yards. It is, however, considered that this dam can with safety be reduced this season by at least 5,000 cubic yards, leaving a balance of about 18,000 cubic yards to be executed in the spring of 1894. On either side of this approach there are to be two wooden crib piers, that on the north side 1,300 feet long, of which 800 feet has been built, leaving 500 feet to be constructed. The pier on the south side is to be 420 feet long; nothing has yet been done to this, but of the 140,000 feet of timber required, 98,000 feet are delivered.

2. The lock is far advanced towards completion; the lock walls, breast walls and lift walls of masonry, containing about 68,000 cubic yards of masonry, are completed with the exception of a few pieces of coping. The masonry foundation of the power house is built up about 20 feet and a large portion of the stone for the upper part of the building is already prepared and stonecutters are at work preparing the balance; the walls of this building will be completed this season and the building will be roofed in. The bottom of the north half of the culverts is built for a distance of 570 feet, the flooring is laid and concreted and all the bolts are in place, and the anchor sills are laid in place for a further similar distance; 550 lineal feet of the north culvert wall has been built and the concreting behind it has been started. The walls to receive the supply pipe are in course of construction. The filling to be

done behind the lock walls is estimated at 70,000 cubic yards, of which 24,000 cubic yards have been done, leaving about 46,000 cubic yards to be done. This material is being washed into place by hydraulic power, thus the material finds its way into every crevice and becomes very solid, compact and water-tight, making a very satisfactory piece of work.

A contract has been entered into with Messrs. Hugh Ryan & Co., for the feed pipes and the lock gates.

3. The prism of the canal at the upper or west end is taken out the full width and depth for 680 feet, and a further 600 feet is taken out 37 feet wide to full depth and the clay stripping is being taken off the rock and deposited behind the lock walls. The quantity of excavation to be taken out of the prism of the canal was 311,000 cubic yards; of this 170,000 cubic yards has already been taken out, leaving 141,000 cubic yards yet to be executed. The timber for the revetment walls is for the most part delivered and the work of building this cribwork will be carried on during the winter season.

4. The construction of the piers and abutments for the bridge to carry the Canadian Pacific Railway over the canal is far advanced. The north abutment is built up to within 7 feet 8 inches of the bridge seat, the south abutment is carried up to within 3 feet 4 inches, and the pivot pier to within 4 feet 8 inches of the bridge seat. The foundation for the remaining pier is being taken out, and the masonry will be commenced thereon in a few days. All these piers and abutments will be founded on solid rock. The steel superstructure is under contract with the Hamilton Bridge Company.

5. The upper or western entrance to the canal is nearly completed, there remaining only about 36,000 yards of material to be taken out—the most of this is at the dam of clay left to shut the water out from the lock; this dam may, however, I consider, be reduced this season with safety by taking out a further quantity of, say, 18,000 cubic yards, leaving about 18,000 cubic yards to be executed next season. The whole work on this canal, so far as it has advanced is well and substantially done, and I consider the rapid manner in which it has been prosecuted, coupled with the excellent character of work, reflects great credit on the contractors and upon the staff of engineers and other officers upon the ground, who have interested and exerted themselves to aid the contractors in having the work well and expeditiously executed, they having been informed that it was the desire of the Minister to have the work substantially and fully completed by the 30th June, 1894; although there remains a good deal of work yet to be done, the indications are that the canal will be ready for navigation by about the end of the current fiscal year.

Soulanges Canal.

Construction.

This canal will be about fourteen miles in length; it is for construction purposes divided up into thirteen sections which are covered by nine contracts, as follows, viz.:—

Sections Nos. 1 and 2.

Archibald Stewart, Contractor.

These sections together are about 5,400 feet in length. The principal works to be executed are the formation of an entrance channel in rock, the construction of guide and mooring piers, of cribworks with superstructure of masonry, the formation of a basin, the construction of three lift locks of massive masonry and one lift lock faced with heavy masonry and backed up with concrete, the masonry abutments of a highway bridge, four regulating weirs, retaining walls, about 450,000 cubic yards of earth excavation and 72,000 cubic yards of solid rock excavation. The masonry on this section amounts to about 60,000 cubic yards and the concrete to 50,000 cubic yards. The value of work done up to the end of September ultimo was $57,597.

Section No. 3.

J. & M. O'LEARY, Contractors.

This section is about 11,600 feet in length. The principal work to be executed is the excavation of the prism of the canal, the forming of embankments, roads, building of fences, stone lining, masonry abutments of a highway bridge across the canal, and the construction of a pipe culvert, the bulk of the work being earth excavation of which there is about 585,000 cubic yards. The value of work done up to the end of September ultimo is $21,865.

Sections 4, 5, 6 *and* 7.

GEORGE GOODWIN, Contractor.

These sections have an aggregate length of about 29,000 feet. The principal work to be done is the building of a lift lock and regulation weir, masonry for guard gate and supply weir, retaining walls connected with the same; the masonry for the abutments of two highway bridges and some culverts, the excavating of the prism of the canal and forming embankments. The excavation will amount to about 1,974,000 cubic yards, the masonry to about 6,000 cubic yards, and the concrete to about 37,000 cubic yards. The value of work done up to the end of September ultimo is $40,425.

Section No. 8.

CHARLES H. RAYNOR, Contractor.

This section is about 7,500 feet in length. The principal work consists of the construction of a ten (10) foot syphon culvert to pass the River à la Graisse under the canal, the masonry of abutments of a highway bridge, fencing and lining canal bank with stone, and the excavation of the prism of the canal, also forming embankments. The quantity of excavation being about 630,000 cubic yards. The value of work executed up to the end of September ultimo is $32,857.

Section No. 9.

RANDOLPH MACDONALD, Contractor.

This section is about 4,500 feet in length. The principal work on this section is the excavation of the prism of the canal and forming embankments, roads, ditches and building fences. The excavation consists of about 510,000 cubic yards. The value of work done up to the end of September ultimo is $16,187.

Section No. 10.

ROGERS & TAYLOR, Contractors.

The length of this section is about 5,000 feet. The principal work is the excavation of the prism of the canal, the forming of embankments, the construction of a ten (10) foot syphon pipe culvert to pass the River Rouge under the canal, the masonry abutments of a road bridge across the canal together with the protection lining, fencing and forming of roads. The excavation amounts to about 510,000 cubic yards. The value of work done up to 30th September ultimo is $56,718.

Section No. 11.

GEORGE GOODWIN, Contractor.

The length of this section is about 4,000 feet. The principal work is excavation in rock and earth, in forming prism of canal, rock excavation in diversion of the River Delisle, the building of a 10-foot iron syphon culvert to pass the Delisle River under the canal, stone protection, lining, fencing, &c. The quantity of earth excavation is estimated at 540,000 cubic yards, and of rock excavation about 20,000 cubic

yards. The value of work done up to the end of September ultimo amounts to $46,689.

Section No. 12.

GEORGE GOODWIN, Contractor.

Length of section, about 5,000 feet. The work was originally under contract with Messrs. Denis O'Brien & Son, but inasmuch as they failed to carry it on after having done work to the value of $26,811, the contract was cancelled and new tenders were invited. Mr. George Goodwin being the lowest tenderer the contract was awarded to him. The principal work consists of earth and rock excavation in the prism of the canal. There are about 380,000 cubic yards of earth excavation and about 95,000 cubic yards of rock excavation on the contract. The value of work done by Mr. Goodwin is $5,325.

Section No. 13.

RANDOLPH MACDONALD, Contractor.

The length of this section is about 10,600 feet. The principal work is the construction of masonry abutments for a masonry guard or stop gate, the masonry abutments for a highway bridge, piers of cribwork with superstructure of masonry and concrete, about 1,100 feet in length to form entrance to canal, a raceway, masonry abutments for a fixed bridge, forming of roads and ditches, erecting fences and excavating entrance to, and prism of canal. The amount of excavation is about 750,000 cubic yards and of masonry about 20,000 cubic yards. Value of work done up to the end of September ultimo is $43,068.

The aggregate value of work done on the whole of these contracts covering this canal is $347,542.59, being about 10 per cent of the amount of the contracts.

The Honourable Minister last winter expressed a desire that this canal should be completed and ready to open for traffic upon the opening of navigation in the spring of 1896; the work, however, has been dragging along so sluggishly this season that very little advancement has been made with it, and unless there is a radical change for the better in the organization and greater energy displayed henceforward, there is no likelihood of the canal being completed for several years after the date named, and even now should the work be vigorously prosecuted there is scarcely a possibility of having it finished in the spring of 1896. I point this out in order that there may be no misunderstanding about it. Attached hereto will be found the report of the Superintending Engineer, Mr. Thomas Monro, from which may be gathered some useful and interesting information as regards the works.

LACHINE CANAL.

CONSTRUCTION AND ENLARGEMENT.

Owing to the heavy volume of traffic upon Wellington Street, Montreal, which crosses the Lachine Canal, it became necessary to replace the old bridge by one of greater capacity, and in doing so it was considered in the interest of the traffic upon the canal to make the new swing span cover the full width of the canal; this necessitated the replacement of the iron bridge alongside of the Wellington Street bridge, passing the Grand Trunk Railway, by one of greater span. The preparations for carrying on the work on the Welllington Street bridge were commenced in September, 1892, but it was not until January that any final arrangement was made for the carrying on of the work on the Grand Trunk bridge. As the time was very limited in which to do the work, it did not admit of the preparation of plans and other information necessary for inviting tenders, and therefore it was decided that the work should be prosecuted on by days' labour as had been arranged for the Wellington Street bridge. The reason, I understand, why it was concluded best to carry on the work by days' labour on the Wellington Street bridge was in order that the departmental officers might have full control so as to ensure the work being so far advanced towards completion by the 1st of May, the date at which it was calculated navigation would

open, in order that the traffic on the canal might not be interfered with. This was accomplished, but unfortunately at an unexpectedly large cost.

The water was let out of the canal on the 8th of March and on the 10th of the same month the vigorous prosecution of the work commenced and was pushed forward towards completion with such energy that the water was enabled to be let into the canal on the 1st of May; just six weeks in which to do the work of demolishing the old structures and rebuilding the new ones. It was not only the bridges that were rebuilt, but heavy rest and guide cribs were constructed above and below the bridges.

During the progress of the work, the weather was very severe, and the time being so short, the work had to be carried on night and day, and very heavy ice had to be removed, all of which largely enhanced the cost of the work.

The work is well and substantially done and the bridges are two fine strong structures, which serve well the purpose for which they were designed. The matter of this large outlay is the subject of inquiry by a commission appointed to look into the expenditure on the Lachine Canal. They have not yet reported.

The Lachine drain is under contract with Messrs. Heney & Borthwick. Very slow progress is being made with the work, and I have given up all expectation of the sewer being completed this season; the indications are that there will remain to be done at the close of this season about 1,000 lineal feet of this sewer.

The work of deepening the section of the Lachine Canal from its lower entrance to the St. Gabriel locks to give a depth of 20 feet of water is in progress. Dredge No. 2 has been employed at this work for about seven weeks, and she is reported to be doing good service. Dredge No. 1 is also detailed for this work, but some delay has occurred in getting her started; however, it is expected that she will be operating very shortly. The nearest available point at which the material can be deposited is in a marsh at Messrs. Fotheringham & Workman's factory near Côte St. Paul, rather a long haul for the limited number of scows belonging to the dredging fleet of the Lachine Canal, but under the circumstances, the best possible is being done.

LAKE ST. LOUIS.

Deepening and Straightening Channel.

A survey has been continued during the year of the channel; a complete series of soundings have been taken from St. Nicholas Island to the foot of the Beauharnois Island, a distance of about 4 miles, and plans of the whole have now been prepared with a view to inviting tenders at some future time, with a view to testing the character of the rock and the best and most economical way of removing it. One of the Montreal Harbour Commissioners' dredges was employed during the season of 1892, and though the work was severe for her, and she in consequence frequently broke down, nevertheless she did good service, indicating that the work could be mastered by a powerful machine of the kind. She removed 7,573 cubic yards, scow measure, at a cost of $4,416, as reported by Mr. Parent.

CONSTRUCTION.

Trent Valley Canal.

There was an appropriation on Capital Account, for this work, of $74,000, but the work has not yet been proceeded with; during the year there was paid out of the appropriation for land damages, $5,962.47.

Murray Canal.

The work under contract was a cutting through the Isthmus of Murray, and the dredging out of the entrances at either end, of which Messrs. J. D. Silcox & Co. were the contractors. There was an appropriation for this work of $60,000, of which there has been expended, in settlement with the contractors, the sum of $30,838.79.

Department of Railways and Canals.

CONSTRUCTION AND ENLARGEMENT.

Cornwall Canal.

This work was divided up and set out in nine sections. The following are the names of the contractors:—

Section No. 1, Gordon, Woodward & Chamberlain.
" 2, 3 and 4, Wm. Davis & Sons.
" 5, 6, 7 and 8, Gilbert Blasting and Dredging Co.
" 10, Jocks, De Lorimier & Brodeur.

The works on section No. 1 were completed in the year 1882.

The works on sections Nos. 2, 3 and 4 are progressing steadily, and it is calculated that they will be completed next season.

Sections 6 and 7 and a part of sections 5 and 8 have been abandoned, a scheme of dams having been adopted in substitution for the enlargement of this section of the canal. The work on the balance of sections 5 and 8 is progressing slowly, but it is hoped it will be completed in 1895. The plan of enlargement of the section of the canal entrance between Mille Roches and the head of Sheik's Island, being parts of sections 5 and 8, and the whole of sections 6 and 7, was only abandoned and the new scheme of dams at Mille Roches and the head of Sheik's Island adopted, after long deliberation and careful consideration on behalf of the Minister and his officers, and it is believed that this new scheme of making as it were an artificial lake will greatly expedite traffic and avoid delays from leakages and consequent breaking away of the banks in this dangerous part of the canal. The work of constructing these dams is under contract with Messrs. Wm. Davis & Sons, able and experienced contractors, who are now organizing for a vigorous prosecution of the work; they have already shut off the river, preparatory to providing for the foundation of the dams.

The works on section 10 are drawing near a close and it is estimated that they shall be completed early next season.

The appropriation for this canal on capital account for the year was $500,000, of which was expended in carrying on the works, &c., the sum of $352,536.13.

WILLIAMSBURG CANALS.

On the Farran's Point division no work of enlargement has been undertaken, but a survey has been made and plans prepared.

On the Rapide Plat division, the contractors' names are:—

Section 1, Poupore & Fraser.
" 2, The Weddell Dredging Co.
" 3, Poupore & Fraser.
" 4, Wm. Broder.

The work is progressing slowly and will, it is believed, occupy two seasons yet to complete.

The appropriation for this work on capital account was $250,000, of which was expended during the year $217,669.28.

On the Galops Division, Point Iroquois to Galops, work is under contract only between Cardinal and Galops, the work at the upper entrance of the canal being executed under contract with Messrs. Murray & Cleveland, who are making good progress with the work and hope to be completed next season.

GALOPS RAPID IMPROVEMENT.

The deepening, widening and straightening of the Galops channel is under contract with Messrs. E. Gilbert & Sons, the width of channel was to be 200 feet, the depth of water 17 feet; this work proceeded to a certain point at which the contractors claimed they had completed their contract, but the Government, from information placed on record, contend that it is not completed and have called upon the contractors to proceed with it to completion, but up to this date they have

given no indication of an intention to do so. Owing to the obstructions remaining in the channel it has been necessary to buoy the dangerous points, nevertheless, vessels have used the channel very little, in many places the depth of water is only from 13 to 14 feet, and in one particular case, it is found to be only 10 feet 6 inches.

North and South Channels.

These channels extend from head of Galops Canal to Prescott, it has not yet been finally decided which channel will be taken, but Mr. Rubidge has made a survey of both, and the plans and other information are now ready for action.

Full particulars may be had by reference to the report of Mr. Rubidge, the Superintending Engineer of the Murray, Cornwall and Williamsburg Canals, hereto attached.

St. PETER'S CANAL.

There was an appropriation on capital account for this work of $8,000, of which only $811.50 was expended, being the amount due on the final estimate of contractor McKinnon for building wharf.

CANALS.

Operations and Maintenance—General.

The canals have been operated throughout the year without any serious delay to traffic, and the necessary repairs have been executed to maintain them in efficient working condition.

Statement showing the dates of Closing and Opening of Canals.

Canals.	Closed.	Opened.
Lachine	30th November, 1892	4th May, 1893.
Beauharnois	1st December, 1892	1st May, 1893.
Cornwall	4th do 1892	1st May, 1893.
Williamsburg	13th do 1892	27th April, 1893.
Welland	12th do 1892	24th April, 1893.
Chambly	1st do 1892	8th May, 1893.
St. Ours	1st do 1892	8th May, 1893.
Ste. Anne's	28th November, 1892	29th April, 1893.
Carillon and Grenville	30th do 1892	1st May, 1893.
Rideau—At Kingston	30th do 1892	1st May, 1893.
Rideau—At Ottawa	30th do 1892	24th April, 1893.
Trent Valley	30th do 1892	1st May, 1893.
Murray	30th do 1892	13th April, 1893.
St. Peter's	9th January, 1893	2nd April, 1893.

STATEMENT showing the dimensions of the Locks on the Canals.

Name of Canal.	Existing System.				Under Construction.			
	No. of Locks.	Length.	Width.	Depth of water on mitre sill.	No. of Locks.	Length.	Width.	Depth of water on mitre sills.
		Ft.	Ft. in.	Ft. in.		Ft.	Ft.	Ft.
Lachine	5	270	45	14				
Beauharnois	9	200	45	9				
Chambly	9	118 to 125	22 6 to 24	7				
St. Ours	1	200	45	7				
Ste. Anne's (new)	1	200	45	9				
Carillon and Grenville	7	200	45	9				
Culbute	2	200	45	5				
Trent Valley	13	134	33	5				
Rideau	49	134	33	5				
do Perth branch	2	134	32	5 6				
Murray		No Locks.		11				
Cornwall	3	200	55	9	6	270	45	14
Williamsburg	3	270	45	14				
Welland (new)	6	200	45	9	6	270	45	14
do (old)	26	270	45	14				
	24	150	45	10 3				
	2	200	45	10 3				
Welland Feeder	1	230	45	10 3				
	1	150	26 6	9				
Welland Port, Robinson branch	1	200	45	9				
do Maitland branch	2	150	26 6	9 10				
Sault Ste. Marie	1	185	45	11				
Soulanges					1	900	60	20
St. Peter's					4	270	45	14
	1	200	48	18				

MEMO.

The question of organization and staff requirements on the several canals is a subject which has been under consideration for some time, but no decision has yet been communicated to me.

LACHINE CANAL.

Two accidents occurred during the year. The first accident was of rather a serious character, a leak in the canal bank on the north side of the regulating weir at St. Gabriel's locks having developed on the 19th of December, 1892, which it is reported by the superintending engineer was caused by the imperfect construction and maintenance of the flume leading to the Montreal Woollen Mills. No delay occurred in commencing to repair the bank, &c., and on the 25th of December, 1892, the work was completed as was supposed and the water let into the canal; the weather, however, was so severe during the time the work was being carried on that the frost so operated on the clay puddle, that the leak broke again on the 28th December, 1892, the repairing of which was done during the time the water was let out of the canal to enable the work of reconstructing the Wellington Street and Grand Trunk Railway bridges to proceed. The repairing of this break in the bank of the canal cost $14,075.64.

The second accident, which was only a slight one, occurred on the 10th of May, 1893, the tug "William Paul" striking the St. Gabriel bridge, damaging it to the extent of $262.75. Action is being taken to collect both these amounts. Many

necessary repairs were done during the year which are enumerated in the superintendent's report hereto attached.

The cost of repairs on this canal for the year 1892-93 amounted to as follows, viz.:—

Ordinary repairs	$ 51,616 79
Special repairs—	
Building 4 pair gates	18,992 94
Rebuilding walls, old lock No. 1	8,825 81
Covering drain with plank	4,223 15
Removing two stationary bridges at St. Gabriel and repairing two bridges at Lachine	4,819 86
Repairing leak in bank at St. Gabriel's	14,075 64
Total	$102,554 19

BEAUHARNOIS CANAL.

One accident occurred on this canal during the year which was by a slight break on the 3rd of May in the bank below the waste weir at lock 12; the damage was promptly repaired, navigation having only been interfered with for 15 hours. The canal works having been maintained in good condition at a cost of $14,107.11, being for ordinary repairs. The superintendent's report, hereto attached, enumerates the works upon which the expenditure was made.

CHAMBLY CANAL.

No accidents have occurred on this canal during the year which in the slightest degree interfered with navigation. Three slight breaks occurred in the side walls of the tail race of the waste weir, near lock 6, which were quickly repaired.

The cost of ordinary repairs amounts to	$12,451 03
Special repairs—	
Rebuilding wall of lock 5	7,499 87
Rebuilding fences	2,499 95
Building wall along public road	3,990 54
Providing electric motor at Chambly	2,082 65
Examining and repairing sill at lock 9	991 98
Rebuilding locks	2,433 66
Total	$31,958 68

ST. OURS LOCK.

No accident of any kind has occurred at the lock during the year, and no obstruction to navigation. All necessary ordinary repairs have been executed at a cost of $1,994.34.

STE. ANNE'S LOCK.

There was no interruption of any kind to traffic during the year. The lock received the necessary repairs, amounting to:—

Ordinary repairs	$2,800 03
Special repairs—puddle wall to stop leaks	2,406 42
Repairs to upper gates	3,000 24
Settle with contractor old pier below lock	1,115 22
Total	$9,321 91

Department of Railways and Canals.

CARILLON AND GRENVILLE CANAL.

No interruption to traffic occurred on this canal during the season. The necessary repairs were made, the heaviest work undertaken being the repairs to the Carillon dam which were extensive and difficult of accomplishment. Much credit is due to Mr. Gaherty, the officer in charge of these works, for the able manner in which he has conducted them. The amount expended on repairs is as follows:—

Ordinary repairs	$10,669 28
Special repairs—repairs to Carillon dam	24,631 06
Rebuilding retaining walls, lock No. 6	4,912 22
Rebuilding upper wing wall, lock No. 7	12,755 46
Total	$52,968 02

Much interesting detail may be found in the report of the superintending engineer and other officers hereto attached.

CULBUTE CANAL.

This canal has fallen into disuse and no expenditure on repairs is made, but large claims for damages are made in connection with flooding of lands, so that the canal whilst being a source of expense to the country is, it appears, of no benefit to the commerce of the country, and it becomes a question as to whether or not it would not be good policy to cut away the dams at Rocher Fendu Rapids and at Grand Calumet Falls, the former being on the south and the latter on the north side of Calumet Island. I suggest that it would.

Expended in settlement of land damages during the year, $1,420.60.

TRENT VALLEY CANAL.

No accident has taken place on this canal during the year and no interruption to traffic has occurred. There were 2,884 lockages during the year. Owing to the heavy rainfall in this district during the year, the water has been unusually high, flooding some of the low lands, for which claims have been presented from time to time.

The following is the expenditure on repairs for the year, viz.:—

Ordinary repairs	$2,087 17
Special repairs—towards construction of dredge	3,057 85
Swing bridge at Bobcaygeon	119 50
Complete dam at Fenelon Falls	1,407 05
Build crib at Young's Point	1,182 29
Build crib at Lakefield	846 39
Rebuilding Heely's Fall dam	4,189 32
Towards maintaining swing bridge, Fenelon Falls	36 50
Total	12,926 07

The Grand Trunk Railway swing bridge at Fenelon Falls not having been completed on 30th June last, the appropriation made in aid of its construction lapsed, amounting to $13,000.

The work is, however, far advanced and will probably be completed in November, 1893.

RIDEAU CANAL.

No accident occurred on this canal during the year to interrupt the traffic. The canal has been successfully operated and the works maintained in an efficient state of repair. The dredging fleet is in good working condition and was employed

during the year at Black Rapids, Long Island and at "Catch All." At the two former places she cut out shoals and at the latter point she cut a channel through a neck of land.

The expenditure in maintenance during the year has been as follows, viz.:—

Ordinary repairs	$18,789 50
Special repairs—bridge at Oliver's Ferry	8,715 55
Cutting round dry dock at Ottawa and making slope	983 86
Repairs to dam at Hogsback	5,039 25
Bridge at Merrickville	8,000 79
Rebuilding tow-path between Hartwell and Hogsback.	1,432 40
Land damages, &c	103 86
Total	$43,064 21

For full details of works executed during the year, refer to the superintending engineer's report hereto attached.

MURRAY CANAL.

The traffic on this canal was uninterrupted during the year, 830 vessels were passed through. The canal has been maintained in good order. The expenditure on repairs during the year were as follows, viz.:—

Ordinary repairs	$5,341 34
Special repairs	Nil.
Total	$5,341 34

For fuller details refer to the superintendent's report attached hereto.

CORNWALL CANAL.

There were only two serious accidents on the canal during the year. The first occurred on the 3rd of August, 1892, caused by barge "Toronto" smashing gates at lock No. 19, which stopped navigation 28 hours. The cost of repairing damage amounted to $1,103.21. The second accident occurred on the 2nd of June, 1893, caused by steamer "Hall" knocking out two gates of lock No. 19, which stopped navigation for 26 hours. Cost of making repairs $1,060.70. Both these amounts are being collected from the owners of the craft which did the damage. The necessary repairs have been done to the canal to maintain it in efficient condition.

The expenditure on maintenance during the year has been as follows, viz.:—

Ordinary repairs	$9,668 14
Special repairs	Nil.
Total	$9,668 14

For more specific information see superintendent's report attached hereto.

WILLIAMSBURG CANALS.

The only accident which has occurred on these canals is the sinking of the propeller "Acadia" in the Rapid Plat Division.

The canals have been maintained in good repair and no detentions to traffic have occurred by reason of any accident upon these canals.

The expenditure on maintenance for the year amounted to as follows, viz.:—

Ordinary repairs	$ 8,347 97
Special repairs—building one pair of lock gates	3,675 00
Total	$12,022 97

Superintendent Hickey gives a description of the nature of the numerous items of repairs which were executed upon these canals during the year.

WELLAND CANAL.

There were fourteen accidents on this canal during the year, but only one was of a serious nature, the damage in this one case amounting to $3,828.23, whereas the damage arising from the whole fourteen amounted to $4,532.25. The serious accident referred to occurred on the 22nd October, 1892, occasioned by the steamer "Arabian" colliding with lock gates knocking them out and smashing them (owing to the engineer not obeying the signal of the officer on the bridge and continuing to run wheel full speed). Repairs were at once commenced and put through with energy, delaying the traffic for 30 hours only. The season's operations have been successful and the canal works have been efficiently maintained. The amounts of expenditure on repairs during the year amounted to as follows, viz.:—

Ordinary repairs	$65,016 84
Special repairs—rebuild bridge over lock No. 12, &c.	5,700 00
Construction of piers for Thorold bridge	629 07
Repairing slide which occurred in August, 1891	372 70
Repairing piers at Port Colborne, Port Maitland and Canal Bank Summit Level	791 94
Repairing bridges damaged in Feburary, 1889	3,000 00
Constructing bridge across feeder at Petit Road	1,217 63
Construction of culvert at Stromness	6,725 26
Construction of new swing bridge for railway	2,294 71
Cleaning and deepening back ditch	387 74
Restoring drainage at Port Colborne	814 58
Removing shoal at mouth of Chippewa River	3,199 50
Total	$90,149 97

Full detail particulars of the repairs which have been done during the year may be found in the reports hereto attached of the superintending engineer and the superintendent.

ST. PETER'S CANAL.

There were no mishaps on this canal nor was navigation in any way impeded during the year.

The expenditure on repairs during the year amount to:—

Ordinary repairs	$ 1,856 30
Special repairs—Reconstruction part of west wall	9,626 11
Excavating lock at tow-path	361 67
Total	$11,844 08

The superintending engineer's report hereto attached gives a description of the work done during the year.

RAILWAY SUBSIDIES.

I submit herewith a statement prepared by Captain Costin showing the amount of cash subsidies granted in aid of railway construction and equipment, the total amount paid up to the end of June, 1893, and also up to 1st October, 1893; also a statement showing the railways which have been granted aid in land.

6,113 miles have been granted cash subsidies per mile, 676 miles have been granted cash subsidies per annum, and 4,050 miles have been granted land per mile. Of these 4,331 miles under cash subsidy per mile have been constructed; 252 miles under cash subsidy per annum have been built. and 1,546 miles with land grant aid have been built as follows :—

Total mileage cash subsidies granted	$18,527,251
do do paid	12,167,597
Total annual subsidy granted including interest	508,144
do do paid including interest	1,763,850*
Total land grant, acres	31,892,400

The foregoing statement of cash subsidies does not include the Canadian Pacific Railway nor the Canada Central Railway. These roads received:—

Canadian Pacific Railway	$25,000,000
Canada Central Railway	1,525,250
Total	$26,525,250

The foregoing statement of land grant aid does not include the Canadian Pacific Railway or the Esquimalt and Nanaimo Railway. These roads received:—

Canadian Pacific Railway	25,000,000 acres.
Esquimalt and Nanaimo	1,900,000 "
Total	26,900,000 "

CANAL STATISTICS FOR SEASON OF 1892.

These statistics were compiled by Mr. Teakles, the clerk in charge, they are for the season of navigation of 1892, and contain a quantity of interesting information.

TABLE showing the tons of freight passing through each canal; the tons collected; the number of trips of vessels passing through each canal, for year ended 31st December, 1893.

Name of Canal.	Tons of Traffic passing through.	Tolls collected.	Number of Trips of Vessels passing through.
		$ cts.	
Lachine, Beauharnois, Cornwall, Williamsburg (St. Lawrence Canals)	966,755	66,067 46	10,412
Welland	955,554	195,803 25	2,615
Chambly	270,766	20,959 25	2,696
Ste. Anne's, Carillon, Grenville (Ottawa River Canals)	647,011	43,066 68	2,667
Rideau	93,366	4,987 52	2,690
Murray	13,729	585 29	843
Trent	22,513	725 76	1,291
St. Peter's	59,042	3,155 86	1,891

* $1,017,450 of this amount was paid to Quebec Government as interest on subsidy of $2,394,000. No portion of this principal has been paid.

Department of Railways and Canals.

RAILWAY STATISTICS FOR YEAR ENDED 30TH JUNE, 1893.

The statistics were prepared by Mr. Thomas Ridout, from returns made to the Honourable Minister of Railways by the railway companies.

TABLE showing the growth of the Railways from year to year, since the opening of the first line in 1837.

Year.	Miles in Operation.	Year.	Miles in Operation.
1836	0	1865	2,145
1837	16	1866	2,150
1838	16	1867	2,258
1839	16	1868	2,269
1840	16	1869	2,497
1841	16	1870	2,497
1842	16	1871	2,497
1843	16	1872	2,508
1844	16	1873	2,638
1845		1874	2,642
1846		1875	4,826
1847	59	1876	5,157
1848	59	1877	5,574
1849	59	1878	6,143
1850	71	1879	6,484
1851	93	1880	6,891
1852	212	1881	7,260
1853	423	1882	7,530
1854	657	1883	8,086
1855	855	1884	9,576
1856	1,296	1885	10,149
1857	1,428	1886	10,697
1858	1,654	1887	11,691
1859	1,997	1888	12,162
1860	2,087	1889	12,628
1861	2,087	1890	13,256
1862	2,110	1891	14,009
1863	2,110	1892	14,588
1864	2,145	1893	15,020

FATAL ACCIDENTS for Year ended 30th June, 1893.

—	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines	2	21	5	28
Getting on or off trains in motion	5	6	15	26
At work making up trains		3		3
Coupling cars		9		9
Collisions and derailments	3	8	3	14
Striking bridges				
Walking or being on track		12	87	99
Explosions				
Other causes	1	13	23	37
Total	11	72	133	216

The tables appended may be summarized as follows:—

Miles of railway completed (track laid)	15,320
do sidings	2,012
do iron rails in main line	437
do steel do	14,883
Capital paid (including the four following items)	$872,156,475
Government bonuses paid	$153,523,816
do loans paid	$21,619,149
do subscriptions to shares paid	$300,000
Municipal aid paid	$14,017,957
Miles in operation	15,020
Earnings	$52,042,397
Working expenses	$36,616,033
Net earnings	$15,426,364
Passengers carried	13,618,027
Freight carried (tons)	22,003,599
Train mileage	44,385,953
Passengers killed	11
Number of elevators	53
do guarded level crossings	139
do unguarded do	9,552
do overhead bridges	401
do level crossings of other railways	208
do junctions with other railways	304
do do branch lines	216
do engines owned	1,937
do do hired	17
do sleepers and parlour cars owned	155
do do do hired	6
do first class cars owned	949
do do hired	28
do second class and immigrant cars owned	662
do do do hired	2
do baggage, mail and express cars owned	601
do do do hired	9
do cattle and box freight cars owned	33,795
do do do hired	1,946
do platform cars owned	15,545
do do hired	174
do coal and dump cars owned	3,330
do do hired	125

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

COLLINGWOOD SCHREIBER,
Chief Engineer of Railways and Canals.

J. H. Balderson, Esq.,
Secretary, Dept. Railways and Canals,
Ottawa.

APPENDIX No. 5.

INTERCOLONIAL RAILWAY,
OFFICE OF THE GENERAL MANAGER.
MONCTON, N.B., 28th September, 1893.

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, 1893.

I inclose the reports of the chief engineer and the mechanical superintendent, and the following statements prepared by the chief accountant and treasurer:—

No. 1. Capital account.
2. Revenue account.
3. Locomotive power.
4. Car expenses.
5. Maintenance of way and works.
6. Station expenses.
7. General charges.
8. General stores account.
9. General balance.
10. Comparative statement of averages.

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

CAPITAL ACCOUNT.

The cost of road equipment on 30th June, 1892, by last report was		$ 53,949,933 65
The additions during the year were as follows:—		
Increased accommodation at Halifax	$ 56,934 62	
Additional sidings at Halifax	4,500 00	
Increased accommodation at New Glasgow.	5,999 47	
do do Moncton	8,590 00	
do do St. John	9,512 58	
Additional property accommodation at St. John	120,526 49	
Extension along the front of City of St. John	2,816 63	
To pay interest and costs, Gallivan *vs.* The Queen	476 30	
Stations and sidings at Eureka Junction	9,000 00	
Branch line at Campbellton to Mowatt's wharf	1,914 00	
Rolling stock	16,813 06	
Construction	125 65	
St. Charles Branch	1,061 59	
Total	$238,260 39	
Deduct St. Charles Branch refund	9,275 60	
Total	$228,984 79	
Cape Breton Railway	13,730 47	
Train ferry between Mulgrave and Point Tupper	46,252 27	
Oxford and New Glasgow Railway.	7,949 05	
		$ 296,916 58
Making the total cost on the 30th June, 1893		$ 54,246,850 23

Increased accommodation at Halifax.—This is for the purchase of land to increase the freight accommodation.

Additional sidings at Halifax.—These were required chiefly for the steamship business.

Increased accommodation at New Glasgow.—This completes the work commenced last year, of building offices and station, and extending the freight shed and yard.

Increased accommodation at Moncton.—This is for additional machinery for the workshops.

Increased accommodation at St. John.—This is the cost of a freight shed erected at the Deep water terminus, also the cost of building cribwork, grading, laying tracks, and making roads to utilize the recently acquired property.

Additional property accommodation at St. John.—This is the balance of the cost of the Harris property.

Extension along the front of the City of St. John.—This is an extension of the railway track to several city wharfs, made at the request and with the co-operation of the city authorities. A contract was made and work commenced in the latter part of the year.

To pay interest and costs, Gallivan vs. The Queen.—This is for the settlement of an old land claim at St. John.

Station and sidings at Eureka Junction.—Large iron smelting works were recently erected at this place, a town called Ferrona was built, and a branch railway was constructed; these made passenger and freight stations and sidings necessary. They were completed during the year. The amount named is the cost.

Branch line at Campbellton to Mowatt's wharf.—This is to connect the railway with navigable water at that point.

Rolling stock.—This is the cost of applying the Westinghouse automatic air brake to 86 freight cars, and of fitting 10 passenger-train cars with steam-heating apparatus; also the cost of apparatus to be fitted to other cars.

The total number of passenger train cars fitted with apparatus to heat them by means of steam from the locomotive is 200, and the total number of locomotives fitted to give steam to heat the cars is 62.

The total number of freight cars fitted with the Westinghouse automatic air-brake is 747.

Construction.—This was a payment on account of the original construction of the railway.

St. Charles Branch.—The expenditure is for legal expenses in connection with land claims; the credit is the refund of money used to tender claimants in payment for land, but which tender was refused.

Cape Breton Railway.—This consists of payments made at Ottawa in connection with the construction of the road.

Train ferry between Mulgrave and Point Tupper.—This is for dredging, and building docks and transfer bridges for the train ferry.

Oxford and New Glasgow Railway.—This consists of payments made at Ottawa for the construction of the road.

REVENUE ACCOUNT.

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

Gross earnings	$3,065,499 09
Expenditure	3,045,317 50
	$ 20,181 59

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

In 1892-93	$3,065,499 09
In 1891-92	2,945,441 97
	$ 120,057 12

The earnings from passenger traffic compare as follows:—

In 1892-93	$1,002,912 74
In 1891-92	961,427 94
	$ 41,484 80

The earnings from freight traffic compare as follows:—

In 1892-93	$1,868,823 84
In 1891-92	1,803,529 03
	$ 65,294 81

The earnings from mails and sundries compare as follows:—

In 1892-93	$193,762 51
In 1891-92	180,485 00
	$ 13,277 51

The number of passengers carried compares as follows:—

In 1891-92	1,297,732
In 1892-93	1,292,878
	4,854

There was a decrease of 9,822 in the number of local passengers, and an increase of 4,968 in through passengers.

The weight of freight carried compares as follows:—

	Tons.
In 1892-93	1,388,080
In 1891-92	1,264,575
	123,505

There was an increase of 279,845 tons of local freight, and a decrease of 156,340 tons of through freight.

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.	1891-92.	1892-93.	Increase.	Decrease.
Barrels of flour	954,015	856,913	.....	97,102
Bushels of grain	3,776,677	1,514,619	.....	2,262,058
Lumber in feet	175,474,340	181,211,013	5,736,673	.....
Head of live stock	87,889	93,369	5,480	.....
Other goods in tons	858,635	1,031,184	172,549	.....

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

	Via Chaudière Junction and St. Henri Junction. Tons.	*Via* St. John. Tons.
In year ended 31st December, 1891	116,005	7,663
do do 1892	118,164	655

WORKING EXPENSES.

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

In 1891–92	$ 3,439,377 00
In 1892–93	3,045,317 50
	$ 394,059 50

The averages compare with last year as follows:—

	Cents.
Per mile run by engines—	
In 1891–92	60·96
In 1892–93	57·21
Per mile run by trains—	
In 1891–92	73·13
In 1892–93	69·20
Per mile of railway—	
In 1891–92	$3,011 71
In 1892–93	2,666 65

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 ties renewed was 390,000, 150 miles of track were reballasted, 30 miles of track were relaid with heavier steel rails, 67 lbs. to the yard, and two miles of new sidings were constructed at various places.

One new steel bridge of 80 feet span was put in to replace a wooden one. Fifteen pairs of new steel plate girders each from 40 to 50 feet span, were put into bridges to strengthen them.

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

The fences received necessary repairs, and 75 miles of new fences were built.

In addition to the repairs of snow fences, 11,000 lineal feet of snow fences were built.

The snow sheds received necessary repairs, and 2,000 lineal feet of snow sheds were rebuilt.

The buildings on all parts of the line were repaired, one station building, and one agent's dwelling were built, and one freight shed was rebuilt.

The wharfs at various places received necessary repairs.

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

Two first-class passenger cars, one combined postal and smoking car, eighty freight cars, three snow-ploughs and one flanger car were built.

The water service was maintained in a state of efficiency.

STORES.

The value of stores purchased was	$ 962,351 18
The value of stores used was	1,302,343 02
The value of old material sold was	103,653 21
The value of stores on hand at the end of the year was:—	
Ordinary stores, including fuel	$ 267,269 00
Iron and steel rails and fastenings	161,133 93
Old material for sale	73,724 73
Total	$ 502,127 66

GENERAL.

The snow fall along the line during the winter of 1892-93 was not as heavy as usual and the cost of clearing snow and ice was less than it had been for many years

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager, Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,

Deputy Minister and Chief Engineer, Railways and Canals,

Ottawa.

No. 1.—INTERCOLONIAL RAILWAY.

DR. CAPITAL ACCOUNT, Year ended 30th June, 1893. **CR.**

1892.		$ cts.	$ cts.	1892.		$ cts.
June 30.	To Cost of Intercolonial Railway to date	47,159,567 51		June 30.	By Dominion of Canada	53,949,933 65
	Eastern Extension Railway to date	1,324,042 81				
	Oxford and New Glasgow Railway to date	1,825,192 14				
1893.	Cape Breton Railway to date	3,641,131 19				
			53,949,933 65			
June 30.	Expenditure for current year—					
	Intercolonial Railway—					
	Increased accommodation, Halifax	56,934 62				
	Additional sidings at Halifax	4,500 00				
	Increased accommodation, Moncton	8,590 00				
	do do New Glasgow	5,999 47				
	do do St. John	9,512 58				
	Additional property accom'n. St. John	120,526 49				
	Extension along city front do	2,816 63				
	Rolling stock	16,813 06				
	Construction	125 65				
	St. Charles Br nch	1,051 59				
	Stations and sidings, Eureka Junction	9,000 00				
	Branch line at Campbellton to Mowat's Wharf	1,914 00				
	To pay interest and costs in suit of Gallivan *vs.* Queen	476 30				
		238,260 39				
	..ss—St. Charles Branch—					
	Cash advanced to pay for land returned	9,275 60				
		228,984 79				
	Eastern Extension, Cape Breton Railway—					
	Train Ferry, Strait of Canso	46,252 27				
	Oxford and New Glasgow Railway	7,949 05		1893.		
	Cape Breton Railway	13,730 47				
			296,916 58	June 30.	By the Dominion of Canada	296,916 58
			54,246,850 23			54,246,850 23

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ended 30th June, 1893. CR.

Previous Year.	Expenditure.	Year ended 30th June, 1893.	Previous Year.	Earnings.	Year ended 30th June, 1893.
$ cts.		$ cts.	$ cts.		$ cts.
1,148,199 20	Locomotive power, Abstract No. 1	1,054,488 19	961,427 94	Passenger traffic..	1,002,912 74
703,557 89	Car expenses, Abstract No. 2....	675,174 52	1,803,529 03	Freight traffic....	1,868,823 84
1,007,935 40	Maintenance of way and works, Abstract No. 3..	763,147 96	180,485 00	Mails and sundries	193,762 51
3 3,569 74	Station expenses, Abstract No. 4	374,641 07	2,945,441 97		
189,263 60	General charges, Abstract No. 5.	196,256 77			
3,442,525 83		3,063,708 51			
3,148 83	Car mileage.....	18,391 01			
		3,045,317 50			
	Balance	20,181 59	493,935 03		
3,439,377 00		3,065,499 09	3,439,377 00		3,065,499 09

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No 1).

Previous Year.		Year ended 30th June, 1893.
$ cts.		$ cts.
11,985 68	Mechanical superintendent's salary, clerks, office and travelling expenses ..	12,314 20
273,946 11	Wages, drivers, firemen and cleaners.	255,555 73
485,123 87	Fuel.....	459,021 87
47,324 88	Oil, tallow, waste and small stores....	38,270 58
273,548 23	Repairs to engines, tenders and engine tools.....	233,911 98
33,979 92	Water, including pump and tank repairs.....	32,193 60
22,290 51	Miscellaneous	23,220 23
1,148,199 20		1,054,488 19

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

Department of Railways and Canals.

No. 4.—INTERCOLONIAL RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year.		Year ending 30th June, 1893.
$ cts.		$ cts.
89,811 00	Repairs to passenger cars	82,683 36
24,656 74	do postal, express and baggage cars	21,635 70
210,149 12	do freight cars and vans	208,728 98
8,297 98	do snow-ploughs and flangers	6,249 56
247,725 93	Wages of conductors, train baggage-masters and brakesmen	233,097 91
25,643 02	Oil and waste for packing	22,192 87
63,524 71	Small stores and fuel	66,898 37
33,749 39	Miscellaneous	33,687 77
703,557 89		675,174 52

T. WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1893.

No. 5.—INTERCOLONIAL RAILWAY.

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

Previous Year.		Year ending 30th June, 1893.
$ cts.		$ cts.
7,753 96	Chief and assistant engineers, salaries, clerks, office and travelling expenses	6,986 66
425,053 54	Wages, repairing roadway, fences and semaphores, including new sidings laid in	352,490 37
150,649 59	Rails and fastenings, including new sidings laid in	75,507 29
112,912 04	Sleepers	84,435 73
169,378 31	Timber, lumber, &c., for repairs to bridges, cattle-guards, snow sheds, fences, &c.	123,412 60
9,588 00	Repairs to wharfs	8,019 73
87,836 88	Repairs to buildings and platforms, including extensions of and additions to same	67,190 18
11,410 52	Repairs to tools	12,961 59
30,340 46	Cleaning snow and ice	29,881 31
3,012 10	Miscellaneous	2,262 50
1,007,935 40		763,147 96

T. WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1893.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	——	Year ended 30th June, 1893.
$ cts.		$ cts.
306,068 66	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen, watchmen and labourers	287,068 18
87,501 08	Fuel, oil, light, stationery, tickets and other incidental expenses	87,572 89
....	Miscellaneous	.....
393,569 74		374,641 07

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.	——	Year ended 30th June, 1893.
$ cts.		$ cts.
76,366 77	General manager and district superintendents, train despatchers, general freight agent, general passenger agents' salaries, clerks, office and travelling expenses	76,767 33
25,578 91	Chief accountant and treasurer, traffic auditor, paymaster and cashiers' salaries, clerks, office and travelling expenses	27,414 24
6,758 26	Damages to men, animals and goods	12,415 82
29,922 20	Ferry service	31,211 40
2,766 13	Telegraph expenses (not including pay to operators)	1,613 85
32,699 79	Miscellaneous—printing, advertising, &c	30,233 72
15,171 54	Agency expenses	16,600 41
189,263 60		196,256 77

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

DR. GENERAL STORES ACCOUNT, Year ended 30th June, 1893. CR.

1892.		$ cts.	$ cts.	1893.		$ cts.	$ cts.
June 30.	To Balance		723,864 62	June 30.	By Issues during year	1,302,343 02	
1893.					Sales of material, fuel, &c., to other railways, &c.	12,801 22	
June 30.	Purchases during year	962,351 18			Sales of old material	103,653 21	
	Charges from other departments	167,404 83					1,418,797 45
	Labour	54,388 77			Balance—		
	Staff pay-rolls	12,915 71			Ordinary stores, including fuel	267,269 00	
			1,197,060 49		Iron and steel rails and fastenings	161,133 93	
					Old material for sale	73,724 73	
							502,127 66
			1,920,925 11				1,920,925 11

MONCTON, N.B., 30th June, 1893.

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

No. 9.—INTERCOLONIAL RAILWAY.

DR. GENERAL BALANCE, Year ended 30th June, 1893. CR.

		$ cts.		$ cts.
Cash		655 94	By Dominion of Canada	683,115 06
General stores—			Suspense	4,137 59
Ordinary stores, including fuel	$ 267,269 00		Canadian Pacific Ry.—traffic account	$ 15,167 35
Iron and steel rails and fastenings	161,133 93		do New Brunswick division	0 06
Old material for sale	73,724 73			15,167 41
		502,127 66	Central Railway of New Brunswick	47 26
Stations		28,199 62	Elgin, Petitcodiac and Havelock Railway	1 62
Rents		1,411 20	Nova Scotia Central Railway	7 39
Departmental accounts—			Salisbury and Harvey Railway	8 68
Railways and Canals	$ 81 65		Grand Trunk Railway—general	2,734 54
Agriculture	1,452 07		Chatham Railway	0 07
Post Office	18,539 19		Prince Edward Island Steam Navigation Co	1 50
Marine	36 85			
Militia and Defence	3,616 86			
		23,726 62		
Grand Trunk Railway—traffic		7,380 23		
Windsor and Annapolis Railway—traffic	$ 750 71			
do do general account	705 95			
		1,456 66		
C. P. R. rolling stock		22,446 90		
Oxford and New Glasgow Railway		5,540 17		
Atchison, Topeka and Santa Fe Railway		8 91		
Western Counties Railway—general account	$ 15,893 35			
do do traffic	1,657 42			
		17,550 77		
Canadian Pacific Railway	$ 2,334 50			
do New Brunswick division	6,343 24			
		8,677 74		
Canada Eastern Railway—general	$ 1,891 62			
do traffic	5,891 09			
		7,782 71		
New Brunswick and Prince Edward Island Railway		13 65		
Caraquet Railway		314 09		
Quebec Central Railway		3,760 74		
Boston and Albany Railway		8 00		
Kent Northern Railway		1 32		
Témiscouata Railway		0 53		
Buctouche and Moncton Railway		128 19		
Cape Breton Railway		19 20		
Bay Chaleur Railway		12 00		

Boston and Maine Railway	*22 02*
Maine Central Railway	*6 13*
South Eastern Railway	*12 50*
New York and New England Railway	9 89
Spring Hill and Parrsboro'	3,161 99
Halifax and Cape Breton Railway	1,151 42
Elgin Branch Railway	726 10
Pennsylvania Railway	17 00
New York, Chicago and St. Louis Railway	14 40
Cumberland Railway and Coal Co.	66 69
New Glasgow Coal, Iron and Railway Co.	0 84
Pullman Palace Car Co	50 30
Canadian Express Co.	3,161 63
Allan Steamship Line	1,892 13
Acadia Coal Co.	736 02
Intercolonial Coal Co	1,497 50
International Coal Co	24 73
Union Bearing Co	928 18
Halifax Cotton Co.—siding	8,936 91
Polson Iron Works	273 25
Town of Dartmouth	28,000 00
Western Union Telegraph Co.	350 74
C. P. R. Telegraph	186 00
St. John Street Railway Co.	20 00
Nova Scotia Steel and Forge Co.	11 25
Ontario Car and Foundry Co.	1,276 00
Coldbrook Rolling Mills	1,967 41
Steamer "Contest"	277 50
do "Admiral"	2,314 34
Mallory Steamship Line	0 59
Steamship "Vancouver"	33 50
I. C. R. Employees' Relief and Insurance Association	7 00
Remittances destroyed	788 81
Sherbrooke Tank Line	0 95
Schr. "Mary Jane"	71 30
Nauwigewauk Station	3 00
Glengarry Station	5 00
Bloomfield Station	25 21
Coal Branch Station	65 84
Weldford Station	55 00
St. 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	28 38
Derby Junction Station	231 04
Gloucester Junction Station	78 87
Dalhousie Junction Station	19 69

DR. GENERAL BALANCE, Year ended 30th June, 1893—*Concluded.* CR.

	$ cts.		$ cts.
Campbellton Freight Station	25 00		
Isle Verte Station	25 00		
Individual accounts	15,112 74		
Total	705,221 12	Total	705,221 12

MONCTON, N.B., 30th June, 1893.

T. WILLIAMS,
Chief Accountant and Treasurer.

Department of Railways and Canals.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ended 30th June, 1893.

	1893.	1892.
Mileage of railway	1,142	1,142
Engine mileage	5,323,279	5,641,888
Train do	4,400,792	4,703,151
Car do	49,537,490	51,940,141
Receipts per engine mile ..... Cents.	57·58	52·21
do mile of railway. ..... Dollars.	2,684·32	2,579·19
Percentage of passenger earnings to gross earnings	32·72	32·64
do freight do do	60·96	61·23
do other do do	6·32	6·13
Expenses per engine mile:—		
Drivers, firemen and cleaners' wages ..... Cents.	4·80	4·85
Fuel	8·62	8·60
Oil, tallow, waste and small stores.	·72	·84
Repairs to engines	4·39	4·85
Water and tank repairs	·62	·60
Miscellaneous	·43	·40
Total	19·58	20·14
Mechanical superintendent's salary, office and travelling expenses	·23	·21
Total	19·81	20·35
Locomotive power per engine mile ..... Cents.	19·81	20·35
Car expenses do	12·68	12·47
Maintenance of way and works per engine mile	14·34	17·87
Station expenses do	7·04	6·98
General charges do	3·68	3·35
	57·55	61·02
Car mileage ..... Cr.	·34	·06
Total per engine mile	57·21	60·96
Locomotive power per train mile ..... Cents.	23·96	24·41
Car expenses do	15·34	14·96
Maintenance of way and works per train mile.	17·34	21·43
Station expenses do	8·51	8·37
General charges do	4·46	4·02
	69·61	73·19
Car mileage ..... Cr.	·41	·06
Total per train mile	69·20	73·13
Working expenses per mile of railway	2,666·65	3,011 71

THOMAS WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1893.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
MONCTON, N.B., 1st September, 1893.

SIR,—I have the honour to submit my report of the Engineering Department for the year ended 30th June, 1893.

TRACK.

During the year 30¼ miles of old steel rails (4-inch) have been taken up and replaced with new 4½-inch steel rails, weighing 67 pounds to the yard.

TIES.

During the year, 398,546 ordinary ties, and 143 sets of switch ties, were renewed.

BALLASTING.

About 76,863 cubic yards of ballast were used during the year throughout the whole line. The cost of this service amounted to $57,511.20.

SEMAPHORE SIGNALS.

New semaphore signals have been erected at the following places: Milford, Shubenacadie, Alton, Thomson, Nappan and Dalhousie Junction. Necessary repairs have been made to all other signals throughout the line.

SIDINGS.

During the year, five miles of additional siding accommodation was provided.

FENCING.

Seventy-five miles of new barbed wire and woven wire fence was erected during the year in place of pole fence and post and board fences, and at points where no fences had previously been erected. The expenditure for this service was $41,768.03.

SNOW SHEDS AND FENCES.

On northern division No. 3, 2,000 lineal feet of snow shedding were renewed, and throughout the line, 11,877 feet of snow fencing were renewed. Large repairs were also made to snow sheds and snow fences.

WHARFS AND TRESTLES.

Heavy repairs were made to the Deep Water Terminus wharf built in 1882, the capping and stringers on the north side were entirely renewed in pitch pine, hemlock being previously used. Heavy repairs were also made to the caps and stringers under the freight shed. Four hundred and twenty-nine feet of the coal trestle approach at the Deep Water Terminus (built of hemlock originally), were renewed in pitch pine. Heavy repairs were also made to the coal shed and trestle approach on the north wharf.

One of the turntables on the coal trestle approach on the north wharf was renewed.

A heavy storm stripped a portion of the elevator gallery roof, this was renewed, and large repairs were made to the trestle supporting the elevator gallery.

A cribwork retaining wall about 400 feet long, and 7 feet high, was erected at the north side of the Marine and Fisheries wharf. The south wharf occupied by the Marine and Fisheries Department, was almost entirely renewed, and large repairs made to the north wharf occupied by the same department.

At Richmond, 350 feet of the coal trestle approach was renewed with pitch pine timber. Necessary repairs were made to the north and south wharfs at Richmond.

At Pictou Landing large repairs were made to the east wharf, about one-half of it from low water mark was renewed. Five mooring posts were put in.

Large repairs were made to the wharfs at both Mulgrave and Point Tupper. Additional blocks, wharfs and barges were provided at these points for the transfer service to be established, connecting the Eastern Extension Division with the Cape Breton Division.

At Newcastle, 100 feet of the west side of the Deep Water Wharf was renewed. Large repairs were made to the coal trestle approach at Newcastle yard.

At Pictou necessary repairs were made to the old railway wharf and also the new wharf.

At Truro the coal trestle was overhauled and repaired.

At Springhill and Amherst the coal trestles were overhauled and repaired.

At Sackville and Dorchester slight repairs were made to wharfs where necessary.

At Point du Chêne a new wharf 434 feet long and 15 feet wide was built; the steamboat wharf was extended 225 feet by 17 feet, and 240 feet of new wharf was built on the west side of the dock. Necessary repairs were made to the east wharf.

At St. John, 312 feet of cribwork was built on the flats on the north and west boundaries of the railway property at York Point, and a comparatively large area will shortly be available by the deposit of rubbish from the city.

At the Deep Water Terminus some piles were driven and foundation timbers put in. Necessary repairs were made to the ballast wharf, and a runway for horses placed on top of the wharf.

The coal trestle at St. John also received necessary repairs.

At Dalhousie necessary repairs were made to the deep water wharf.

At Hadlow, Pointe Lévis and Lévis, a gang of carpenters were engaged throughout the season making necessary repairs to cribwork.

Buildings and Platforms.

At Halifax one side of the Deep Water Terminus freight shed roof was renewed. A new hardwood floor was laid in the city ticket agent's office, and the walls of the same office were also sheathed.

At Richmond large repairs were made to the house occupied by the mechanical foreman, which was badly damaged by fire. The sills of the station were renewed and the roof reshingled. A new floor was put in the agent's office. Necessary repairs were made to the roof of Richmond round-house, and a number of windows put in the dome of the same building.

The sills of the sugar shed (640 feet long) on the south wharf were renewed. The roof of the coal shed was reshingled and the building generally overhauled and repaired.

At Bedford the roof of the agent's house was reshingled and the sills and joists of building repaired where necessary.

At Rocky Lake the platform was renewed.

At Elmsdale necessary repairs were made to the freight-house.

At Milford the passenger platform, 250 feet long, was renewed and the loading platform at the same place overhauled and repaired.

At Stewiacke the loading platform, 140 feet long, was renewed and extended 100 feet.

At Brookfield the cattle yard was repaired.

At Truro the station platform was renewed, and new sills were placed under the station, where required. New hardwood floors were laid in the waiting-room, conductor's room and the mechanical foreman's office; a new floor was also laid in the baggage-room.

The mechanical blacksmith shop was moved from the east to the west side of the round-house, and the track blacksmith shop moved from near the tannery to the same place. These buildings were attached and made into one shop.

General repairs were made to the outside of round-house, and eight new smoke-stacks were put up. The old hemlock floor between nine pits was replaced with a brick floor laid on a solid foundation of sand and ashes.

At West River the loading platform was repaired.

At Lansdowne the loading platform was renewed.

At Ferrona Junction a new passenger station, freight-house and platform was provided to accommodate the business arising from the construction of the new iron furnaces at this place.

At Stellarton the roof of addition to engine shed was overhauled and repaired, and necessary repairs were made to the roof of the old portion of engine shed.

At New Glasgow the new brick passenger station, &c., referred to in my report of last year, was completed and opened for traffic in October, 1892. The roof of the old part of freight-house was covered with iron shingles. The baggage-room was moved to its proper position, and underpinned with heavy flatted cedar. A hardwood floor was laid in the station agent's office in the freight shed.

At Pictou Landing, the north side of roof of station was recovered with metallic shingles.

At Tracadie a small kitchen 12 by 16, was put up for the agent, and necessary repairs were made to the station.

The small flag station at Gerrior's was moved to a point half a mile east, and the name changed to Monastry.

Necessary repairs were made to the following stations: Antigonish, Pomquet, Afton, West Merigomish, James River and Avondale.

At Malgrave the station house was moved some 20 feet, and the station freight-house and icehouse painted. The platform at this place was also lengthened and widened.

At Denmark and Oxford stations new cattle-pens were provided.

At Wallace a well was provided for the use of the station agent.

At Tatamagouche and Pugwash Junction, water was put into the stations for the agent's use.

At East Mines necessary repairs were made to the clapboards of station building, and the roofs of station and coal shed covered with iron shingles. These buildings were also painted.

At Londonderry necessary repairs were made to the sides and roof of station, and the building painted. New sills and a new floor were also laid in the car inspector's office, and a new floor laid in the tank house. These buildings were painted.

At Atkinson's Siding a new flag station and platform were provided in place of the one destroyed by fire.

At Thomson new sills were placed under the station, a new floor laid in the waiting-room, and the walls sheathed and painted. Necessary repairs were also made to the platform. The station was painted.

At Spring Hill the station was overhauled and repaired, and a new hardwood floor was laid in the kitchen, a new floor was also laid in the coal shed, and the building painted.

At Amherst a new hardwood floor was laid in the kitchen of restaurant and the building painted. A small office was put up in the freight-house and the building painted. The roof of blacksmith's shop was re-covered with iron shingles. The loading platform, 200 feet long, was renewed.

At Maccan new sills were put under the office and the walls sheathed and painted. A new hardwood floor was also laid in the office. The station was painted.

At Fort Lawrence the top of loading platform was renewed.

At Aulac the station building was overhauled, repaired and painted. The office, waiting-room and kitchen were sheathed and the walls painted.

At Sackville new sills were placed under the station, new floors were laid in the office and ladies' waiting-room, and the walls of office sheathed and painted. The station was painted.

At Evan's Flag Station a new floor was put down, and the roof repaired and painted.

At Rockland and College Bridge the stations were overhauled, repaired, and painted. The platforms were also repaired.

At Calhoun's a new roof was put on the station and painted. A tool-house was also erected for the section men.

At Shediac necessary repairs were made to the station building and freight-shed. The station platform was extended at the east end, and the freight-shed platform, 140 by 15 feet, renewed.

At Pointe du Chêne a new cattle yard was provided, and the old ones were renewed. Double deck gangways were also provided to facilitate the loading of sheep.

At Moncton nine sections of the floor of the old round-house were renewed. A new foundation was put under the drop table in the erecting shop, and a trestle erected for the hydraulic lift. The south side of the freight-house was recovered with iron shingles and painted. The station building and restaurant were overhauled, repaired and painted. Large repairs were made to the workmen's cottages on Bridge Street. Necessary repairs were made to the mechanical shops and other railway buildings in Moncton yard.

At Salisbury the station platform was extended 25 feet.

At Petitcodic necessary repairs were made to the station building, freight-house and platform.

At Anagance the building was overhauled and repaired.

At Sussex the roofs of coal shed and oil shed were recovered, and the station platform extended 90 by 15 feet. A new loading platform 120 by 20 feet, was erected to provide accommodation for the large lumber business now done at this station.

At Hampton modern water-closets were provided in the general waiting-room, and the old-fashioned closets at this station done away with.

At Model Farm the station platform, 100 by 11 feet was renewed.

At Quispamsis a new loading platform was erected.

At St. John two of the long car shops recently acquired from James Harris & Company, were refitted and converted into freight warehouses, the floor of the south shop was taken up, and a track 600 feet long laid throughout the whole length of this shop. The chimney in connection with boiler-house was taken down, and the engine-room was converted into an office.

The interior walls of the train shed were kalsomined and painted; necessary repairs were also made to the windows in the roof of train shed.

At Harcourt the foundation of coal shed was repaired.

At Kent Junction the roof of coal shed was recovered with iron shingles.

At Acadieville a new combined passenger and freight station was erected at a cost of $675.

At Indiantown a cellar was made under the station for the agent's use, and the roof of engine-house was overhauled and repaired.

At Newcastle a new freight-house and loading platform was erected to replace the one destroyed by fire in August, 1892, at a cost of $1,500, 120 feet of the station platform was renewed, the roof of blacksmith's shop was recovered, and other necessary repairs made to the engine-house and station.

Necessary repairs were made to all passenger and loading platforms between Moncton and Newcastle.

At Beaver Brook the station was overhauled, repaired and painted.

At Bartibogue the foundation of tank was repaired.

At Red Pine the station was overhauled and repaired, and one side of the roof shingled and pained.

At Bathurst necessary repairs were made to the roofs of the station building, baggage-room and freight-house. A box drain was put in to carry away the waste water from the station.

At Petit Rocher the station was overhauled, repaired and painted.

At Belledune the loading platform was repaired.

At Jacquet River the station building and freight-house were overhauled, repaired and painted; the loading platform was rebuilt.

At New Mills the station was overhauled, repaired and painted, a new hardwood floor was laid in the agent's office, and a pump provided for the station.

At Charlo the doors and windows of station were repaired, and a box drain put in to carry away the water from the cellar. The sills of coal shed were renewed, and the iron roof of station painted.

At Dalhousie Junction the roof of station was recovered, and necessary repairs made to the freight shed and station platform.

At Dalhousie the coal shed was repaired, and a new iron smokestack was provided for the engine-house. The station platform were partially recovered.

At Campbellton the car shop was thoroughly overhauled; the sills were renewed, the clapboarding partially renewed and the roof recovered with tar and gravel. Large repairs were also made to the enginehouse, five sections of the floor were renewed. The roofs of coal and wood sheds and iron store were recovered with cedar shingles. The freight-house and ice-house were painted two coats.

At Metapedia the inside of waiting-room was sheathed.

At Millstream the roof of section foreman's house was reshingled.

At Assametquaghan the inside of waiting-room was sheathed, and the floor of kitchen renewed.

At Causapscal hardwood floors were laid in the waiting-room and office, the walls of waiting-room were sheathed with matched pine.

At Amqui the waiting-room was sheathed with matched pine.

At Cedar Hall the old station was thoroughly overhauled and repaired. A stone foundation was put under it, and an addition made to it of living apartments for the station master at a cost of $1,000. The passenger platform was renewed and extended. The roofs of tank-house and coal shed were recovered with iron shingles. The station and freight-house were painted.

At Metis the station and freight-house were overhauled, repaired and painted.

At St. Octave the station platform was renewed.

At Ste. Flavie the roof of coal shed was recovered with iron shingles.

At St. Anaclet the station was overhauled, repaired and painted, and the platform was renewed.

At Rimouski necessary repairs were made to the station and freight shed.

At Trois Pistoles repairs were made to the station and restaurant.

At Cacouna the station was overhauled, repaired and painted; the station platform was partially renewed.

At Rivière du Loup necessary repairs were made to the station and freight shed. The floor of engine-house was partially renewed. A patent automatic six-seat flush closet was provided for the mechanical shops.

The woodwork of the engine-house and the building occupied by the stores department was painted.

At Elgin Road the station platform was renewed.

At L'Islet a new hardwood floor was laid in the waiting-room.

At St. Pierre the station platform was renewed.

At St. Charles necessary repairs were made to the station and the woodwork painted.

At St. Henri a new hardwood floor was laid in the waiting-rooms.

At Hadlow large repairs were made to the floor of engine-house. A number of tenement houses on the Chapman property were thoroughly overhauled, repaired and painted.

At Lévis the station was repaired and painted.

Bridges and Culverts.

At Richmond the centre pier of swing span of the Narrows bridge was overhauled and pointed with Portland cement.

One abutment of an open culvert one and a half miles east of Milford was taken down and rebuilt, and the superstructure of wood was replaced with iron girders.

Near Stewiacke, an arch culvert was extended 30 feet to retain the embankment which was gradually slipping into the river.

At Stewiacke River, one of the abutments was partially rebuilt.

At Alton the abutments of large open culvert were taken down and replaced with substantial masonry laid in cement. The original was cheap rubble masonry laid in lime.

At Truro the cast iron turntable, 45 feet in diameter, was replaced with a rivetted steel plate girder 55 feet in diameter. This involved the rebuilding of the "race circle," and the resetting of the centre foundation.

Near Lorne on the Pictou Branch, two stone cattle guards were rebuilt.

Large repairs were made to a tunnel carrying a stream under the track near West River. It caved in from the surface, and had to be cleaned out and shored up to carry the track above it. It is now being lined with masonry.

At Sutherland's River a pair of iron bents were put under ends of main stringers of the 160 feet span erected last year.

At Pine Tree Gut two bents of trestle were renewed, and other necessary repairs made to the structure.

At Dewar's Mills an old Howe truss was replaced with a steel plate girder of 80 feet span. The abutments were built up 8 feet in concrete for the new girders, which were not so deep as the old wooden ones.

Large repairs were made to the old Howe trusses at James River, Murphy's and West River.

At Yankee Grant permanent stone bridge seats were built under ends of steel girders put in last year.

Thirty-seven new braces were put in the 100 feet Howe truss at Pomquet, and eight new wall plates.

Four bents of Pomquet pile trestle broken by the run of ice were renewed.

A standard top and guard rails were put on Stewart's Brook bridge.

Five beam culverts near New Glasgow were converted into box culverts. This makes the track safer, and reduces the cost of maintenance.

A cedar box culvert was put in under an embankment at mile post 60 (near Piedmont), the original culvert having choked up.

Large repairs were made to Brown's Point pile bridge at the Pictou Town Branch, 100 cross-ties were renewed. The cribwork on embankment approaches of this structure was carried up about 2 feet higher to prevent the heavy seas washing over it.

Standard pitch pine floors and guard rails were put on five spans of lattice girders at Truro and Belmont.

A pair of iron girders were put in on bridge at Quispamsis in place of wooden stringers, struts and straining beams.

The floors of overhead iron bridges at Lakeside and Hampton were renewed.

A new pitch pine standard floor and guard rails were put on Jardine's bridge, near St. John.

Stanley Street overhead bridge was overhauled, repaired, and the floor partially renewed.

Two open culverts on section 51 were rebuilt; the frost had disturbed and partially thrown down the walls.

A gang of rivetters were engaged about three months between St. John and Halifax overhauling, repairing, tightening loose nuts and making other necessary repairs to iron bridges.

A gang of men were engaged about three months pointing the piers and abutments of the Miramichi River bridges.

A cedar culvert 28 feet long was built near Barnaby River to take surplus water in high freshets, which has heretofore been carried off in the side ditches of cuttings, thus causing serious damage to the ballast.

At Barnaby River a rip rap wall of stone 175 feet long, 5 feet high and 2 feet thick was built on the north side of the bridge to prevent the north abutment of bridge from being undermined; 60 feet of cribwork at the same point damaged by a high freshet, was repaired.

A cedar box culvert 6 by 3½ feet, in area, and 62 feet long, was built on the Indiantown Branch, near Derby Junction, in place of a smaller one washed out by freshet.

Small repairs were made to a number of box and beam culverts between Moncton and Newcastle.

The following bridges were overhauled, repaired, scraped and painted:—

Humphrey's Millstream bridge	3 spans	60 feet.
North River	1 do	50 do
Cocaigne, south branch	1 do	24 do
Cocaigne, north branch	1 do	24 do
Buctouche	1 do	30 do
South Branch, Coal Branch River	3 do	40 do
North do do	3 do	40 do
Richibucto	3 do	50 do
Kouchibouguacis	1 do	80 do
Third Crossing, Barnaby River	1 do	80 do
Second do do	1 do	80 do
Bartibogue	1 do	80 do
Mill Creek	3 do	60 do
Nepisiguit	6 do	100 do
Tetagouche (overhead)	1 do	90 do
River Ouelle	9 do	44 do
Boyer River	2 do	79 do
do	1 do	56 do
do	1 do	55 do
Government Street	1 do	55 do
do	2 do	20 do
St. Joseph Street	1 do	47 do
do	2 do	20 uo

A cedar crib was built at undercrossing at Elm Tree, at a cost of $160, to protect the diversion of public road which was liable to be washed out at high water.

Nineteen box and beam culverts between Newcastle and Campbellton were repaired and pointed.

At McKinnon's Brook a wooden span of 18 feet was replaced with iron girders.

Nine culverts between Campbellton and Ste. Flavie were repaired and pointed.

New cross-ties were put on the lattice girder at the second crossing at McKinnon's Brook.

The stringers and cross-ties on 20 open culverts between Ste. Flavie and Rivière du Loup were renewed The masonry of 46 structures on this division was overhauled and pointed.

Two pairs of new steel deck plate girders, 44 feet span, were put in one mile west of St. Roch, in place of iron girders that were insufficient for the present traffic.

One pair of new steel plate girders of 54 feet span was put in one and a half miles east of L'Islet, in place of lighter iron girders.

At Mill Creek a new span of 29 feet was put in place of a lighter girder.

Eleven pairs of new plate girders were put in as follows, of 40 feet span:—

One 3 miles west of St. Paschal.
One 1 do east do do
Two 1 do west do do
One 2 do do do Ste. Hélène.
One near Ste. Anne's.
One ½ mile east of St. Jean Port Joli.
Two 1 do Trois-Saumons.
Also 1 49-feet span near Etchemin.

A trestle bent on a stone foundation was put in to strengthen one of the 50-feet spans at Boyer Bridge.

The above named spans were all painted, and provided with standard pitch pine floors and iron guard rails.

The work of strengthening the old plate girders on the Rivière du Loup Division has now been completed. The masonry on this division is of a very inferior class (chiefly rubble laid in lime mortar), and very heavy repairs are required annually. A large gang of masons was employed throughout the working season.

The wing walls of abutments of an iron bridge west of Rivière du Loup, were rebuilt from the foundations. They had been thrown down by the action of the frost.

An arch culvert near Chaudière was almost entirely rebuilt. The abutments of two bridges between Chaudière and Hadlow were rebuilt from the foundations.

These heavy renewals have been going on since the line was taken over from the Grand Trunk Railway in 1879, and are now approaching completion, so that a reduction in maintenance under this head may be expected.

GENERAL.

At Ferrona Junction (near New Glasgow) where the New Glasgow Coal Company's branch line connects with the Intercolonial Railway, a new yard was graded and siding accommodation provided for about 150 cars. The business at this place is increasing very fast, and a further extension of sidings will likely be necessary in the near future.

At Grand Lake, 800 feet of cedar cribwork was built to protect the embankment from the wash of the lake.

At New Glasgow, the approaches to the passenger station were graded and macadamized. A stone curb and asphalt sidewalks were provided on three sides of the station. Safety gates were provided at Bridge Street crossing in the town of New Glasgow.

Sixteen pairs of cattle-guards at public crossings were renewed between New Glasgow and Mulgrave; heavy flatted cedar was used instead of hemlock.

About 5,000 cubic yards of dredging was done at Mulgrave and Point Tupper to give depth for the new iron steamer to be used for the transfer service between these two points.

A stone foundation was put in for a track scale at Sydney, and a new scale ordered.

A large amount has been expended in widening and cleaning cuttings and widening embankments on the Oxford and New Glasgow, and Cape Breton Divisions. Seventy-five men and two working trains were engaged in this service about two months.

At Pictou the hemlock cribwork, 745 feet long, was filled solid with stone picked up along the line. The main line and sidings of Pictou yard were lifted 8 inches and packed in cinders from the engine-house.

At Oxford Junction the small 4-inch rails and bar plates on the Y were replaced with 4½-inch steel rails and angle plates and a guard rail laid inside. Frequent derailments occurred on this Y previous to this.

About three miles of side ditching at the foot of embankments on the marshes between Calhoun's Mills and Amherst has been done during the year.

The standing water which kept the road-bed soft has now almost disappeared.

About five miles of similar ditching has been done on the Rivière du Loup Division.

Two aboisdeaux between Memramcook and Dorchester were thoroughly overhauled and put in good order.

Six ton depot scales were put in the new freight shed at Newcastle. The old scales were destroyed when shed was burned. Two scales of the same capacity were put in new warehouse on the Deep Water Terminus wharf at St. John.

I have the honour to be, sir,

Your obedient servant,

P. S. ARCHIBALD,

Chief Engineer.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton, N.B.

INTERCOLONIAL RAILWAY,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 28th September, 1893.

SIR,—I beg to submit for your information the following statements of the operations of the Mechanical Department for the year ended 30th June, 1893:—

A.—Statement showing the number of locomotives and various classes of cars.

B.—Statement showing the locomotive and car mileage, 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.

The following is a summary of the principal work done:—

DRAWING OFFICE.

Complete set of drawings made for new class of heavy 10-wheel express engines. Standard drawings revised and redrawn.

LOCOMOTIVE REPAIRS.

Rivière du Loup Shops.

Fifteen engines received heavy repairs and 23 medium repairs, the following new parts being supplied: 2 tube sheets, 16 fire-box half-side sheets, 2 cylinders, 5 driving wheels, 28 driving tires, 2 side rods, 8 crank pins, 6 truck axles, 1 extension smoke-box. Twenty-two boilers were tested.

Richmond Shops.

Eight engines had heavy repairs and 20 medium repairs; the following new parts being supplied: 20 driving tires, 8 crank pins, 3 smokestacks, 3 pilots, 1 tender truck, 1 tender frame, 1 engine was equipped with the Westinghouse air-brake and 3 engines with "Sewall" heaters. Eleven boilers were tested.

Moncton Shops.

Sixty-nine engines received heavy repairs and 57 medium repairs; 92 boilers were tested; 39 fire-boxes were patched; 6,884 tubes were pieced.

The following new parts were supplied: 2 inside fire-boxes, 14 tube sheets, 2 fire-box side sheets, 11 fire-box half sides, 2 domes, 19 smoke-stacks, 17 cylinders, 24 pistons, 38 driving wheels, 173 driving tires, 22 driving axles, 124 crank pins 3 main rods, 44 side rods, 3 cabs, 21 pilots, 3 engine trucks, 3 tender trucks, 2 tender frames.

Six engines were equipped with the Westinghouse air-brake; 4 with extension smoke-boxes and 18 with "Sewall" heaters.

Ninety-three tenders and 89 engines were painted and varnished, and 10 engines and tenders were renovated and varnished.

CAR REPAIRS.

Moncton Shops.

Rebuilt.—Two first-class, 1 postal, 80 freight cars, 3 snow-ploughs and 1 flanger car.

Heavy repairs.—Ten sleepers, 4 parlours, 1 official car, 29 first-class, 38 second-class, 5 emigrant sleepers, 12 postal, 14 baggage cars, 4 vans, 480 freight cars, 5 snow ploughs, 2 flanger cars.

Light repairs.—Four sleepers, 131 first-class, 167 second-class, 129 postal, 126 baggage, 62 vans, 4,266 freight cars, 10 snow ploughs, 4 flanger cars.

Painted and varnished.—Two sleepers, 17 first-class, 17 second-class, 3 immigrant sleepers, 7 postal, 6 baggage cars.

Painted.—Six snow ploughs, 3 flangers, 5 vans, 538 freight cars.

Renovated and varnished.—Eight sleepers, 4 parlours, 1 official, 15 first-class, 16 second-class, 2 immigrant sleepers, 6 postal, 8 baggage cars.

Eighty-six box cars were equipped with the Westinghouse air-brake, and steam heating was applied to 1 sleeper, 2 first class, 6 second-class and 1 baggage car.

A large amount of work was done to freight and baggage trucks, chairs, safes, ticket cases, footboards and other articles.

Brass Foundry.

Output.—61,619 lbs. brass castings, 95,986 lbs. brass bearings.

New Plant and Machinery.

Locomotive Shops.—New driving-wheel lathe, new crank planer, new heavy slotting machine, new cylinder borer.

In the erecting shop a hydraulic engine hoist was built. The drop table and gearing were repaired.

"Ehrhardt" weighing scales were fixed up and put in operation for weighing locomotives and cars.

Car Shops.—New circular sawing machine, new rip and cross-cut saw, new four-side moulder.

Dixie Exhaust Fan.—Arrangement of fans and piping erected in wood machine shops for collecting shavings and sawdust for fuel, and transmitting same to boiler house.

Water Service.

Calhouns.—New 50,000 gallon standard tank built. 500 feet 6-inch cast iron pipe and 1,000 feet 4-inch cast iron pipe laid. Old tank removed.

Elmsdale.—New stone foundation for 50,000 gallon tank.

West River.—New stone foundation put in for new tank. 500 feet 4-inch cast iron pipe put in.

Londonderry.—New 16,000 gallon tank and trestle built.

Tatamagouche.—1,100 feet 4-inch cast iron pipe laid. Reservoir built. Stone foundation put in for tank.

Crowsons.—Old tank removed and material shipped to Moncton.

Wallace.—Tank removed to Tatamagouche.

Halifax.—Water crane rebuilt.

Ile Verte.—New trestle and new floor for tank.

Pointe du Chêne.—Boiler repaired. Tank raised 15 inches.

Springhill.—Boiler retubed and tested.

Ste. Anne.—Steam pump and boiler repaired.

Piedmont.—Reservoir repaired.

Mulgrave.—Relaid 500 feet 6-inch pipe.

Bathurst.—Repaired and painted tank and rebuilt reservoir.

Charlo.—Repaired and cleaned reservoir.

Rivière du Loup.—Two repaired steam pumps put in.

I hereby certify the rolling stock to be in good order.

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

FRANCIS R. F. BROWN,
Mechanical Superintendent.

D. Pottinger, Esq.,
General Manager, Government Railways,
Moncton, N. B.

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars on the 1st July, 1892, and on the 30th June, 1893.

	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.	Platform 10, 15&20 tons.	Hoppers, 6 tons.	Gondolas, 20 tons.	Coal Cars, 20 tons.	Cattle.	Vans.	Total.	Snow Ploughs.	Wing Ploughs.	Flangers.	Steam Ploughs.	Total.
On hand, serviceable	206	15	5	5	91	95	23	39	2027	2084	999	471	782	95	99	6830	42	10	21	2	75
do condemned	...	...	1	...	1	....	1	...	44	46	.....	....	12	8	....	113	2	....	....	....	2
	206	15	6	5	92	95	24	39	2071	2130	999	471	794	103	99	6943	44	10	21	2	77
Changed from gondolas to platform	....	...	...	....	....	....	....	....	.....	12	.....	....	*12	.....	.....	.....	...	...	...	...	...
Total	206	15	6	5	92	95	24	39	2071	2142	999	471	782	103	99	6943	44	10	21	2	77
Condemned, July, 1892	...	..	1	...	1	....	1	....	44	46	..	.....	12	8	....	113	2	...	..	...	.....
do during the year	...	...	...	....	2	....	....	....	7	47	.....	12	8	....	...	76	1	....	1	...	..
	....	....	1	....	3	....	1	...	51	93	....	12	20	8	....	189	3	....	1	...	.....
LESS—Rebuilt	....	..	...	....	2	....	1	....	...	60	...	....	*15	8	...	86	3	....	1	...	....
To be rebuilt	....	....	1	....	1	...	...	....	51	33	.....	12	5	....	....	103	....	....	....	...	....

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1893.

STATEMENT of Locomotive and Car Mileage for the Year ended 30th June, 1893.

MONTHS.	LOCOMOTIVE MILEAGE.		CAR MILEAGE.						
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.	Snow Plough.	Average Passenger.	Average Freight.
1892—July	109,077	217,210	519,327	252,488	2,925,786	3,697,601	.....	7·07	13·47
August	110,162	210,367	545,298	251,744	2,802,072	3,599,114	.....	7·23	13·31
September	110,616	218,577	490,235	237,768	3,064,258	3,792, 61	46	6·58	14·02
October	102,393	249,217	440,035	225,843	3,384,032	4,049,910	.....	6·49	13·58
November	102,898	287,938	436,114	226,206	3,941,479	4,603,799	3,837	6·45	13·71
December	105,263	287,463	461,840	238,312	4,005,390	4,705,542	3,164	6·64	13·93
1893—January	104,341	279,424	415,610	223,143	3,317,120	3,955,873	13,916	6·12	11·87
February	95,432	267,538	385,882	204,002	3,237,575	3,827,459	15,867	6·18	12·10
March	110,431	336,726	486,276	240,618	4,190,154	4,917,048	6,037	6·58	12·44
April	104,190	281,654	487,382	233,085	3,632,520	4,352,987	2,091	6·90	12·90
May	103,033	265,844	433,974	230,772	3,544,034	4,208,780	1,163	6·44	13·33
June	101,144	239,854	454,986	242,267	3,129,863	3,827,116	2,973	6·89	13·05
Totals	1,258,980	3,141,812	5,556,959	2,806,248	41,174,283	49,537,490	49,094	6·64	13·10

MONCTON, N.B., 30th June, 1893.

J. SUTTON,
Mechanical Accountant.

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for the Year ending 30th June, 1893.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Pints of Valve Oil and Tallow.	Pounds of Waste.	Miles Run to 1 hour in Steam.	Pounds of Coal.	Pints of Oil.	Pints of Valve Oil and Tallow.	Pounds of Waste.
1892—July	36,674	395,487	11,535	23,396	21,578	8,933	10·78	6,533	5·91	5·45	2·25
August	35,800	389,481	11,286	22,315	19,861	8,936	10·88	6,491	5·73	5·09	2·29
September	36,913	398,769	11,960	22,574	19,430	9,013	10·80	6,693	5·66	4·87	2·26
October	39,468	425,927	13,298	23,937	19,945	9,491	10·79	6,993	5·62	4·68	2·22
November	42,909	467,008	15,348	26,731	21,304	9,784	10·88	7,357	5·73	4·56	2·09
December	44,839	473,781	16,558	26,302	21,176	9,642	10·57	7,832	5·55	4·46	2·03
1893—January	44,202	462,388	15,708	25,861	20,341	8,567	10·46	7,606	5·59	4·39	1·85
February	42,591	438,376	15,453	24,746	20,347	8,354	10·29	7,914	5·64	4·64	1·91
March	50,470	536,419	17,909	28,317	24,828	10,233	10·63	7,478	5·28	4·63	1·91
April	43,914	466,295	15,114	25,642	20,451	8,850	10·62	7,260	5·49	4·38	1·89
May	42,409	450,004	13,102	26,049	22,244	9,215	10·61	6,522	5·79	4·94	2·05
June	39,606	419,344	11,566	23,223	21,237	8,366	10·59	6,178	5·54	5·06	1·99
Totals	499,795	5,323,279	168,837	299,093	252,742	109,384	10·66	7,104	5·62	4·73	2·06

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1893.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month, from 1st July, 1892, to 30th June, 1893.

Months.	Miles run by Engines.	Mechanical Supt.'s Salary, Clerks and Office Expenses.	Engine-men's Wages.	Fuel.	Oil, Tallow and Waste.	Repairs to Engines, Tenders and Tools.	Water.	Engine-houses and Turntables.	Total.	Average per 100 miles.							
										Mechanical Supt.'s Sly.	Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.	Eng.-houses & Turntab.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.								
1892—July..	395,487	1,022 98	18,809 32	30,635 14	3,273 01	23,441 06	1,558 30	985 84	79,725 65	26	4·75	7·74	·83	5·92	·40	·25	20·15
Aug..	389,481	939 33	18,998 78	30,531 87	3,130 94	21,988 49	1,901 52	1,301 99	78,792 92	24	4·87	7·84	·81	5·64	·49	·34	20·23
Sept..	398,769	940 92	19,034 62	31,933 33	2,993 51	23,521 70	2,208 24	1,180 24	81,812 56	23	4·77	8·01	·75	5·89	·56	·29	20·50
Oct...	425,927	968 65	20,724 90	36,130 71	3,254 33	24,767 19	3,301 32	2,019 74	91,166 84	23	4·87	8·48	·77	5·81	·76	·48	21·40
Nov..	467,008	968 47	21,641 89	41,884 15	3,491 45	20,899 62	3,271 58	2,777 37	94,934 53	21	4·61	8·97	·75	4·48	·71	·59	20·32
Dec..	473,781	1,221 62	21,178 83	44,283 13	3,378 05	15,818 22	2,795 20	2,205 13	90,880 18	28	4·47	9·34	·71	3·33	·59	·46	19·18
1893—Jan..	462,388	1,008 49	22,075 49	43,189 61	3,362 42	13,251 42	2,630 17	3,702 56	89,220 16	22	4·77	9·34	73	2·86	·57	·80	19·29
Feb..	438,376	1,044 26	21,031 79	43,143 91	2,834 58	11,906 56	2,081 89	2,008 69	84,051 68	24	4·80	9·83	·64	2·72	·47	·45	19·15
Mar..	536,419	1,010 72	24,161 04	48,950 94	3,692 35	18,513 83	4,346 93	2,043 69	102,719 50	19	4·50	9·12	·69	3·45	·81	·38	19·14
April.	466,205	1,090 89	22,201 61	41,546 26	3,224 94	20,558 78	1,992 94	2,634 94	93,250 36	23	4·77	8·89	·69	4·41	·43	·57	19·99
May..	450,004	966 39	21,122 79	35,032 72	2,953 76	20,828 18	2,912 93	1,298 92	85,115 69	22	4·69	7·78	·65	4·63	·64	·29	18·90
June..	419,344	1,131 48	24,574 67	31,760 10	2,681 24	18,416 93	3,192 58	1,061 12	82,818 12	26	5·86	7·57	·63	4·38	·76	·25	19·71
Totals ...	5,323,279	12,314 20	255,555 73	459,021 87	38,270 58	233,911 98	32,193 60	23,220 23	1,054,448 19	23	4·80	8·62	·72	4·39	·60	44	19·80

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1893.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ended 30th June, 1893.

The miles run by trains	4,400,792
do engines	5,323,279
do cars	49,537,490
do snow-ploughs	49,094
	$ cts.
The cost of locomotive power	1,054,488 19
The cost of car repairs :	
Repairs to passenger cars	82,683 36
do postal, express and baggage	21,635 70
do freight cars and vans	208,728 98
do ploughs and flangers	6,249 56
Oil and waste for packing	22,192 87
	341,490 47
The cost of locomotive power per 100 miles run by trains	23 96
do do do engines	19 80
do do do cars	2 12
The cost of repairs to cars and ploughs per 100 miles run by trains	7 25
do do do engines	5 96
do do do cars and ploughs	0 64
The cost of oil and waste for packing per 100 miles run by trains	0 50
do do do engines	0 41
do do do cars and ploughs	0 04
The cost of repairs to cars per 100 miles run by them :	
Passenger	1 48
Postal, express and baggage	0 77
Freight cars and vans	0 50
Ploughs and flangers	12 73

J. SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1893.

Department of Railways and Canals.

RETURN

OF

ACCIDENTS AND CASUALTIES

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.
1893.						
Mar. 4..	22.50	Special.	Freight	W. Crockett	W. C. Hunter	192
do 4..	15.10	.....	Shunting..	.....	E. Tobin	11
do 8..	3.10	Special.	Freight	G. W. Hopper	L. Harrat	175
do 9..	21.15	do ..	do	T. W. Johnston	N. Copeland	115
do 11..	20.30	35	Accommodation	P. E. Heine	O. McGinity	60
do 15..	1.50	Special.	Freight	J. B. Dube	D. C. Gallon T. W. Henry	40 2
April 4..	2.30	Special.	Freight	J. R. Fisher	B. Probert	175
do 6..	5.45	do ..	do	H. Barreau	F. Probert	182
do 6..	12.00	do ..	Working	Sam. Bernier	J. S. Smith	183
do 6..	12.00	do ..	Freight	Joseph Royer	D. C. Gallon	2
do 9..	10.30	do ..	do	A. Desjardines	Wm. Fraser	201
do 13..	19.30	.....	Shunting..	.....	M. O'Brien	191
do 19..	9.20	Special.	Freight	A. Desjardines	A. Connell	77
May 1..	12.40	33	Express	C. J. Rhodes	W. Wall	158
do 9..	7.35	2	do	A. Rainnie	John Stewart	131
do 25..	12.20	1	do	D. Rutherford	E. Rushton	59
June 2..	8.00	Special.	Working	J. B. Crockett	G. Manning	119
do 17..	1.00	do ..	Freight	G. A. Chesley	J. J. Irving	50
do 24..	16.00	do ..	do	Geo. Sears	T. H. Moore	90
do 25..	7.30	34	Express	John Berry	R. Lightbody	198
do 27..	16.30	.....	Shunting	.....	T. Wilkins	100
do 30..	3.00	10..	Express	W. J. Dickson	R. Wilson	62
July 4..	17.00	.....	Shunting	.....	O. Jobin	93
do 13..	16.20	.....	do	.....	H. Smith	44
do 17 .	24.15	Special.	Freight	P. Y. Christie	J. McLellan	114
do 20..	10.55	do ..	do	R. W. Orchard	J. S. Smith	183
do 22..	16.30	.....	Shunting.	.....	Alex. McDonald	14
do 23..	9.00	Special.	Passenger	J. L. Hebert	W. H. Rogeau	201
do 25..	15.00	.....	Shunting	.....	R. James	100
Aug. 15..	16.00	24	Freight	John Casey	Jas. McAuley	192
do 18..	18.00	Special.	Working	R. W. Orchard	A. Connell	179
do 22..	23.30	do ..	Freight.	W. W. Irving	W. C. Hunter.	43

Department of Railways and Canals.

RAILWAY.

Line of the Intercolonial Railway during the Year ended 30th June, 1893.

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Nash's Creek	W. C. Hunter	Employee	Jumped from engine on account of side-rods breaking.	Slightly injured.	
Richmond	Ed. Rumbolt	Neither	Run over while gathering coal under cars.	Fatal	Accidental.
Londonderry	S. Thomas	Employee	While coupling	Hand crushed	
Grenville	T. W. Johnston	do	Knocked down by train breaking apart and colliding.	Face slightly injured.	
Campbellton	H. Cameron	do	Uncoupling engine from train.	Finger amputated.	
Assametquaghan	Thos. Moreau	do	Fell between cars while applying brakes or running over cars.	Fatal	Accidental.
Bedford	Jos. Kenney	do	While coupling	Finger crushed	
Chatham Junc.	J. J. Hachey	do	do	Hand do	
Sayabec	F. LeBlanc	do	do	do do	
Ste. Luce	J. Deschamplain	do	do	do do	
3 miles W. of Assametquaghan.	Elzear Dube	do	While walking section, struck by train.	Seriously injured	
Moncton	E. Harvey	do	While coupling	Two fingers crushed.	
Little Metis	E. Gagnon	do	Fell while attempting to get on train in motion.	Shoulder dislocated.	
Bedford	C. J. Rhodes	do	Knocked down by trains colliding.	Hip and leg injuries.	
1 mile E. of Quispamsis.	Gallagher (age 2)	Neither.	Sitting on track	Fatal	No inquest.
Maccan	Sarah C. Ross	Passenger	Jumped off train while in motion.	Collar-bone dislocated.	
Portage Ballast Pit.	N. Stableford	Employee	Fell off train while in motion	Hand injured	
Shediac	Eph. Herbert	Neither.	Lying on track (intoxicated)	Foot amputated.	
McManus Mills.	Geo. Sears	Employee	While loading timber	Toe broken	
College Bridge	Dom. O'Brien	do	Jumped off train while in motion.	Arm and collar-bone broken.	
Deep Water Terminus, St. John	Jas. Linkletter	do	While coupling	Finger amputated.	
Amherst	Maggie Reynolds	Neither.	Lying on track (intoxicated)	Fatal	Accidental.
Deep Water Terminus, Halifax.	James Brittain.	Employee	Struck by engine while crossing track.	Slightly injured.	
Dartmouth	Jas. McEachren.	do	Cars thrown off track	Leg slightly injured.	
Near Shubenacadie.	P. Y. Christie	do	Train broke apart and collided, throwing Christie under cars.	Fatal	Accidental.
Sayabec	August Lamontagne.	do	Jumped off train while in motion.	Leg broken	
Pictou	W. Brownrigg.	do	While coupling	Two fingers amputated.	
Isle Verte	Henri Gagnon	Passenger	Jumped off train while in motion.	Hand amputated	
St. John	Alex. Ward	Employee	While coupling	Two fingers amputated.	
Londonderry	John Carroll	do	Iron pipes rolling off car on his head.	Slightly injured.	
4 miles west of St. Moïse.	Theo. Belanger	do	Loading timber	do	
Moncton	W. W. Irving	do	While coupling	do	

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.						
Aug. 25..	8.30	.....	.....	.....	J. Stockall.....	11
do 31..	8.50	Special.	Working.....	R. W. Orchard.....	D. C. Gallon.....	183
do 2..	7.45	.....	Shunting.....	.....	J. Stockall.....	11
do 5..	16.00	Special.	Freight.....	T. W. Johnston.....	J. G. McDonald.....	103
do 7..	11.30	.....	Shunting.....	.....	W. Mackie.....	97
do 10..	6.28	33	Express.....	T. Corbett.....	A. J. Sharpe.....	159
do 10..	18.45	.....	.....	.....	G. W. Anderson.....	52
do 17..	13.00	.....	.....	.....	.....	.....
Sept. 17..	14·30	Special.	Freight.....	D. McIntosh.....	A. Prowse.....	24
do 24..	20·00	.....	Shunting.....	.....	J. McDowell.....	22
do 27..	15·30	104	Freight.....	A. C. McLean.....	M. A. McLeod.....	167
Oct. 7..	2·30	Special.	do	Jas. Buchanan.....	J. McLellan.....	210
do 12..	13·00	do ..	do	M. C. Daley.....	B. C. Gesner.....	133
do 17..	20·30	do ..	do	W. L. Broad.....	G. Manning.....	208
do 22..	12·35	do ..	Working.....	R. W. Orchard.....	D. C. Gallon.....	183
do 30..	.....	.....	.....	.....	.....	.....
Nov. 4..	14·30	Special.	Freight.....	Jas. McDormand.....	J. McLennan.....	114
do 11..	13·00	.....	Shunting.....	.....	J. W. Boyd.....	95
do 19..	17·50	23	Freight.....	A. E. Brown.....	Geo. Kentley.....	86
do 21..	17·30	Special.	Working.....	R. W. Orchard.....	E. Thomas.....	177
do 19..	15·00	34	Express.....	G. Walker.....	E. Parsons.....	157
do 24..	13·00	Special.	Working.....	D. McIntosh.....	J. H. Campbell.....	55
Dec. 5..	1·20	do ..	Freight.....	A. Gamache.....	A. Connell.....	176
do 8..	7·10	do ..	do	T. C. Ayer.....	W. C. Hunter.....	79
do 10..	16·25	101	Accommodation...	R. A. McDonald.....	J. H. Campbell.....	52
do 10..	23·00	Special.	Freight.....	Jas. McIntosh.....	Jno. Dean.....	15
do 12..	12·55	2	Express.....	D. Rutherford.....	W. Wall.....	158
do 22..	14·30	Special.	Freight.....	A. Rioux.....	E. Thomas.....	40
do 31..	19.30	do ..	do	F. W. Johnston.....	P. O'Toole.....	5

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.
Young St., Halifax.	— Mills (age 9)	Neither...	Fell off cow-catcher of engine while in motion.	Seriously injured	
Sayabec	Frank Charest..	Employee ..	While shoving shanty car out of siding, caught between car and coal shed platform.	Slightly injured.	
Halifax.....	Chas. E. Rolston (age 14).	Neither.....	Attempting to get on cars while in motion.	Fatal	Accidental.
Londonderry ...	S. Thomas.....	Employee ..	Attempting to jump on pilot of engine while in motion.	Knee injured....	
Rivière du Loup	David Earl.....	do ..	Attempting to get on cars in motion.	Leg broken.....	
Near Campbellton.	Jas. LeBlanc....	Neither.....	Walking on track	Fatal	Accidental.
Near Tatamagouche.	Henry Salisbury	Employee ..	Fell off tender of engine....	Toe crushed	
Halifax...	Jos. Richardson.	do ..	While unloading heavy casting.	Foot crushed....	
Grand Narrows.	Chas. Hamilton.	Passenger ..	Jumped off train while in motion.	Fatal	Accidental.
Truro	A. McLeod	Neither.....	Attempting to pass between cars.	Legs injured....	
North Sydney ..	D. McLean.....	Employee ..	Attempting to jump on pilot of engine while in motion.	Leg injured....	
Glengarry	Amos. Langille..	do ..	While engine was taking water, tank pipe fell.	Slightly injured.	
Humphrey Mills	John Doughy...	Neither....	Attempting to jump on a car in motion.	Foot crushed....	
Bible Hill	W. L. Broad....	Employee ..	While coupling	Slightly squeezed	
Campbellton....	Jos. Damour....	do	While loading rails	Finger crushed..	
Near Brookfield.	Unknown man ..	Neither.....	Found injured alongside of track.	Fatal	Cause of d'th unknown.
Hopewell. ...	C. Lutes.. ..	Employee ..	While coupling.....	Hand crushed. .	
Truro	J. Stewart.....	do ..	Fell while jumping off hopper in motion.	Seriously injured	
Moncton.....	Seymour Gould .	Neither.....	Fell or jumped off train while in motion. (Stealing a ride.)	Fatal	Accidental.
Near Sayabec...	G. Boulay	Employee ..	Hand car struck by train ..	Leg broken.....	
Near Lévis	Joseph Poire....	Neither.....	Struck while crossing track in team.	Slightly injured.	
Trenton	Geo. Crawford..	Employee ..	While coupling.....	Hand crushed...	
Ste. Flavie	Jas. Poirier.....	do ..	While applying brakes, slipped and fell between the cars.	Leg amputated .	
Newcastle.....	T. C. Ayer	do ..	Attempting to get on van, slipped between van and box car.	Knee and thigh injured.	
Pictou Landing.	M. C. Gelart....	Neither.....	Crossing track.....	Fatal	Accidental.
Enfield.....	Geo. Kearns....	Employee ..	While coupling.....	Hand crushed...	
Bedford	A. Lucas (col'd).	Passenger...	Jumped off train while in motion.	Foot crushed....	
Belisle Siding ...	Paul Desrosiers..	Employee ..	While coupling.....	Hand injured...	
Stellarton.....	John Clark	do	do	Finger amputated.	

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.
1893.						
Jan. 11..	10.15	105	Freight.	A. C. McLean	J. Callison	167
do 11..	17.30	Special.	do	J. R. Fisher	D. Yould	9
do 17..	10.00	do	do	J. Casey	J. I. Smith	51
do 17..	11.25	3	Accommodation.	D. McQuarrie.	J. D. McKay	62
Feb. 4..	7.50	Special.	Freight.	F. Brown	L. King	160
do 4..	22.30	46	Accommodation.	M. Audet	O. Gilker	77
do 10..	23.00	Special.	Freight.	J. Paradis	O. LeBel	78
do 11..	10.25	35	Accommodation.	P. E. Heine	O. McGinity	60
do 14..	15.40	56	Freight.	A. B. Vance	J. Wall	115
do 17..	15.00	Special.	do	Thos. Coffey	W. Gross.	103
do 21..	4.45	do	do	T. Bellemare.	L. Dutil	85
do 23..	15.32	do	Mail	Y. C. Campbell	R. Lightbody	199
do 23..						
do 27..	1.00	Special.	Freight.	W. L. Broad.	B. C. Gesner F. H. Moore	128 58
do 28..	8.50	do	do	C. McDougall	D. Taylor	33
Mar. 1..	7.35		Shunting		M. Tobin E. Tobin	98 11
do 2 .	24.40	Special.	Freight.	F. Brown.	T. Hennessey.	115

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.
Iona	W. Power	Employee	While shunting	Foot bruised	
Spring Hill Junc	J. Kinney	do	While coupling	Hand injured	
Aulac	A. Lockhart	do	do	do	
St. John	Wm. Duncan	do	Attempting to cross track	Head and leg injured.	
Shubenacadie	Wm. McLean	do	While coupling	Hand crushed	
Mill Stream	Ed. McDonald (deaf & dumb).	Neither	Walking on track	Fatal	Accidental.
Ste. Flavie	Alcide Michaud.	Employee	While coupling	Hand crushed	
Moncton	S. Lutz	do	do	do	
Murray's Crossing, near Truro	T. McCallum.	do	Struck by train while rescuing his child, which was on track.	Fatal	Accidental.
	— McCallum (child).	Neither	On track	Head injured	
Wharf Branch, Dorchester.	A. W. Thomson.	Employee	Attempting to get on pilot of engine.	Foot injured	
Near St. Alexandre.	Victor Delisle	do	Fell off van while in motion	Fatal	Accidental.
Near Moncton	George Edgett	Neither	Walking on track	do	do
Deep Water Terminus, Halifax	Jos. McDonald	Employee	While checking baggage, slipped and fell.	Shoulder dislocated.	
Cold Brook	H. P. Brand	do	While coupling	Hand crushed	
Berry's Mills	E. Thompson	do	do	do	
Richmond	Henry Roach	do	Thrown off car by engines colliding.	Considerably injured.	
Shubenacadie	John Downs	do	While shunting cars collided, causing the deals on car to shift.	Leg crushed	

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 28th September, 1893.

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, 1893:

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 1892–93	$34,316 11
In 1891–92	33,508 85
	$ 807 27

The expenses of maintenance were less than last year:—

In 1891–92	$19,514 37
In 1892–93	16,889 95
	$ 2,624 42

The earnings and expenses compare as follows:—

Earnings	$34,316 11
Expenses	16,889 95
	$17,426 16

The necessary repairs and renewals were made, and the permanent way and works are in good order.

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

D. POTTINGER.
General Manager, Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.
Deputy Minister and Chief Engineer, Railways and Canals,
Ottawa, Ont.

No. 1.—WINDSOR BRANCH RAILWAY.

DR. REVENUE ACCOUNT, Year ended 30th June, 1893. CR.

Previous Year.	Expenditure.	Year ended 30th June, 1893.	Previous Year.	Receipts and Earnings.	Year ended 30th June, 1893.
$ cts.		$ cts.	$ cts.		$ cts.
19,514 37	Maintenance of way and works, Abstract No. 1	16,889 95	12,187 76	Passenger traffic	11,519 00
13,994 48	Balance	17,426 16	20,165 57	Freight traffic	21,645 27
			1,155 52	Mails	1,151 84
33,508 85		34,316 11	33,508 85		34,316 11

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas., I.C.R.

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N.B., 30th June, 1893.

No. 2.—WINDSOR BRANCH RAILWAY.

Abstract No. 1.

Maintenance of Way and Works.

Previous Year.	Particulars.	Amount.
$ cts.		$ cts.
11,284 50	Repairs of track	9,945 42
1,395 38	Rails and fastenings	2,978 00
3,709 10	Sleepers	4,050 85
456 13	Bridges	2,335 21
.....	Signals	19 19
12 60	Switch locks	3 60
124 53	Culverts and cattle-guards	211 35
5 10	Wharf at Windsor	203 31
241 90	Buildings and platforms	745 09
2 10	Hand cars and trollies	77 12
203 52	Snow-ploughs and flangers	282 60
200 45	Tools and repairs of same	165 70
690 23	Fencing	715 65
1,111 49	Accountant's office and expenses	1,112 86
77 34	Miscellaneous	.....
19,514 37		16,889 95

R. B. BOGGS,
Acct., W. B. Ry.

Certified correct,
T. Williams,
Chief Acct. and Treas., I.C.R.

Moncton, N.B., 30th June, 1893.

No. 3.—WINDSOR BRANCH RAILWAY.

DR. GENERAL BALANCE. CR.

1892.		$ cts.	1893.		$ cts.
June 30.	Old rails account	4,200 00	June 30.	Dominion account	7,917 65
	Stores Department	606 27			
	Windsor and Annapolis Railway	3,111 38			
		7,917 65			7,917 65

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas., I.C.R.

R. B. BOGGS.
Acct., W. B. Ry.

MONCTON, N.B., 30th June, 1893.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts—One-third Earnings.

Year.	Month.	Passenger Traffic.	Mails.	Freight Traffic.	Totals.
		$ cts.	$ cts.	$ cts.	$ cts.
1892	July	1,242 78	96 91	1,603 25	2,942 94
"	August	1,675 94	96 91	1,424 43	3,197 28
"	September	1,644 73	96 90	2,785 11	4,526 74
"	October	976 83	96 91	2,202 90	3,276 64
"	November	834 75	96 90	2,364 48	3,296 13
"	December	918 43	96 91	1,834 00	2,849 34
1893	January	537 50	94 45	1,511 97	2,143 92
"	February	495 22	94 45	1,296 64	1,886 31
"	March	715 50	94 46	1,988 29	2,798 25
"	April	693 21	95 68	1,658 23	2,447 12
"	May	788 41	95 68	1,574 61	2,458 70
"	June	995 70	95 68	1,401 36	2,492 74
		11,519 00	1,151 84	21,645 27	34,316 11

Certified correct,
T. WILLIAMS,
Chief Acct. and Treas., I.C.R.

R. B. BOGGS,
Acct., W. B. Ry.

MONCTON, N.B., 30th June, 1893.

INTERCOLONIAL RAILWAY,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., 18th September, 1893.

SIR,—I have the honour to submit my report of the maintenance of the Windsor Branch for the year ending 30th June, 1893.

TRACK.

The mileage remains the same as last year (32 miles). Three and one-half miles of old iron rails have been taken up and replaced with 4½ steel, weighing 56 pounds to the yard. The best of the old rails taken out were selected, cut and bored where necessary, and used for renewals.

TIES.

During the year 12,533 ordinary ties were renewed, and three sets of switch ties.

BALLAST.

About 10 miles of the branch was lifted and 6,290 yards of ballast put under the ties.

SIDINGS.

Grove's Siding was extended 300 feet to enable the Windsor and Annapolis trains to cross at this point.

FENCING.

One thousand one hundred rods of woven and barbed wire fencing were put up in place of old pole fence, and where none existed before. Six new wire gates were provided.

BUILDINGS AND PLATFORMS.

At Windsor Junction, the walls of general waiting-room were sheathed and part of the office. A portion of the platform was renewed, and necessary repairs were made to the station and freight shed.

The passenger and freight platform was renewed. The station was overhauled and repaired. The roofs of station and freight shed were renewed with cedar shingles.

The roofs of station and freight shed at Mt. Uniacke were renewed with cedar shingles.

Windsor station and freight shed were overhauled and repaired. A new station signal was provided.

GENERAL.

Six stone piers of the Jordan River bridge were overhauled and pointed with cement.

A portion of the embankment at east approach of Ste. Croix bridge slipped down into the stream, and a cedar crib 150 feet long by 8 feet wide was built and filled with ballast to protect the toe of embankment, and prevent a repetition of this.

The hemlock stringers of five open culverts were renewed with southern pitch pine.

Five pairs of spruce cattle guards at public crossings were renewed with cedar.

A public crossing near Newport, and another one at Hibbert's siding, were renewed.

Four hundred lineal feet of the track (between, and on either side of the rails) on Water Street, Windsor, were renewed.

All tool-houses, approaches to cattle-guards and cattle-pens, were whitewashed.

The top of Windsor wharf was renewed with 4-inch planking.

I have the honour to be, sir,
Your obedient servant,
P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 28th September, 1893.

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, 1893.

I inclose the reports of the superintendent and mechanical superintendent including statements of the accounts prepared by the accountant and auditor.

The capital account was increased by the addition of $484 expended on the Cape Traverse Branch, making the total cost of the road and equipment on the 30th June, 1893, $3,750,565.38.

There was an increase of gross earnings and a decrease of working expenses.

The increase of earnings was in freight traffic and in mails and sundries. There was a slight decrease of passenger traffic.

The necessary repairs and renewals were made, and the railway and rolling stock are in a state of efficiency.

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

D. POTTINGER,
General Manager, Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer, Railways and Canals.
Ottawa.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., 14th September, 1893.

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, 1893.

I also inclose the report of the mechanical superintendent, and 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.

The mileage of railway in operation during the year was the same as stated in last year's report, 210 miles.

CAPITAL ACCOUNT.

The total expenditure on capital account to 30th June, 1892, was	$3,750,081 38
The addition during the year was as follows:—	
Cape Traverse Branch	484 00
Total expenditure on capital account to 30th June, 1893	$3,750,565 38

REVENUE ACCOUNT.

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

Expenditure	$226,422 17
Earnings	162,690 42
	$63,731 75

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

In 1891-92	$157,442 69
In 1892-93	162,690 42
Increase	$5,257 73

The earnings per mile of railway compare as follows:—

In 1891-92	$749 72
In 1892-93	774 72
Increase	$25 00

The earnings from passenger traffic compare as follows:—

In 1891-92	$70,959 21
In 1892-93	67,445 41
Decrease	$ 3,513 80

The earnings from freight traffic compare as follows:—

In 1891-92	$69,983 23
In 1892-93	76,347 51
Increase	$ 6,346 28

The earnings from mails and sundries compare as follows:—

In 1891-92	$16,500 25
In 1892-93	18,897 50
Increase	$ 2,397 25

The number of passengers carried compare as follows:—

In 1891-92	139,389
In 1892-93	132,111
Decrease	7,278

The weight of freight carried compares as follows:—

	Tons.
In 1891-92	51,065
In 1892-93	56,718
Increase	5,653

Expenditure.

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

In 1891–92	$289,706 38
In 1892–93	226,422 17
Decrease	$ 63,284 21

They compare with last year as follows:—

Per mile run by engines—

	Cents.
In 1891–92	94·24
In 1892–93	78·07
Per mile run by trains—	
In 1891–92	118·19
In 1892–93	98·35
Per mile of railway—	
In 1891–92	$1,379 55
In 1892–93	1,078 20

The engine mileage compares as follows:—

In 1891–92	307,421
In 1892–93	290,011
Decrease	17,410

The train mileage compares as follows:—

In 1891–92	245,102
In 1892–93	230,207
Decrease	14,895

The car mileage compares as follows:—

In 1891–92	1,304,659
In 1892–93	1,236,769
Decrease	67,890

Track.

The mileage remains the same as last year—118 miles laid with iron rails, and 92 miles laid with steel rails.

During the year 7 miles iron rails, weighing 40 lbs. to the yard, were replaced with steel rails weighing 50 lbs. to the yard.

Ties.

During the year 71,000 ordinary ties, 36 sets switch ties and 35 head-blocks and frames were renewed.

Ballasting.

During the year 3,960 cubic yards ballast were distributed. A new pit containing one acre, was purchased near Alberton at a cost of $200.

Fencing.

During the year 18⅓ miles new barbed and woven wire fence were erected, to replace old fence burnt and worn out.

Snow Fence.

During the year 3,500 feet snow fencing was renewed.

Wharfs.

At Charlottetown the wharf was raised 4 feet at the outer end, planked, fenders put on and a slip made to accommodate the winter steamer "Stanley."

At Summerside the planking on wharf was partly renewed, and 200 tons stone ballast put in wharf.

At Charlottetown, 1,060 feet of the breastwork was rebuilt with hemlock timber and cedar ties.

At St. Peter's, 150 feet of the breastwork was rebuilt.

Bridges and Culverts.

At Huntley River bridge the old stone abutments were taken down, foundation made 8 feet deeper and new stone abutments built; two wall plates and three stringers renewed.

At Northam bridge two new cedar abutments were built and top renewed.

At Mount Stewart bridge a pile bent was put under the centre and received other necessary repairs.

At Midgell bridge floor beams, stringers and sleepers were renewed.

At Pine Brook bridge the wall plates were renewed.

All other bridges received necessary repairs.

Two stone culverts were rebuilt.

Twelve timber culverts were rebuilt.

Ten timber culverts had stringers renewed.

Twenty-eight cattle guards were rebuilt.

Fourteen cattle-guards had stringers renewed.

Buildings.

At Charlottetown the warehouse on wharf was raised 3 feet, new floor put down, roof reshingled and exterior painted. One side of roof of machine shop was reshingled. Roof of round-house partly reshingled.

At Summerside, one side of roof of warehouse on wharf was reshingled. Foundation of coal shed rebuilt at eastern end.

At O'Leary's, roof of coal shed was reshingled.

At Tignish, small addition and slip built to coal shed for coaling engines.

At Selkirk the flag station and platform were rebuilt (old station and platform were burnt last year.)

At Emerald the platform was extended 150 feet.

At Morell the platform was rebuilt.

At Souris the roof of round-house was reshingled.

At Bedford the station was raised, sills renewed and platform rebuilt.

All other buildings received necessary repairs.

Semaphores.

A new semaphore was erected at Alberton extending 1,650 feet out from the western end of the Y switch.

STORES.

The purchase of stores during the year amounted to $84,331.

The value of stores on hand 30th June, 1893, was:—

General stores	$52,845 14
Fuel	4,560 44
Rails and fastenings	30,609 03
Old material serviceable	4,385 90
	$92,400 51

The stores for the most part have been purchased by tender and contract, which follows out the practice of previous years.

I inclose a return of accidents 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.

D. POTTINGER, Esq.,
General Manager, Canadian Government Railways,
Moncton, N.B.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR. CAPITAL ACCOUNT. CR.

		$ cts.			$ cts.
1892. June 30.	To cost of road and equipment to date	3,750,081 38	1893. June 30.	By Dominion of Canada	3,750,081 38
1893. June 30.	To expenditure, year ended 30th June, 1893, Cape Traverse Branch	484 00	1893. June 30.	do do	484 00
		3,750,565 38			3,750,565 38

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR. REVENUE ACCOUNT for year ended 30th June, 1893. CR.

Previous Year.	Expenditure.	Year ended 30th June, 1893.	Previous Year.	Receipts.	Year ended 30th June, 1893.
$ cts.		$ cts.	$ cts.		$ cts.
66,772 79	Locomotive power, per Abstract No. 1	59,195 34	70,959 21	Passenger traffic	67,445 41
35,204 87	Car expenses, per Abstract No. 2	34,821 96	69,983 23	Freight traffic	76,347 51
147,461 53	Maintenance of way and works, per Abstract No. 3	97,085 28	16,500 25	Mails and sundries	18,897 50
28,370 27	Station expenses, per Abstract No. 4	25,566 43	157,442 69	Total Receipts	162,690 42
11,896 92	General charges, per Abstract No. 5	9,753 16	132,263 69	Balance	63,731 75
289,706 38	Totals	226,422 17	289,706 38	Totals	226,422 17

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

Department of Railways and Canals.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Locomotive Power—(Abstract No. 1).

Previous Year.	Details.	Year ended 30th June, 1893.
$ cts.		$ cts.
1,414 05	Mechanical superintendent's salary, clerks, office and travelling expenses	1,124 50
16,383 50	Wages of drivers, firemen and cleaners	14,813 48
15,303 77	Fuel	14,403 31
2,735 05	Oil, tallow, waste and small stores	2,665 68
28,237 17	Repairs to engines, tenders and engine tools	24,089 79
718 35	Water, including pump and tank repairs	675 52
1,980 90	Miscellaneous	1,423 06
66,772 79	Totals	59,195 34

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1893.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June, 1893.
$ cts.		$ cts.
9,129 84	Repairs to passenger cars	8,941 16
1,507 95	do postal and baggage cars	1,544 77
6,089 83	do freight cars and vans	7,196 81
14,140 82	Wages of conductors, train baggage-masters and brakemen	12,876 29
558 27	Oil and waste for packing	877 32
2,979 37	Small stores and fuel	2,603 33
798 79	Miscellaneous	782 28
35,204 87	Totals	34,821 96

W. T. HUGGAN,
Acountant and Auditor.

Charlottetown, P.E.I., 30th June, 1893.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

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

Previous Year.	Details.	Year ended 30th June, 1893.
$ cts.		$ cts.
369 96	Engineer's salary, clerks, office and travelling expenses	369 96
42,844 87	Wages in repairing roadway, fences and semaphores	35,145 28
39,570 55	Rails, chairs and spikes	14,868 76
26,383 12	Sleepers	2 ,679 85
22,880 32	Timber and lumber for repairs to bridges, cattle-guards, fences, &c	11,059 82
2,635 81	Repairs to wharfs	2,949 16
7,758 87	do buildings and platforms	6,696 91
4,067 36	do snow-ploughs, flangers and tools	2,033 89
950 67	Clearing ice and snow	1,281 65
147,461 53	Totals	97,085 28

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June, 1893.
$ cts.		$ cts.
20,075 83	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen, watchmen and labourers..	18,658 96
8,294 44	Fuel, oil, light, stationery and other incidental expenses	6,907 47
....	Miscellaneous	.....
28,370 27	Totals	25,566 43

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

Department of Railways and Canals.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.	Details.	Year ended 30th June, 1893.
$ cts.		$ cts.
4,115 04	Superintendent's and train despatcher's salaries, clerks, office and travelling expenses	3,943 44
5,441 17	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses	4,454 60
817 32	Advertising	685 67
171 97	Damages to men, animals and goods	128 66
390 23	Telegraph expenses (not including pay to operators)	378 13
961 19	Miscellaneous	162 66
11,896 92	Totals	9,753 16

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1893.

1892.	Dr.	$ cts.	$ cts.
June 30...	To Balance brought forward		98,358 49
1893.			
June 30...	To Purchases during the year, including rails	84,331 00	
	Charges from other departments	7,074 55	
	Pay-rolls	2,452 33	
			93,857 88
1893.	Cr.		192,216 37
June 30...	By Issues during the year		99,815 86
	Balance — Ordinary stores $52,845 14; Fuel 4,560 44; Rails and fastenings on hand 30,609 03; Old material, serviceable 4,385 90		92,400 51

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR. GENERAL BALANCE. CR.

	$ cts.		$ cts.
General stores	92,400 51	Dominion Account	103,635 69
Cash	14,666 70	Accident Insurance	5,112 52
Stations	718 34		
Militia Department	48 40		
Anglo-American Telegraph Co	46 43		
Judge Weatherbee	30 00		
Sidney Grey	25 00		
Railway Extension, Charlottetown	812 83		
Total	108,748 21	Total	108,748 21

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

Department of Railways and Canals.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1893.

Details.	1893.	1892.
Mileage of railway open	210	210
Engine mileage	290,011	307,421
Train do	230,207	245,102
Car do	1,236,769	1,304,659
Receipts per engine mile ..... Cents	56·09	51·21
do mile of railway ..... Dollars	774·72	749·72
Percentage of passenger earnings to gross receipts	41·45	45·07
do freight do do	46·93	44·45
do other do do	11·62	10·48
Expenses per engine mile—		
Drivers, firemen and cleaners' wages	5·11	5·33
Fuel	4·96	4·98
Oil, tallow, waste, and small stores	0·92	0·89
Repairs to engines	8·31	9·19
Water and tank repairs	0·27	0·23
Miscellaneous	0·45	0·64
	20·02	21·26
Mechanical superintendent's salary, office and travelling expenses	0·39	0·46
Total ..... Cents	20·41	21·72
Locomotive power per engine mile	20·41	21·72
Car expenses do	12.01	11·45
Maintenance of way and works do	33·48	47·97
Station expenses do	8·81	9·23
General charges do	3·36	3·87
Total per engine mile ..... Cents	78·07	94·24
Locomotive power per train mile	25·71	27·24
Car expenses do	15·12	14·36
Maintenance of way and works do	42·17	60·16
Station expenses do	11·11	11·58
General charges do	4·24	4·85
Total per train mile ..... Cents	98·35	118·19
Working expenses per mile of railway ..... Dollars	1,078·20	1,379·55

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1893.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred on the Prince Edward Island Railway, during the Year ended 30th June, 1893.

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 Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
1893.												
June 17.	11·50 a.m.	Sp'l	Special working.	T. K. Stanley.	R. Dongan..	4	North Wiltshire.	H. Manley. ..	Employee..	Hand crushed while coupling cars.	Thumb had to be amputated at first joint.	

MECHANICAL SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., 30th August, 1893.

SIR,—I beg to submit herewith for your information the following statements showing the operations of the Mechanical Department of the Prince Edward Island Railway, for the year ending 30th June, 1893 :—

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 expense of the Mechanical Department for the years 1891–92 and 1892–93.

During the year there have been supplied 6 sets new tubes, 1 throat sheet, 2 fire-boxes, 2 smoke-boxes, 8 tires, 2 tender frames and trucks, 1 cross-head and slide bars.

I am pleased to be able to report that the efficiency of the rolling stock has been well maintained during the year.

I have the honour to be,
Your obedient servant,

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton.

PRINCE EDWARD

MECHANICAL

A.—STATEMENT of 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.
1892—July	30,212	1,397 75	1,401 48	243 08	2,315 95	55 29
August	31,045	1,424 55	1,417 66	260 69	2,248 83	15 46
September	28,560	1,318 43	1,434 96	250 29	2,468 46	13 74
October	30,313	1,348 10	1,579 10	313 89	2,305 60	90 64
November	25,908	1,230 42	1,310 43	256 12	1,614 26	3 40
December	20,651	1,172 85	1,156 00	213 59	1,659 06	181 69
1893—January	18,443	1,151 82	1,015 11	178 27	1,723 67	36 57
February	18,532	1,062 00	1,121 94	177 38	1,855 63	4 90
March	20,717	1,166 51	1,105 01	176 47	1,938 65	7 35
April	16,400	1,084 66	834 47	126 33	1,760 73	2 20
May	21,968	1,204 52	1,052 82	205 08	2,293 45	63 86
June	27,262	1,251 87	974 33	264 49	1,905 50	200 42
Totals	290,011	14,813 48	14,403 31	2,665 68	24,089 79	675 52

ISLAND RAILWAY.

DEPARTMENT.

Power, for the Year ended 30th June, 1893.

		Average per Mile run.						
Miscellaneous, including Expenses of Office and Engine House.	Total.	Engine-men.	Fuel.	Oil, Tallow, &c.	Repairs.	Water.	Miscella-neous.	Total.
$ cts.	$ cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
218 22	5,631 77	4·63	4·64	0·80	7·66	0·19	0·72	18·64
191 27	5,558 46	4·59	4·57	0·84	7·24	0·05	0·61	17·90
162 23	5,648 11	4·61	5·03	0·88	8·64	0·04	0·57	19·77
284 58	5,921 91	4·45	5·21	1·03	7·60	0·30	0·94	19·53
182 54	4,597 17	4·75	5·05	0·99	6·23	0·02	0·70	17·74
244 46	4,627 65	5·68	5·59	1·03	8·03	0·88	1·19	22·40
317 55	4,422 99	6·24	5·50	0·97	9·34	0·20	1·73	23·98
182 19	4,404 04	5·73	6·05	0·96	10·01	0·03	0·98	23·76
273 16	4,667 15	5·63	5·33	0·85	9·36	0·04	1·32	22·53
167 50	3,975 89	6·62	5·08	0·77	10·73	0·02	1·02	24·24
144 25	4,963 98	5·47	4·79	0·94	10·44	0·30	0·65	22·59
179 61	4,776 22	4·59	3·57	0·97	6·99	0·73	0.66	17·51
2,547 56	59,195 34	5·11	4·96	0·92	8·31	0·27	0·84	20·41

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD

MECHANICAL

B.—STATEMENT of the Performance and Consumption

Months.	Hours in Steam.	Train Mileage.				Mileage by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1892—July	3,442	12,449	12,565	.....	.....	25,023	41	5,148	30,212
August	3,632	13,136	12,235	.....	.....	25,371	170	5,504	31,045
September	3,502	11,535	11,531	1,176	367	24,609	151	5,181	29,941
October	3,606	10,554	13,870	1,043	128	25,595	38	5,863	31,496
November	3,256	5,922	14,422	.....	.....	20,344	40	5,524	25,908
December	2,975	3,828	11,939	106	44	15,917	63	4,792	20,772
1893—January	2,590	2,264	11,184	.....	462	13,910	214	4,319	18,443
February	2,603	2,703	10,074	.....	1,631	14,408	89	4,035	18,532
March	2,953	2,468	12,841	1,429	545	17,283	108	4,895	22,286
April	2,343	1,356	10,838	98	64	12,356	74	4,088	16,518
May	2,838	4,841	12,355	249	108	17,553	84	4,610	22,247
June	3,227	10,774	11,165	1,714	.....	23,653	150	5,440	29,243
Totals	36,967	81,830	145,019	5,815	3,358	236,022	1,222	59,399	296,643

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives, for the Year ended 30th June, 1893.

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.
129,235	.....	5·16	8·77	4·28	11,961	2,573	11	583	39·59	8·51	·03	1·93
120,085	.....	4·73	8·55	3·87	12,486	2,603	.....	626	40.22	8·38	.....	2·01
121,039	.....	4·99	8·55	4·04	12,979	2,662	8	689	43·34	8·89	·02	2·30
143,504	.....	5·63	8·73	4 55	14,230	2,820	119	590	45·18	8·95	·38	1·24
124,317	... ...	6·11	7·96	4·79	13,089	2,173	102	504	50 52	8·39	·39	1·94
86,971	.....	5·47	6·98	4·18	10,046	1,956	97	419	48·36	9·41	·46	2 01
74,591	3,160	5·54	7·12	4·04	8,641	1,752	92	409	46·85	9·49	.49	2·22
68,354	5,478	5·34	7·12	3·69	10,244	1,726	121	373	55·28	9·32	·65	2·01
105,818	902	6·32	7·54	4·74	11,051	1,812	123	410	49·58	8·13	·55	1·84
74,877	.. ....	6·09	7·05	4·53	7,577	1,096	71	359	45·87	6·63	·43	2·17
105,909	....	6·07	7·84	4.76	9,794	1,901	157	459	44·02	8·54	·70	2·06
123,314	.....	5·21	9·06	4·22	10,143	2,736	223	566	34·68	9·36	·76	1·93
1,278,014	9,540	5·50	8·02	4·30	132,241	25,810	1,124	5,987	44·58	8.70	·38	2·01

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

C.—MONTHLY STATEMENT of Car Mileage for year ended 30th June, 1893.

Months.	First Class.	Second Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1892—July	31,944	26,705	20,127	37,417	13,042	129,235
August	29,714	26,305	19,876	33,280	10,880	120,085
September	30,408	22,905	20,177	36,424	11,125	121,039
October	22,100	24,769	21,868	54,332	20,435	143,504
November	16,604	18,964	17,914	57,648	13,187	124,317
December	15,672	15,975	14,401	34,741	6,182	86,971
1893—January	13,082	13,579	11,319	25,564	11,047	74,591
February	12,132	12,591	10,552	18,260	14,819	68,354
March	13,890	14,587	12,585	38,094	26,662	105,818
April	12,501	12,204	10,482	32,871	6,819	74,877
May	16,521	16,132	16,614	47,121	9,521	105,909
June	21,619	19,134	23,912	35,607	23,042	123,314
Totals	236,217	223,850	199,827	451,359	166,761	1,278,014
Less—Ballasting	. . . .	.....	6,581	7,858	26,806	41,245
Balance	236,217	223,850	193,246	443,501	139,955	1,236,769

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

Department of Railways and Canals.

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, 1893.

Particulars.	Locomotives.	Classification of Cars.								Snow-ploughs.	Flangers.	Total.
		1st Class.	2nd Class.	Postal and Smoking.	Box and Stock.	Platform.	Vans.	Pay Car.	Total.			
On hand, 30th June, 1892, serviceable	21	17	16	3	175	123	3	1	338	8	7	15
do do condemned	...	....	....	....	.....	2	....	....	2	....	....	....
Total stock, 30th June, 1892	21	17	16	3	175	125	3	1	340	8	7	15
Condemned on hand, 1st July, 1892	....	....	.....	....	.....	2	....	....	2	....	....	....
do during the year	...	....	1	....	....	3	....	....	4	....	....	....
	....	....	1	....	....	5	....	....	6	....	....	....
LESS—Rebuilt	....	....	.....	....	..	2	....	....	2	....	....	....
	...	....	1	....	...	3	....	....	4	....	....	....
ADD—Serviceable and repairing	21	17	15	3	175	122	3	1	336	8	7	15
Total on record, 30th June, 1893	21	17	16	3	175	125	3	1	340	8	7	15

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

E.—COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the Year ended 30th June, 1893.

	1893.	1892.
The miles run by trains were	230,207	245,102
do engines were	290,011	307,421
do cars were	1,236,769	1,304,659
do snow-ploughs were	9,540	7,355
	$ cts.	$ cts.
The cost of locomotive power was	59,195 34	66,772 79
do repairs to cars	17,682 74	16,727 62
do labour, oil, and waste for packing	877 32	558 27
do repairs to passenger cars was	8,941 16	9,129 84
do do postal and smoking cars was	1,544 77	1,507 95
do do freight cars and vans was	7,196 81	6,089 83
The cost of locomotive power per 100 miles run by trains was	25 71	27 24
do do do engines was	20 41	21 72
do do do cars was	4 78	5 11
The cost of repairs to cars per 100 miles run by trains was	7 68	6 82
do do do engines was	6 09	5 44
do do do cars was	1 43	1 28
The cost of labour, oil and waste for packing, per 100 miles run by trains was	0 38	0 22
do do do do engines was	0 30	0 18
do do do do cars was	0 07	0 04
Repairs to passenger cars per 100 miles run by trains were	3 88	3 72
do postal and smoking cars were	0 67	0 61
do freight cars and vans were	3 12	2 48

J. UNSWORTH,
Superintendent and Mechanical Superintendent.

APPENDIX No. 6.

SAULT STE. MARIE CANAL.

ST. CATHARINES, 3rd October, 1893.

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, 1893.

SECTION No. 1.

On this section which extends from the navigable channel of the St. Mary's River to the foot of the Island of St. Mary's, a distance of 5,300 feet with a bottom width of 250 feet, and 18½ feet depth of water, the dredging and submarine blasting has been carried as far west as the portion of land reserved as a dam, at the lower end of the lock pit on the adjoining section, will admit.

Inside or west of the dam, the excavation has been progressing in the dry, from time to time, to admit of a portion of the entrance piers being built this season.

The portion of the north entrance pier, outside the dam, has been completed.

The object is to reduce the quantity of material in the dam, as far as can be done with safety, so that after the completion of the work below water level on the adjoining section, a channel through the dam can speedily be cut, to be completed after the opening of navigation.

The following quantities represent the amount of work done to 30th June, 1893:—

Excavation, dredging and deepening channel...	cub. yds.	149,167
Timber in sides and ends of cribs.....	lin. ft.	50,197
Timber in ties, stringers and bottoms.....	do	49,600
Binding pieces.....	do	3,834
Blocks under heads of ties.....	each.	2,274
Wrought iron in bolts.....	lbs.	33,919
Pine in superstructure.....	cub. ft.	10,319
Ties.....	lin. ft.	14,654
Blocks under heads of ties.....	each.	1,135
Stringers for top covering.....	lin. ft.	3,900
3-inch pine planking.....	ft. B. M.	54,222
Cap pieces.....	lin. ft.	2,319
Mooring posts.....	each.	16
Stone filling, cub. yds.....	cub. yds.	13,077
Pressed spike.....	lbs.	2,361

Section No. 1 is under contract to Messrs. Hugh Ryan & Co.

SECTION No. 2.

This section extends westward from the foot of St. Mary's Island, 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, and prism of the canal, the construction of the lock walls, and guard gate walls, also the construction of side walls, towing-paths, &c.

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 20 feet 3 inches of water upon the mitre sills at extreme low water below the rapids, which will be the same depth as upon the mitre sills of the new American lock in course of construction.

In consideration of additional work involved in changes made in the dimensions of the lock, the time for the completion of Messrs. Hugh Ryan & Co.'s contract has been extended to 30th June, 1894.

The first stone in the construction of the lock was laid 15th September, 1892, and building was continued until 12th November, when the severity of the weather stopped operations, 7,707 cubic yards of masonry having been laid.

The contractors proceeded at once to provide additional plant for prosecuting the work with all despatch when building could be resumed.

Preparations were also made for obtaining and delivering on the work the large quantities of stone, timber, iron, cement, &c., required for the lock for the timber revetment, for the sides of the prism of the canal, and for the filling and emptying culverts in the bottom of the lock, for the construction of which arrangements had been made with Messrs. Hugh Ryan & Co.

On the 20th April, 1893, the contractors resumed building operations, and pushed the work vigorously, as will be seen from the quantities following, which are up to 30th June, 1893:—

Chopping, clearing and grubbing	acres.	30
Earth excavation in side trenches	cub. yds.	2,507
Rock do do	do	74
Earth excavation in prism of canal	do	68,082
Rock do do	do	59,200
Additional rock excavation lowering prism	do	9,139
do do do	do	1,472
Earth excavation in lock pit	do	37,081
Additional excavation for lock chamber, 100 ft. wide.	do	2,946
do do do	do	425
Rock excavation in lock pit	do	80,586
Additional excavation from side of lock pit	do	8,705
do do bottom of lock pit	do	14,622
do do culvert pits	do	13,343
do do lengthening lock pit	do	24,270
do do culvert pits	do	8,924
Concrete of Portland cement in lock bottom	do	3,923
Additional concrete	do	6,123
Drilling holes in rock for anchor bolts	lin. ft.	779
Masonry of lock walls, 600 feet	cub. yds.	17,164
do 650 feet	do	4,308
do 900 feet	do	7,320

Materials delivered.

Stone from Anderdon quarry (dressed)	cub. yds.	628
do do (rough)	do	1,164
Rough Anderdon stone dressed at Sault Ste. Marie.	do	5,962
Stone from Manitoulin quarry (rough)	do	5,129
Sand	do	712
Portland cement	brls.	9,896
Canadian natural cement	do	2,359
Iron for anchor bolts for culverts	lbs.	591,206
Iron for gate anchors	do	49,330
Pine for mitre sill platforms and culverts	cub. ft.	13,546
Plank do do do	ft. B.M.	109,619
Oak do do do	cub. ft.	2,739
Timber for prism revetment	lin. ft.	52,567

SECTION No. 3.

This section extends westward from the head of St. Mary's Island, 9,300 feet, through shoals, to the navigable channel of the St. Mary's River, above the rapids, at an elevation of 18 feet above the river surface on section No. 1.

The section is under contract to Messrs. Allan & Fleming and embraces the excavation of the channel, which is 250 feet wide, 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 beacon has been completed, also the entrance piers as far as they can be constructed until after the water has been let into the canal.

The dredging has been completed with the exception of some clearing up, as far as it can progress, until the lock gates are in position, when a channel will be dredged through the portion of the bank now forming the dam at the upper end of section No. 2, and the dredging completed and the piers finished in due course.

The following quantities represent the work done to 30th June, 1893:—

Dredging and deepening channel	cub. yds.	228,744
Timber in sides and ends of cribs	lin. ft.	38,313
do ties, bottoms	do	36,862
Binding pieces	do	3,574
Blocks under heads of ties	No.	1,968
Wrought iron in bolts	lbs.	26,254
Pine in superstructure, 12″ × 12″	cub. ft.	9,755
do ties, 10″ × 11″	lin. ft.	12,448
Blocks under heads of ties	No.	1,012
Stringers for top covering 7″ × 10″	lin. ft.	2,575
3″ pine plank for covering	ft. B.M.	29,950
Cap pieces, 10″ × 6″	lin. ft.	609
Mooring posts	No.	5
Stone filling	cub. yds.	10,025
Pressed spike	lbs.	758
Rock elm in sides of beacon	cub. ft.	6,959
Cross ties in beacon	lin. ft.	10,835
Blocks under heads of ties	No.	426
Pine plank in binders	lin. ft.	448
Elm do do	do	192
Stone filling	cub. yds.	2,055
Sheeting, 5″ thick	ft. B.M.	16,972
Top covering 3″ thick on beacon	ft. B. M.	3,885
Hip joists and girts on beacon	ft. B. M.	2,914
Iron in bolts on beacon	lbs.	15,170
Iron in screw bolts in bottom, &c., on beacon	lbs.	885
Iron in straps on beacon	lbs.	5,984
Pressed spike on beacon	lbs.	269

Since the end of the fiscal year, a small quantity of excavation has been removed on sections Nos. 1 and 3, the nature of the work, as already stated, not admitting of any material progress on those sections.

On section No. 2 the lock walls have been built rapidly, and at date are up to the full height, the culverts in the bottom of the lock are in course of construction, and contracts for the lock gates have been let, also for the supply pipe for taking water to the power house on the north side of the lock.

A contract for the swing bridge to carry the line of the Canadian Pacific Railway over the Sault Ste. Marie Canal has also been let, and will no doubt be completed as soon as needed.

In the excavation of the prism of the canal, in the side walls, and revetment, there is still much to be done, but the energy displayed by the contractors, gives good grounds for believing that they will be equal to the task of completing their work by 30th June, 1894.

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

W. G. THOMPSON, M. Inst. C.E.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer Railways and Canals, Ottawa.

APPENDIX No. 7.

SOULANGES CANAL.

ENGINEER'S OFFICE,
COTEAU LANDING, P.Q., 4th October, 1893.

SIR,—I have the honour to report as follows:—

The whole of the work connected with this canal, embraced in the contracts, sections Nos. 1 to 13, has been let, and includes all the excavation, masonry of locks, weirs, bridges and culverts, entrance works, &c.

The subjoined list gives the names of the contractors and the dates of the various contracts:

Section Nos.	1 and 2	—Archibald Stewart	24th Sept., 1892.
do	3	—J. & M. O'Leary	27th March, 1893.
do	4, 5, 6, & 7	—George Goodwin	9th May, 1893.
do	8	—Charles H. Raynor	29th Dec., 1892.
do	9	—Randolph Macdonald	30th Jan., 1893.
do	10	—Rogers & Taylor	24th Dec., 1892.
do	11	—George Goodwin	11th May, 1892.
do	12	—Denis O'Brien & Son	8th April, 1892.
Reletting Sec. No.	12	—George Goodwin	9th May, 1893.
Section No.	13	—Randolph Macdonald	24th Sept., 1892.

The total value of the work let, at contract rates, is about $3,500,000. This does not include the cost of superstructure of bridges, lock gates and machinery, sluices, cement, or the power house and electrical apparatus for operating the canal.

The cost of land and damages will amount to a very large sum. The estimate under this head given in my report dated 15th June, 1889 (printed), will probably be exceeded.

As stated in previous reports, the line of this canal between Lake St. Francis and Cascades Point, a distance of 14 miles, traverses for almost its entire length a flat country presenting no engineering difficulties. Three streams are crossed, viz., the Delisle, Rouge and à la Graisse. The first of these is about 45 miles long and has a drainage area of over 180 square miles. The second, although of no great length, is liable to heavy spring freshets; whilst the last only runs about a couple of miles inland where it is merely a ditch, but the discharge is nevertheless at certain seasons quite considerable. All of these will be passed under the canal by culverts formed of one or more lines of cast-iron tubes, 10 feet in diameter, embedded in concrete, this being the most economical and effective means which could be adopted for the purpose.

The tubes for the culvert at River Rouge are all on the ground. Those for à la Graisse are being delivered—but, owing to several causes the culvert for the Delisle River has not yet been begun, although the specification calls for the delivery of the pipes during the season of 1892.

The character of the materials met with so far in the excavations generally corresponds to that indicated on the profiles, and consists of a surface layer of brown earth of varying thickness, under which is found a stratum of soft blue clay in some places of great depth. West of Delisle River this drift is thickly interspersed with boulders—some of very large size—but to the east of it these almost wholly disappear.

Rock occurs above the grade line of the canal at the Cascades Point, where the Potsdam sandstone is found; but none is encountered towards the west until the Delisle River is reached, where the diversion channel for the stream and part of the adjacent canal prism will be in rock said to be the "calciferous." This will proba-

bly yield some good building stone. Between the Delisle and the head of the canal about 170,000 cubic yards of rock must be excavated; but the greater part of this large mass will be utilized in forming a protection lining to the side of the canal at and near the water surface—for concrete in the various structures, macadam for roads, &c. In this connection it may be said that if the water of Lake St. Francis is permitted to enter freely into the summit level of the canal without the interposition of a guard lock, the height of this protection lining must be increased. The fluctuation of the normal plane of the lake is about 4 feet, extending over long periods—but the sudden rises which occur during westerly storms will produce currents in the canal, and probably result in a piling up of water to such an extent as cannot at present be accurately determined.

It will be seen that the materials to be taken from the prism are such as to ensure the formation of water-tight banks with but few precautionary measures—and the large excess of excavation will enable these banks to be widened out to such dimensions as will almost prevent the possibility of breaks in the future. The additional width on the north side affords the means of forming a continuous line of road between the terminal points of the canal as proposed, by which public travel will be benefited. The safety of the navigation is still further secured by throwing the canal line inland, thus avoiding the river margin where extensive slides frequently occur all along between Coteau du Lac and Cascades Point. The adoption of this principle has resulted in the location being, for navigation purposes, practically a straight line, there being only two curves in the entire length of 14 miles, each of very large radius.

An ample width of land has been taken throughout, and the value placed on the quantity expropriated seems to bear but a small proportion to the damages paid for cutting through the various farms.

The chief points of interest connected with the canal are its entrance works, especially at the eastern end, where a rise of 70 feet is effected in about three-quarters of a mile, by four locks each 17½ feet lift. (The total rise in the canal is 82½ feet.) Here there is a mass of rock and earth to be removed of over half a million of cubic yards, chiefly in order to overcome the abrupt ascent forming the right bank of the Ottawa near its junction with the St. Lawrence, the cutting being at one point over 40 feet deep. The approach from Lake St. Louis is through a wide and easily navigable channel carrying a least depth of 15 feet at extreme low water to within 600 feet of the shore line at the entrance. The south pier will be about 1,200 feet long, and the north pier 400 feet in length. The masonry of all kinds on sections 1 and 2 will amount to nearly 100,000 cubic yards.

At the west end of the canal, the entrance from Lake St. Francis, at Macdonald's Point, is formed by two lines of piers reaching out to deep water. A part of the material arising from the excavation of the upper end of section No. 13, is being placed behind the site of these piers, and will form on the south side an earthen mole of over four acres area. But the greater portion is carried across the lake to Hungry Bay, some 2¼ miles, and dumped there out of the line of navigation. The approach from the west will be made safe and easy for vessels drawing 14 feet by removing an outlying shoal, the material of which will be used to fill the cribs. This entrance will form a still water basin of considerable extent lying in the general direction of the north shore channel of the lake where the deepest water is found. Some distance inside the shore line the main road between Coteau Landing and Cascades will cross the canal. The Canada Atlantic Railway will also have to be carried over it, for which purpose a suitable draw bridge must be erected. The masonry of these structures will be combined with that of the guard gates and supply weir to be placed to the west of the railway.

There are eight road and railway bridges on the canal.

All the locks and weirs will be supplied with sluices constructed of steel on the Stoney patent plan.

Arrangements are also made in the masonry for the reception of electrical apparatus.

As stated in my last annual report (printed), it is intended to apply electrical power to the operation of the lock gates, sluices, bridges, &c., of the canal. This mat-

ter was discussed as far back as April, 1891, when a plan was prepared by me for opening and shutting the gates by means of a rigid steel beam attached to the top and connected with an apparatus placed on the side of the lock. I also suggested that this arrangement should be tested at Lock No. 4, of the Beauharnois Canal, where there was a water wheel available for the purpose. The motor used in the experiments was quite too large, and the results, although conclusive as to the feasibility and economy of working the gates, as proposed, were not satisfactory as to determining the amount of power required in practice. Further trials will, however, be made, the object in view being that of operating all the gates and sluices of a lock from one point on whichever side of it may be deemed advisable. Sketches are in course of preparation for a power station to be erected on the south bank of the canal at the crossing of River à la Graisse, midway of the summit level, which is about 10½ miles long. This site has many advantages. It is only a few hundred feet from the St. Lawrence, and the surface of the canal there is 20 feet over that of the river, so that ample power and free exit at the tailraces can be secured. The building may also be arranged as a repair shop, and to cover in a discharging weir of large dimensions through which the long level can be rapidly lowered without running such a heavy volume through the weirs at the Cascades end.

I beg to refer to the last departmental report, pp. 131-3, for a statement of the general principles upon which this canal has been designed, and wherein its structures will differ from those of the present enlarged Welland, Cornwall and Lachine canals.

The present condition of the works may be briefly described as follows :—

Sections Nos. 1 *and* 2.—Work on these sections was begun last year, and has been chiefly confined to the removal of a portion of the earth in the bluff referred to as forming the right bank of the Ottawa River. This material has been used in forming the north bank of the canal, outside the shore line, and which it is intended by the contractor shall also serve the purposes of a coffer-dam to inclose the area covered by the entrance lock, &c. About 2,000 cubic yards of cut stone and 6,000 cubic yards of backing in the rough are at a quarry near Rockland, Ont. Some timber has been delivered for the entrance piers; but it will be evident on inspection of the subjoined statement, showing the value of work done and materials delivered to date, that a radical change must be made in the rate of progress on this contract to enable the very large amount of work embraced on it to be completed within a reasonable period. It will be evident to any person acquainted with such matters that the date of opening the canal for through navigation will mainly depend upon the finishing of the Cascades end, which is the key to the whole position.

Section No. 3.—About one-fifth of the excavation has been taken out this season with wheel and slush scrapers.

Sections Nos. 4, 5, 6 *and* 7.—These sections were grouped into one contract, mainly for the purpose of securing the hauling forward of the surplus material from the western end to sections 5 and 4 to widen the banks throughout. There are nearly two millions of cubic yards of excavation, all in clay. At the lower end of Section No. 4, there is a lift lock (No. 5) and guard gates regulating weir, &c. None of this masonry has been begun and no stone has been delivered. The work has been wholly the formation of the canal on Section No. 4, which is the best paying part of the contract. Sections Nos. 5, 6 and 7, where the haul is increasingly longer, remain untouched to date.

Section No. 8.—About one-fifth of the excavation on this section has been taken out chiefly by wheel scrapers. There is also a good steam shovel at work with a small locomotive, cars, &c., and making fair progress. Another engine will soon be on the ground and will help to increase the rate of output. It is intended to build the culvert at à la Graisse next spring. The pipes for this structure, are, as previously indicated, being delivered; and the stone, sand, &c., for concrete will be brought on during the coming winter.

Section No. 9.—The progress made on this section has been slow. There is a large proportion of soft blue clay, difficult to handle. This work is being done by

a good steam shovel, two small locomotives and a suitable number of dump cars. The material is spoiled to the north of the canal on land purchased for that purpose. A considerable amount of the top earth was removed by scrapers.

Section No. 10.—This, so far, is almost wholly scraper work. Over 140,000 cubic yards have been taken out to date. The channel of diversion for the River Rouge and the pit for the culvert are being excavated by a steam shovel, with a locomotive and cars. The material is here quite soft, and the progress necessarily slow in such a cramped position. But the 10-foot tubes are all on the ground, and strenuous efforts are being made to get the foundations of the culvert in this fall.

Section No. 11.—This work was contracted for in May, 1892. According to the specification, the cast-iron tubes for the Delisle culvert, which is one of the most important structures on the canal, were to have been delivered in that year. But nothing was done towards providing them. Only about one-fifth of the earth excavation has been taken out, and about 16,500 cubic yards of rock. As stated in my last annual report, the progress made with this work is exceptionally slow and unsatisfactory.

Section No. 12.—Messrs. O'Brien & Son stopped work on this section in November last. This consisted chiefly in removing the top part of the prism excavation. The rock was left untouched, and operations were not resumed when the contractors were duly notified to do so. The section was consequently advertised for reletting and awarded to Mr. George Goodwin, whose contract is dated 9th May of this year. Scarcely anything has been done by him so far except a small amount of earth excavation, which is chiefly in hard material. There is a lot of old plant on the ground—two steam shovels, three locomotives and a number of dump cars. But the work is difficult and the arrangements unsatisfactory, so that some decisive steps appear advisable to ensure a reasonable rate of progress on this contract. Its importance consists in the large amount of rock which has to be removed, and which remains untouched to date.

Section No. 13.—A considerable portion of the dredging has been done in the formation of the entrance channel. One of the cribs for the piers is now more than half built. There are two dredges at work, both digging at present inside the shore line. A part of the material is deposited outside the line of the piers in the position shown on the contract plans, and a large amount is taken across the lake to Hungry Bay and dumped there out of the way of the navigation, as previously stated.

Nothing has, so far, been done towards providing or hauling stone for the structures on this section. To the east of the crossing of the Canada Atlantic Railway the material in the heavy cutting is thickly interspersed with large boulders. An excellent steam shovel and two small locomotives with a suitable number of cars are engaged in taking out this material and depositing it in the marsh along the margin of the river in front of A. M. Giroux's farm. The earthwork of this section is progressing steadily. The plant is suitable and in good condition, and there is satisfactory evidence that much will be accomplished during the working season of next year.

As to the progress made with the excavation throughout the line of the canal, it may be said that the season now nearly over has, in this part of the country, been quite unfavourable for canal work, especially on clay soils. There has been a great deal of wet weather, and this, taken in conjunction with the inevitable delays experienced in starting a large work, has retarded operations to a greater extent than will probably occur next year. Out of a total of 6¼ millions yards of earth about 1,100,000 have been removed to date. Of the rock only 16,500 cubic yards have been excavated, the total amount being about 250,000 cubic yards.

Following is a statement of the value of work and materials on the various sections up to 30th September, 1893 :—

Number of Estimates.	Sections.	Work done.	Material delivered.	Total.
		$ cts.	$ cts.	$ cts.
8	1 & 2	20,626 00	36,971 00	57,597 00
5	3	21,865 00		21,865 00
5	4, 5, 6 and 7	40,425 00		40,425 00
4	8	30,607 11	2,250 00	32,857 11
5	9	16,187 00		16,187 00
6	10	32,330 00	24,388 00	56,718 00
11	11	46,632 00	57 33	46,689 33
6	12 (O'Brien)	26,572 65	238 50	26,811 15
3	12 (reletting)	5,325 00		5,325 00
5	13	34,869 00	8,199 00	43,068 00
		275,438 76	72,103 83	347,542 59*

*Equal to about ten per cent of the total value of work under contract, at contract rates.

It will be seen from the preceding report that the work done so far has been almost exclusively earth excavation.

That taken out is generally the brown clay forming the top layer, which is obviously the easiest handled. The blue clay lying underneath and the hard material towards the western end must be moved by steam shovels, of which there are nine of all kinds on the whole length of the canal. About one-fifth of the earth and only seven per cent of the rock have been done. The masonry and concrete, of which there are about 200,000 cubic yards, remain practically untouched to date. It is therefore evident that the works as a whole must progress much faster than heretofore to ensure the completion of this canal within a reasonable period. The date named in the various contracts is generally the 31st October, 1894.

I am, sir, your obedient servant,

THOMAS MONRO, M. Inst. C.E.,
Engineer Soulanges Canal.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Railways and Canals,
Ottawa.

APPENDIX No. 8.

WELLAND CANAL.

OTTAWA, 24th October, 1893.

SIR,—I beg to submit my annual report upon the expenditure on the Welland Canal on account of capital for the fiscal year ended 30th June, 1893.

In the Supply Bill for 1892-93, three items of expenditure were provided for to meet unsettled claims, and possible contingencies as under:—

$60,000 generally.
$20,000 deepening to 14 feet.
$9,000 land damages, Grand River.

Of the first item, $1,221.05 was expended in payment of lands obtained for canal construction, and surveyor, and valuators' services in connection with the same; the unexpended balance has lapsed.

Of the second item of $20,000, no expenditure was incurred and the amount has lapsed.

Of the third item of $9,000, there was an expenditure of $7,038.89 in payment of claims for damages on the Grand River by flooding caused by raising the Dunnville dam in 1872. and prior to that time, and in payment of legal and valuating expenses in connection with the same.

The unexpended balance has lapsed.

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

W. G. THOMPSON, M. Inst. C.E.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Railways and Canals,
Ottawa.

APPENDIX No. 9.

DEPARTMENT OF RAILWAYS AND CANALS,
SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, 11th October, 1893.

SIR,—As requested by your letter of the 28th August last, I have the honour herewith to submit my report on the various works under my charge, for the fiscal year ended 30th June, 1893. These works are:—

1. The Lachine and Beauharnois Canals on the St. Lawrence line.
2. The St. Ours Lock and Chambly Canal, on the Richelieu River.
3. The Ottawa River Canals, comprising the Ste. Anne Lock, the Carillon Canal and Dam, the Grenville and Culbute Canals.

In commencing this report, I desire to state that my connection with the canals of the Montreal Division dated only from the 13th May last. I had no opportunity of acquainting myself with the operations on these works, during the last fiscal year, sufficiently to enable me to speak of them in a proper manner. I will, therefore, only submit here the reports furnished by the various superintendents, together with the usual statistical statements.

OTTAWA RIVER CANALS.

STE. ANNE LOCK.

Navigation was closed here on the 28th November, 1892, and re-opened on the 29th April, 1893. The traffic was not interrupted in any way during the season.

Ordinary Repairs.

The lock and entrances here, as well as the buildings, fences, bridges, range lights, &c., in connection therewith, have been kept in a good state of repair during the year. New buoys have been put in the channel, below the locks, and the mooring pier at the head of the upper channel raised four feet. The long pier forming the south side of the upper entrance was partially rebuilt; four courses of timber being renewed for a length of 240 feet. During last spring's floods the water overflowed the unrepaired portion of this pier and damaged it to a considerable extent, as well as the breakwater at the upper end. These will be attended to in the course of the present season.

Appropriation for repairs	$2,800 00
Expenditure	2,800 00
Balance	Nil.

Repairs Chargeable to Income.

Since the construction of the new lock here, the old one has been used almost entirely for the passage of timber rafts. This lock which was built in 1843, had been leaking so badly, for the last two or three years as to be practically useless.

Pointing the walls would have effected little good, as the mortar was almost entirely gone from the joints. It was, therefore, deemed preferable, in order to staunch them, to build puddle walls behind them on their whole length. To effect this, trenches were excavated down to a bed of compact clay mixed with gravel and the puddle started on this with a width of five feet. This width was kept for four feet in height and then checked in eighteen inches, and brought up to within two feet of the foot of the frost batter where it was still reduced to about two feet. The clay used was of the best quality and well rammed down.

These puddle walls have very effectually stopped the leakage.

In order to complete the staunching of the lock, it was found necessary to overhaul both gates. The upper pair was therefore towed up to Carillon where it was repaired during the fall. It was the intention to put them back in position early in May last, and to take the lower pair in hand so as to have the lock in working order by the 1st July, but owing to the persistency of high water in the spring, this could not be done, the upper gates being only put in place by the end of June. As it is, this old lock can now be used in case of emergency, but the lower gates shall have to be overhauled before the next season of navigation. The necessary timber and some of the iron for them are on hand.

Carillon and Grenville Canals.

These canals although separated by a navigable stretch 5½ miles in length, are under the management of one superintendent. Both were closed on the 30th November, 1892, and reopened on the 1st May, 1893. The booms forming the south side of the upper entrance to the Carillon Canal were put in position on the 5th May, but on the 21st of the same month the strong current created by the unusually high water, coupled with a violent west wind, caused them to break away from their moorings, 793 feet in length being carried over the dam at this point and broken into ten short pieces, which had to be towed back through the canal and anchored as well as possible for service until such time as they could be repaired.

Navigation was not interrupted during the season although the amount of traffic was considerable.

Ordinary Repairs.

The ordinary repairs necessary to keep these canals in good working condition have been done during the year. Of these, the most important were as follows:—

Lock Gates.—Replacing a pair of gates at lock No. 7 by a pair of spare ones kept on hand for the purpose. Renewing top part of the two pairs of gates of lock No. 1 and altering position of suspension straps at locks Nos. 1, 2 and 4. Renewing one valve at lock No. 6. Painting gates of locks Nos. 1, 2, 3 and 4. The gates removed from lock No. 7 were taken in hand about the end of June.

Walls.—Pointing walls of locks Nos. 1 and 2, as well as the retaining wall forming the south side of Carillon Canal; this last one is about half a mile in length. Repairing slope walls at various places along the Grenville Canal.

Booms.—Building a near boom, 84 feet long, 8 feet wide and 2½ feet thick, for the upper entrance of Carillon Canal.

Piers.—Building extension to mooring pier at Brantford's Bay, about 2 miles above the head of Carillon Canal. This extension is 24 feet long, 21 feet wide and 23 feet high, and in addition to it the old portion of the pier was raised 5 feet. Increasing sluice way in guide pier forming the south side of the upper entrance to Carillon Canal.

Scows.—Sundry repairs to gate lifter.

Buildings.—Erecting a shed 54 feet long, 18 feet wide and some 20 feet high for stop-logs at the head of Carillon Canal. Painting lockmaster's house at lock No. 2.

General.—Cleaning prism of canals, repairing road ditches, banks, tow-paths, fences, &c.

Appropriation for repairs	$11,500 00
Amount expended	10,669 18
Unexpended balance	$830 82

REPAIRS CHARGEABLE TO INCOME.

Carillon Dam.

The repairing of this important structure was continued during the year with only an interruption of a few weeks between December, 1892, and March, 1893. On the 1st of July last there remained to be completed about 100 feet in length of the

main portion of the dam and the whole section of 300 feet or so between the slide and the south shore of the river. The total length repaired, during the fiscal year ended 30th June, 1893, was about 750 feet. Heavy cribwork, in some places as high as 18 feet, was put in to give the apron its proper length, for a distance of 380 feet, besides raising the said apron along and covering it with elm timber, as explained in my last report.

The appropriation running short, work had to be suspended in December, 1892, but a supplementary amount of $10,000 having been voted by Parliament at its last session, operations were resumed early in March and pushed steadily on until the ice broke away in April. There had then been expended out of the supplementary $10,000, an amount of $5,396.13, leaving a balance of $4,603.87, which was almost entirely used in necessary repairs to scows, &c., and in purchasing timber, iron and stone required to continue operations during the coming season.

The total amount appropriated towards this work from 1891 to 30th June, 1893, is as follows:—

1891–92	$15,000 00
1892–93	15,000 00
1892–93, supplementay	10,000 00
Total	$40,000 00

Expenditure.

October, 1891, to 30th June, 1893, labour.	$19,525 21	
Steam tug "Ada"	4,088 00	
Material, tools and sundry accounts	14,967 24	
		38 580 85
Unexpended balance		$1,419 55
	$38,580 85	
Material on hand—Timber, lumber, iron and stone, say	4,500 00	
Total cost of work done	$34,080 85	

Total cubic contents of permanent work about 15,100 cubic yards, $\frac{34080}{15100}$, say $2.26 per cubic yard.

This result could of course never have been attained had I not been able to use a large quantity of timber taken out of old booms or lying along the canal and which was all that could be desired for the temporary works; some of it was also found good enough to go into the submarine cribwork.

The quantity of timber thus procured amounted to about 38,000 lineal feet, or nearly half of that used.

GRENVILLE CANAL INCOME.

Lock No. 6, Retaining Walls.—The walls, on the south side of both approaches, to this lock, having to be rebuilt, an amount of $5,000 was voted by Parliament for the purpose. The necessary stone was procured by a contract with Mr. Toms, and the building was done by day's work. Owing to unexpected delay in commencing operations, and to the severe cold that prevailed last winter, the removal of the old walls proved very expensive. However, the greatest part of the work was done within the limits of the appropriation, the expenditure being $4,853.01, with enough stone left to complete the wall in the fall of 1893. The ordinary repairs appropriations for 1893–94 will be sufficient to do this without asking for a special grant.

Lock No. 7, Upper Wing Walls.—As stated in my last report, the upper wing walls at lock No. 7 had to be rebuilt. Consequently, in the course of last fall, a contract was entered into with Mr. F. Toms, of Ottawa, for this work. Operations were commenced early in December, 1892, and the work brought to completion by the end of the fiscal year. The old dry walls, resting on a cribwork foundation,

were removed and masonry walls, laid in "Portland" cement, built in their place. Both are about 29 feet high, 10½ feet wide at the base and 90 feet long.

Some trouble was experienced by the contractors, in staunching the coffer-dam, at the entrance of the canal; but the leakage having been finally got under control, masonry was commenced on 3rd March and completed by the end of that month.

Appropriation	$14,000 00
Expenditure as per final estimate	12,516 11
Unexpended balance	$ 1,483 89

Mr. H. G. Stanton, who was in charge of the two last named works, received instructions on the 5th June to proceed to Bryson and commence a survey of the lands alleged to have been flooded, owing to the construction of the dams at Grand Calumet and Rocher Fendu Rapids on the Upper Ottawa. This survey is in progress at the time of writing.

Culbute Canal.

The structures here consist of two combined wooden locks, a submerged dam and a draw-bridge, located a couple of miles below the canal. In connection with these, are also two submerged dams, one at Rocher Fendu Rapids, on the south, and the other at Grand Calumet Falls, on the north side of Calumet Island.

These two last dams are of no use, to the scant navigation on this section of the river, and they being, at the same time, a source of continuous claims on the part of land owners, for alleged flooding, it had been decided to remove them and preparations to that effect had been commenced in the spring of 1892. However, orders not to proceed with the work were given soon after and it has since been kept in abeyance.

No repairs of any kind were done here during the year.

As requested, I inclose herewith a copy of the annual reports received from the superintendents in charge of the various works.

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

ERNEST MARCEAU,
Acting Superintending Engineer.

Collingwood Schreiber, Esq., C.M.G.,
Chief Engineer of Canals, Dept. of Railways and Canals,
Ottawa.

Carillon, 12th August, 1893.

Sir,—I have the honour to submit to you my annual report for the fiscal year ended the 30th June, 1893.

The canals were closed on the 30th November, 1892, and reopened on the 1st May, 1893.

The booms were placed at the head of the Carillon Canal on the 5th May, 1893, and on the 21st of the same month, 793 feet of the said booms were carried away by the high water and a strong west wind, and broken in ten pieces.

The number of vessels and lockages of rafts passed through the canals during the year is as follows :—

DOWNWARDS.

Months.	Steamers.	Canadian Barges.	American Barges.	Lockages of Rafts.
1892—July	57	154	28	91
August	71	179	34	161
September	52	153	33	62
October	57	149	46	66
November	36	79	23	20
1893—May	52	152	24	15
June	52	151	26	36
Totals	377	1,017	214	451

UPWARDS.

1892—July	73	138	15	85
August	81	169	68	141
September	62	153	37	69
October	65	157	39	41
November	45	83	36	23
1893—May	55	135	32	53
June	57	127	23	182
Totals	438	962	250	594

The total expenditure of the year chargeable to staff amounts to $13,301.67.

REPAIRS.

Replacing one pair of lock gates, lock No. 7, by a pair of spare gates we had on hand.

Building a shed over the stop-logs at lock No. 2, size 54 feet long by 18 feet wide, with stone foundation and a shingle roof.

Building one boom for the upper entrance Carillon Canal, size 84 feet long by 8 feet wide and 2 feet 6 inches in thickness.

Lowering the by-wash of the guide pier, lock No. 2.

Repairing the gate-lifter scow, renewing the ends, knees, flooring timbers and supports under the three derricks.

Repairing the top part of the two pairs of gates, lock No. 1, top bar mullions and foot boards, changing the suspension straps.

Changing the suspension straps on the two pairs of gates, lock No. 2, and also one pair, lock No. 4.

Building a mooring pier at Brantford's Bay, size 54 feet long, 21 feet wide, 23 feet high.

Placing the booms at the head of Carillon Canal.
Pointing locks Nos. 1 and 2, and also the canal wall which is half a mile long.
Replacing one valve at lock No. 6.
Painting lock gates at locks Nos. 1, 2, 3, 4.
Painting the lockmaster's house, lock No. 2.
Cleaning the bottom of the canals, removing boulders and rubbish which had fallen in during the year.
Repairing the roads, ditches, fences and towing-paths, canal banks, lifting lock gates, renewing lock gate chains and valve pins, &c.
I have also commenced the repair of the Grenville lock gates on the 24th June.
We have also done during the year many repairs, of which it is impossible to give you all particulars in my report, such as repairs of wheelbarrows, pike poles, ladders, and small repairs to Government houses, &c.
The total expenditure of the year chargeable to repairs amounts to $10,669.18.

I am, sir,
Your obedient servant,

PIERRE GIRARD,
Acting Superintendent, Carillon and Grenville Canals.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer,
Montreal.

CARILLON, 5th September, 1893.

Annual report on the operations at the Carillon dam repairs, from 1st July, 1892, to 1st July, 1893.
July 1 to 20, 1892.—Was spent in repairing scows, cofferdam, cribs, &c.
July 20.—Resumed work on the dam, commenced putting in cofferdam on north side centre of main dam; 6 cofferdam cribs were put on with stop-logs between, covering 237 feet.
The original aprons behind dam at said place were 8 ft., 14 ft. and 39 ft. long, with a fall of 8 feet from crest of dam. We took old aprons out which were all more or less damaged, filled up original sluices with timber and stone. Twelve cribs were built behind dam at said place to the surface, and then a superstructure built up within 1 foot of top of original dam, the whole filled with stone and then covered lengthwise with timber.
Completed by September 15.—Completing in all 230 feet in width by apron 56 feet long on north side, sloping to 39 feet on south side. Removed two of the above cofferdam cribs to south side, joining north pier of slide.
The two cribs were placed on dam with stop-logs between and an extension covering 130 feet. Three cribs were built behind dam to the surface and then a superstructure built up within 1 foot of original dam, the whole filled with stone, covered lengthwise with timber.
The original apron was 8 feet long, with a fall of 8 feet from crest of dam, said apron was taken out and treated same as first mentioned.
Completed by October 5.—The repairs completing in all 125½ ft. wide by apron 26½ feet north side to 25½ feet south side.
Cofferdam cribs removed from south side and centre to north side, joining long guide pier.
Three cofferdam cribs placed on dam with stop-logs between, covering 172 feet.
Four cribs were built behind dam to the surface and then a superstructure built up within one foot of original dam, the whole filled with stone and covered with timber lengthwise.
The original apron was 8 ft., 23 ft. and 56 ft. long, with a fall of 8 feet from crest of dam; said apron was taken out and treated same as first mentioned.
Completed in Nov. and Dec.—The repairs completing in all 149 feet wide by apron 49 feet north side to 56 feet south side.

December 5, 1892.—Suspended work on the Carillon dam repairs.

February 28, 1893.—Resumed work on the dam.

Cofferdam cribs were placed in November so as to form ice for winter. Two cofferdam cribs were built and put in in March. It is hard to state distance covered by cofferdam as the whole dam was frozen over with the exception of places where the surplus water ran over.

We did not put any cribs in behind the dam as the work was over that, that was repaired in 1884 and all the cribs were put in then. The original aprons were 42 ft., 48 ft. and 39 ft. long, which were all greatly damaged; we took them out and built a superstructure to a height of 6 feet and filled all sluices, &c., with stone and covered with timber.

Repairs completing in all 206 feet wide by 42 ft., 48 ft. and 39 ft. apron.

Also took out old apron 45 x 56 feet joining north side long guide pier repairs. Built superstructure to height of 6 feet, filled same with stone and covered with timber.

Repairs completing in all 45 feet wide by 56 feet apron.

March 31.—Suspended work on the dam.

April 13.—Resumed work with a few men catching cofferdam cribs, timber, &c., &c.

May.—Had 18 men average two days each catching timber and cofferdam cribs on different dates during the month.

June 2.—Resumed work repairing scows, cofferdam cribs, &c.

June 21.—Suspended work with the exception of one blacksmith and assistant, who worked making bolts, timber dogs, pike pole irons, &c., up to 30th June, 1893.

The above is respectfully submitted.

D. GAHERTY,
Supt. Carillon Dam Repairs.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer,
Lachine Canal Office,
Montreal.

STE. ANNE, 12th August, 1893.

SIR,—I have the honour to submit herewith my report for fiscal year ending 30th June, 1893.

Navigation closed here on the 25th November and was reopened on the 29th April, 1893.

Mail boat and general traffic have not been interrupted during the opened period.

Ordinary repairs have been made to the locks, lock gates, guide light at upper entrance, Government building, fences and bridges, and four buoys have been replaced.

The anchor pier above Ste. Anne has been raised 4 feet.

Two hundred and forty feet long of the long pier above the old lock has been repaired, and two snubbing posts have been replaced.

I have the honour to be, sir,
Your obedient servant,
J. L. DAOUST,
Superintendent.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer,
Montreal.

Department of Railways and Canals.

COULONGE, 2nd August, 1893.

DEAR SIR,—Your letter of 17th July, asking for annual report of work under my charge on the Ottawa River Canals received. I have the honour to report as follows:—

Work was commenced on the puddle trenches of the old lock wall at Ste. Anne, on the 8th August last and finished on the 18th October the same year.

The trenches were excavated to a depth of 17 feet, with a width of 5 feet at the bottom. The excavation was through made ground which was principally made up of quarry refuse.

The clay for the work had to be brought across the canal in a barge and unloaded on the lock wall and from there thrown into the trenches where it was thoroughly tamped. The width of the puddle at the bottom was as near 5 feet as possible, and was carried up at that width for 4 feet when it was checked in 18 inches and from there carried up at that width to within 2 feet of the frost batter of the lock walls, where it sloped back to meet the foot of the frost batter of the wall.

The puddle was put in the trench about 2 feet thick at a time all along the trench and well tamped throughout. The filling in behind the puddle wall was carried up at the same time.

Mr. P. Girard came down and removed the upper gates, which he had towed to Carillon, where they underwent a thorough repair during the winter and were replaced in the spring as soon as the water would permit.

I received instructions from you to proceed to Grenville in December to take charge of the work there, which consisted of rebuilding the wing walls at the guard lock on the Grenville Canal. This work was done by contract, the contractor being Mr. F. Toms, of Ottawa. I arrived in Grenville 14th December, with you and found that the contractor had started some days before in excavating behind the existing wing walls.

The contractor began hauling clay for his dam, which he had to put in to unwater his work on the 6th January.

The water was let out of the reach on the 13th January, but when there was a head of about 8 feet, the dam moved and the reach filled up again. When the diver went down, he found that there had been a bad scour on the south side of the dam. Three-inch sheet piles were driven with a pile-driver half-way across the dam from the south side and the leak stopped, when the water was again let out on 31st January, but the dam was found to leak. There was a bad scour on the 8th February. The contractor then decided to pile all the way across the dam, the scour this time being on the north end of the dam, where it joined the wharf. After the piling, the dam was practically water-tight.

Masonry on the wing-walls was begun on 3rd March and continued till completed with one short delay, which was caused by the contractors' heating plant breaking down; however, the walls were finished by the end of March. The filling behind the walls was completed early in May.

The contractor removed a portion of the dam to allow navigation for the 1st May, when he had to stop on account of the high water; however, he succeeded in having it all removed later on and in time to get his final estimate.

Work on the rebuilding of retaining walls at lock No. 6 was done by day labour, Mr. F. Toms supplying the stone by contract.

There was 500 feet of wall built, with an average height of 9·5. The work was most expensive on account of the severe winter. We had to remove 500 feet of old wall, which was more difficult to remove than solid rock. The stone for the new wall, though of a good quality, was too large for the wall wished to be built and therefore cost more dressing. This work was also completed in time for the opening of navigation. I was some time in Carillon, preparing my final estimate of work at Grenville, when I received instructions from you to proceed to Bryson to survey lands drowned by the dams placed in the Ottawa River by the Government, where I am now at work.

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

ERNEST MARCEAU, Esq. H. J. STANTON, *Resident Engineer.*

Acting Superintending Engineer, Montreal.

Ste. Anne's Lock.

Statement showing the depth of River Water on Mitre Sills of Ste. Anne's Lock, during the Fiscal Year ended 30th June, 1893.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1892.	Ft.	in.	Ft.	in.	Ft.	in.	Ft	in.
July	13	0	10	1	14	5	11	0
August	12	0	10	9	11	9	11	5
September	11	0	10	4	11	5	10	9
October	11	3	10	7	10	5	9	10
November	11	3	10	0	12	8	10	10
December	11	2	10	3	12	10	12	2
1893.								
January	11	8	9	9	12	10	10	8
February	10	2	9	9	11	5	10	1
March	10	8	9	3	11	0	10	1
April	12	9	10	8	14	11	11	0
May	16	2	12	3	19	3	13	11
June	15	1	13	0	18	0	14	8

Carillon Canal.

Statement showing the depth of River Water on the Mitre Sills of Locks Nos. 1 and 2, Carillon Canal, during the Fiscal Year ended 30th June, 1893.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1892.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.
July	16	0	12	10	16	0	13	2
August	13	1	12	6	13	10	12	10
September	12	9	11	11	13	4	12	0
October	12	8	12	0	12	4	11	10
November	13	11	11	8	14	9	12	1
December	13	11	12	10	16	6	12	9
1893.								
January	13	3	12	2	13	3	11	5
February	12	10	12	2	11	4	11	0
March	12	6	11	7	12	6	11	2
April	15	11	12	4	16	6	13	0
May	21	9	16	0	23	3	15	10
June	20	0	16	2	20	9	16	9

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 ended 30th June, 1893.

Months.	Lock No. 3, Lower Sill.		Lock No. 7, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1892.	ft. in.	ft. in.	ft. in.	ft. in.
July	19 3	15 8	17 0	12 8
August	16 3	15 4	13 0	12 2
September	15 2	14 2	12 4	10 9
October	15 0	14 3	11 9	11 4
November	17 10	14 4	15 0	11 3
December	19 6	15 9	14 6	12 0
1893.				
January	23 6	17 0	12 10	10 4
February	26 6	23 0	10 3	10 0
March	27 0	20 0	10 9	9 6
April	20 3	10 0	17 2	11 0
May	28 0	19 3	24 9	16 0
June	25 9	20 2	21 8	17 0

CARILLON CANAL.

STATEMENT of Damages collected during the Fiscal Year ended 30th June, 1893.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Totals.
1892.			$ cts.	$ cts.	$ cts.
1st Oct.		Capt. Robert.		5 00	5 00

D. MURPHY,
Collector.

GRENVILLE CANAL.

No fines or damages.

ALEXANDER PRIDHAM,
Collector.

LACHINE CANAL.

SUPERINTENDENT'S OFFICE,
MONTREAL, 1st September, 1893.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer, Canals,
Montreal.

SIR,—I have the honour to submit to you the annual report of the works executed on the Lachine Canal, during the fiscal year ended 30th June, 1893.

I am unable to enter minutely into the details of the works executed prior to the 13th of May, 1893, the date at which I was placed in charge by the chief engineer; and such information as is now submitted, regarding the execution of the

works, according to appropriations voted, is gathered from canal workmen who were employed on said works.

The Lachine Canal was closed to traffic on the 30th of November, 1892, and re-opened to navigation on the 4th of May, 1893.

Although two accidents occurred during the year the trade was not affected thereby, navigation was efficiently maintained during the whole season, and the water has been kept at a good height in all the levels both for navigation and manufacturing purposes.

The first accident referred to, occurred on the 19th of December last, when a most serious leak declared itself in the canal bank, opposite the Montreal Woollen Mills, on the north side of the regulating weir, at the St. Gabriel Locks.

The clay backing behind the wall had been washed away and the water found its way under the flume and wall of the mill. Steps were immediately taken to stop the leak which threatened not only the mill but the whole canal interest. The water was lowered in the reach, the bank repaired, and, on Friday afternoon of the 23rd, the water was let in again. The repairs effected consisted in rebuilding the slope walls in front of the mill with heavy cement masonry, filled in behind with concrete and clay.

Five days after the wall had been rebuilt, the water was again discovered coming through the foundations of the mill; after careful examination it was decided to stop the mill and block the flume and to wait until the water was taken out of the canal, to ascertain the full extent of the repairs to be made for securing the bank and otherwise protect navigation and milling interests. The work was resumed in March and April, the whole wall in front of the mill was taken down and rebuilt, a puddle wall with concrete and sheet piling was made in rear. The owners of the mill took advantage of the water being out of the canal to reconstruct their flume and effect the necessary repairs to the foundations and walls of their building.

The total cost of repairing this break amounted to $13,209.78.

The other accident occurred on the 10th of May, 1893, when the tug "Wm. Paul," struck the St. Gabriel bridge, knocked it off its pivot, breaking (at the same time) a portion of the turntable machinery.

As stated before, navigation was not affected thereby; four days after the accident, the bridge was again in working order. The repairs to the bridge, in this case, amounted to $262.25.

Considerable works were executed, during the fiscal year, and are described under three heads, viz., repairs, income and capital.

Repairs.

The water was drawn off on the 8th of March for the purpose of building the masonry required in connection with the new Wellington and G. T. R. bridges.

While the water was out of the canal, the works under water were overhauled and repaired. All the mechanical structures, such as locks, weirs and headgates, bridges, shops and lighting station machinery, were kept in the best condition possible and all the works in connection with the canal maintained in first-class order.

There are a great many mechanical structures and other works on this canal to be kept in repair, viz.:—

Ten locks, seven swing bridges and their approaches on both sides, twenty-one stationary road bridges, six weirs, containing in all fifty water gates or sluices 4 x 5 in size. There are fifty wooden piers in connection with the different bridges and the timber basins at Lachine, varying in size from 12 x 18 feet to 12 x 24 feet and 12 x 36 feet.

There are 4,000 feet in length of guide booms at the different weirs, bridges and timber basins from 3 to 4½ feet in width. The planked wharfs measure 15,500 feet in length on an average width of 24 feet; there are seven flour or freight sheds, measuring, two 750 x 40 feet; five 400 x 36 feet; also nineteen buildings such as workshops, electric station, storehouses, dwelling-houses for bridge and lockmen, wharfingers and superintendent's office and watch or guard houses at the different locks and bridges and timber basins.

There are 14 miles of tow-path, on both sides of the canal, and over 9,000 feet in length of planked foot-path in connection with the Government property, in the city of Montreal, the latter having not only been maintained in good order but also kept free of snow and ice during the winter months.

The cleaning of the River St. Pierre and off take drains through the lands adjoining the canal, covers 10 miles in length and was duly attended to at the proper time.

Mooring posts have been placed at different points on the canal banks and in the piers where required.

The maintenance of Mill Street, which runs from Black's bridge to St. Etienne Street on the south side of the canal, and over which the traffic is very heavy, has been expensive; the same remark applies also to the other roads adjoining the different basins, wharfs and flour sheds.

The electric plant for lighting the canal between the lower entrance and St. Gabriel lock has been maintained in good order and has given full satisfaction.

The canal telephone line has also been kept in an efficient state of repair.

The amount appropriated for repairs, on this canal, for the fiscal year 1892–93, was	$48,500 00
Supplementary vote	3,700 00
	$52,200 00
The expenditure has been	51,515 15
Balance	$684 85

WORKS CHARGEABLE TO INCOME.

The work done on this canal, during the lapsed fiscal year, under the head of Income, was subdivided as follows:—

Building 8 pairs of spare gates for old and new locks.

Taking down and rebuilding lock walls of old lock No. 1, both sides, including chamber, upper and lower wing walls.

Rebuilding old regulating weir at Lachine and improving present drainage system on south side of canal above Côte St. Paul bridge.

Building six stationary bridges.

Spare Gates.

Six pairs of spare gates were built, during 1891–92, for the old and new locks, distributed as follows:

Two pairs for lower and upper sills, old lock No. 1.	
One do do sill, old lock No. 2.	
One do upper do 3 or 4.	
One do lower do 5.	
One do upper sill, new lock No. 3 or 4.	
The cost was	$21,463 47

A further sum of $29,000 was asked to provide the balance of spare gates required for the undermentioned locks, viz.:—

One pair upper gates, old lock No. 2.		
One do do 5.		
Two pairs upper gates, new locks Nos. 1 and 2.		
One pair lower	do	1.
Two do	do	3 and 4.
One pair upper	do	5.

A sum of $19,500 was granted for the construction of said gates. Two pairs of lower and upper gates for either of old locks Nos. 1 and 2 were built during the lapsed fiscal year. The expenditure amounted to $15,992.94, but I understand the

repairs to all the other old spare gates were included in the above amount. There remains on hand a large quantity of oak timber: 66 pieces in the rough and 160 pieces dressed, averaging from 28 to 29 feet in length by 18 to 24 inches, which will be available for the construction of spare gates which may be required in the future.

Rebuilding lock walls of old lock No. 1.

An appropriation of $37,800 was voted towards rebuilding the masonry of old lock No. 1. The contract for the delivery of the stone required and the cutting of same was awarded to Mr. Em. St. Louis; mostly all the stone had been delivered and cut, when, by order of the chief engineer, the work was stopped.

The expenditure in connection with this work was, at close of fiscal year, $24,577.18.

Old regulating weir, Lachine, and box drain, Côte St. Paul.

In the fiscal year's estimates for 1892-93, $15,000 were asked towards rebuilding the old regulating weir at Lachine, and $4,200 for improving the present drainage system on the south side of the canal above Côte St. Paul lock, that is, the renewal and cleaning of the old drains on the front of the farms belonging to Messrs. Evans, Aubertin, Henrichon, Jarvy and Jackson, but only $15,000 were voted for both purposes.

Nothing was done in connection with the reconstruction of the old weir. As to the drain, only the planking covering was renewed. This covering represents an expenditure of $4,225.15.

Stationary bridges.

Two of the stationary bridges at Lachine—one above the new regulating weir, connecting the island at Pigeons with the main road, and the other below said weir, were entirely rebuilt, and the timber required for replacing the bridge over the old supply weir, on the south side, prepared and stored away in the canal yard. The two stationary bridges on Mill Street, at the Montreal Warehouse (Ogilvie's Mill) were also renewed as well as the one across the weir immediately above bridge No. 1.

The amount voted for this purpose was.....	$5,350 00
Amount expended	4,819 86
Balance.....	$ 520 14

CAPITAL.

The work under this head comprises the construction of the new Wellington and Grand Trunk Railway bridges, over the canal, at Wellington Street.

The work consisted in removing the old bridge structures, taking down the pier of the old traffic bridge and the two intervening abutments in the channel, on both sides, so as to give clear passage ways of 75 feet in width; also the construction of two iron bridge structures, four masonry abutments, two on each side, to receive the ends of the bridges; some cribwork extensions, to support the new swing bridges, and considerable piling, on both sides, in line of said bridges, as well as the renewal of a portion of the Grand Trunk Railway centre pier.

Preparations for doing this work were commenced early in November. The steam dredge was set to work excavating the required depth of the bridge site on both sides.

Contracts were given out by tender for the supply of the necessary plant, such as steam derricks, appliances, tools, hardware, lumber, timber, &c. The contracts for the superstructures of both bridges were awarded to the Dominion Bridge Company.

The general dimensions of the Wellington bridge being the following:—Total length, 232 feet 3 inches; clear breadth of roadway, 34 feet; two sidewalks, outside the trusses, clear breadth 5 feet each; breadth over all, 48 feet; clear head room, 18

feet to the underside of the top struts; depth from the surface of the floor to the top of the pier, 7 feet. The swing to be operated by an electric motor placed in a cabin, over the centre of the bridge.

The contract price of this structure, in position and working order, being $34,400.

The Grand Trunk Railway bridge has the following dimensions:—Length on skew, between abutments, 253 feet 6 inches; clear width, 14 feet; head room, 21 feet 6 inches from base of rail to under side of top struts; distance from base of rail to top of pier, 7 feet.

Contract price..... $26,000

The contract for the delivery of the quarry stone required for the Wellington Bridge pier was awarded to Mr. J. B. de Lorimier, and that for the stone required for the four abutments ef the two bridges to Mr. Emmanuel St. Louis. The latter also furnished, under schedule prices, the stonecutters to cut the stone, the masons, skilled labourers, &c, to build the whole of the masonry.

The water was drawn out of the canal on the 8th of March and work started at once.

I am not in a position to furnish you with the details of the execution of the work; this information has already been supplied, I believe, to the department by the then superintending engineer and has been the subject of an inquiry before a Commission appointed by the Government.

On the 4th of May the work was practically completed and navigation opened.

When I assumed charge of the canal, on the 13th of May, there remained to be built the parapet walls of the road bridge and the approaches of both the Wellington and Grand Trunk Railway bridges, all of which was done with the canal staff.

The work complete will cost above $455,000.

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

JOHN CONWAY,
Acting Superintendent L. C.

EARNEST MARCEAU, Esq.,
Acting Superintending Engineer, Canals,
Montreal.

BEAUHARNOIS CANAL.

SUPERINTENDENT'S OFFICE,
MELOCHEVILLE, 12th August, 1893.

SIR,—I have the honour to submit to you my report on the works under my charge for the fiscal year 1892-93, ended 30th of June last.

The Beauharnois Canal was closed on the 1st of December, 1892, and reopened on the 1st of May, 1893.

Navigation was interrupted 15 hours on the 6th of May, 1893, caused by a break in the bank, immediately below the waste weir at lock No. 12 on the south side of the canal, when the embankment was carried away on a length of 50 feet by 8 feet in height.

Locks and Lock Gates.

Lock No. 6 has been repaired on its whole length, the joints filled in with small stones and the masonry pointed.

Half of the north-east wall of the waste weir at that lock was taken down and rebuilt, and a serious leak stopped. Sundry repairs were also made in connection with the masonry of the other locks.

Two pairs of lock gates were rebuilt and placed in position, one pair at lock No. 11, and one pair at lock No. 10.

One cap and a knee were placed on one of the gates of lock No. 8, and the upper portion of the heel post of one of the gates at lock No. 11 renewed.

The lower gates of locks Nos. 7, 8 and 9 were raised and adjusted.

A suspension strap on one of the gates at lock No. 9, which was broken, was taken off, welded and replaced.

Twelve new crab winches, for opening and closing the gates, were made and one placed at each of locks Nos. 6, 8 and 13; several chains were renewed at the different locks, as well as the chain rollers. The turntables and gear of the swing bridges at locks Nos. 11 and 13 were renewed.

Bridges.

A new swing bridge was built and placed at lock No. 12. The approaches to the swing bridges, at locks Nos. 10, 11 and 13, were renewed.

The swing bridge at lock No. 14, Valleyfield, underwent considerable repairs.

One of the bridges over the waste weir at the above lock was rebuilt. The swing bridges at locks Nos. 7, 8, 9, 10 and 13 were raised, adjusted and the chains tightened.

Posts.

Three fender posts were made and placed one at each of locks Nos. 8, 11 and 12, and the posts at the other locks repaired. Seventy-five snubbing or mooring posts were set on the canal banks, on both sides, and a large number of the old ones taken out and reset.

Dwelling-houses and Buildings.

A new kitchen was built for the lockmaster of lock No. 9, as well as a wood shed. The upper or mansard portion of the bridge-keeper's house, at St. Timothy, was taken down and rebuilt and a new bridge shanty built for the keepers.

The roof of the lockman's house at lock No. 6 was covered with painted Canada plate.

The dwelling-house occupied by lockman Lefebvre at lock No. 10 was repaired inside and outside, and a wood shed 12 ft. by 12 ft. built in connection with same.

The lockmaster's house at lock No. 7 was painted outside and a veranda built on the front of said house, another one for the dwelling-house occupied by the lockmen and bridge-keeper at this lock.

Another veranda was built for the lockmaster's house at lock No. 9, and one for the house of the lockmaster at lock No. 13. Two wood sheds 12 x 12 and 12 x 24 feet, respectively, were built for the lockmen and bridge tender at lock No. 7.

A shed of 12 x 18 feet, erected at lock No. 6, was demolished by a storm shortly after having been put up and was again rebuilt. Wood sheds, 12 x 12 feet, were also built for lockmen Bonnin, Dubois, Leduc, Boyer, Bertrand, Dandurand and ferryman Cardinal; all these sheds were painted.

An extension 12 x 13 feet was made to the canal storehouse. Repairs were made to the roof of the house occupied by ferryman Olivier Lafleur, and the floor of the kitchen painted.

The fence around the canal ground upon which are erected the workshops, received considerable repairs.

A large number of farm bridges were built, and all the others have been maintained in good order.

Banks, Dams and Dykes.

The bank of the waste weir on the south side of lock No. 12, which was carried away on a length of 50 feet by a depth of from 8 or 9 feet, was rebuilt. The canal embankment, which had also been damaged, was repaired, and three bridges which had been carried away by the water were rebuilt.

The dams and dykes underwent considerable repairs. The lower dam at Valleyfield has been macadamized on its whole length and breadth, last summer, and covered with a layer of gravel.

The north embankment of the canal was covered with gravel for a considerable distance. The Hungry Bay dyke was also macadamized and covered with gravel for a good distance, and leaks through the same stopped. The canal banks on both sides have been well maintained. The ditches and discharges have been carefully cleaned and the weeds mowed in due time.

The public roads, which, on a length of 27 miles follow the canal bank and extend as far as Godmanchester, have been maintained in good order.

A cement masonry wall about 40 feet in length was built opposite McDonald's mill, and two waste weirs, which were of no use, filled in with earth.

Scows.

The ferryman's and labourer's scows have been kept in good repairs; the scow at Valleyfield also received considerable repairs.

The amount appropriated for repairs for the fiscal year was $16,800. The expenditure has been $14,089.86—balance, $2,710.14.

I have the honour to be, sir,
Your most humble servant,

J. F. BÉIQUE,
Superintendent.

ERNEST MARCEAU, Esq.,
Acting Superintendent Engineer of Canals,
Montreal.

CHAMBLY CANAL.

SUPERINTENDENT'S OFFICE.
CHAMBLY BASIN, 15th August, 1893.

SIR,—I have the honour to submit the annual report of the works executed under my control, on the Chambly Canal during the fiscal year 1892-93.

The canal was closed on the 1st of December, 1892, and reopened to navigation on the 8th of May, 1893.

Thrice during the month of May last leaks occurred in the side walls of the tail race of the waste weir below lock No. 6; they were immediately repaired, and navigation was not affected thereby. No other accident whatever occurred.

The old works have been kept in good order, and some new works have been executed to facilitate navigation and expedite the work in the canal workshops.

MAINTENANCE AND WORKS.

Expenditure Chargeable to Repairs.

Canal Banks.—The dry rubble wall on the inside of the tow-path from mile 1½ to mile 6, has been rebuilt during the fall of 1892, and at the end of April last all the inside wall on the same side has been overhauled from Chambly to St. Johns, as well as certain portions of the wall on the opppsite side on a distance of four miles.

The dry rubble wall on the west side below bridge No. 7 has been rebuilt underneath the Central Vermont Railway bridge, and further on a total distance of 400 feet.

Some excavations in the tow-path between the 8½ and 10½ miles, have been filled in with small stones and covered with earth.

The macadamized road on Isle Ste. Thérèse, on a distance of 2¼ miles, has been carefully kept in order. The canal bottom has been cleaned where stones and earth had accumulated, specially at the foot of the locks, and watercourses draining the lands on the west side of the canal.

The weeds were mowed on both sides of the canal at the proper time.

Locks.—The nine locks have been pointed with Portland cement.

One side of the upper gates of lock No. 5 has been renewed, the other gate was built and kept in reserve until required.

One pair of spare gates has been commenced for the guard lock at St. Johns (10 miles above the workshops). These gates will be completed later and transported to the above place to be used in case of accident.

Three old balance beams have been replaced by new ones. Three sluice frames, 12 feet in height, for the sluices inside of lock walls, have been made and placed, two at lock No. 2, and the other at lock No. 7.

The sluices of fourteen pairs of gates, and eight sluices inside of lock walls have been renovated according to a new design; this has proved a very important improvement, facilitating the lockages, and has been the means of a reduction in the labour staff.

Before letting the water into the canal, last spring, the sills of the locks have been strengthened. The sill of lock No. 5, which had been cut, to drain said lock, during its reconstruction, has been adjusted and repaired. The timber for a spare sill has been prepared and stored away.

Bywashes.—During the severe winter of 1892-93, the bywashes required a considerable amount of labour to keep the openings free of ice, which was continuously forming. Ninety feet of the garde corps or railing of Fryer's bywash which was threatening ruin, was renewed, and the carriage-way over it widened by 3 inches. Some small leaks which did not, however, require the lowering of the water in the canal, were stopped, one at Fryer's bywash, and one at the Electric Station waste weir.

The wall of the tail-race of the above weir in rear of the Electric Station, which had been disturbed by the canal water with a head of 32 feet, has been rebuilt on the east side, for a length of 75 feet.

As already stated, at the commencement of this report, it was necessary to repuddle three times the bywash below Lock No. 6. An important improvement, which would put an end to the oft-repeated leakages at this point, would be to place in said bywash two sluices; the puddle would never be disturbed and thereby the general cause of leakages (spring puddling when there is yet frost in the ground) would disappear.

Bridges.—The low temperature of a winter without snow has been the cause that the frost has deeply penetrated the ground, therefore all the structures, embedded in the ground, have been disturbed more than usual. The bridge seats suffered more than the rest and it was necessary to raise almost all the bridges and to readjust the pivots and segments.

The stringers of bridge No. 5 were strengthened and new approaches made at bridges Nos. 1 and 8. The planking of bridges Nos. 1, 2, 3, 4, 5 and 6 has been partly renewed and the timber work painted.

The tow-path bridges on Isle Ste. Thérèse, and the bridges on the public road, required but slight repairs and have been kept in good order.

The timber for a spare swing bridge has been prepared and stored away until required.

Wharfs, Piers and Booms.—The guide pier in the Chambly Basin, at the lower entrance of the canal, has been planked with 3-inch hemlock plank, on a length of 300 feet, by a width of 26 feet; and the remaining 200 feet of said pier repaired. An extension of 70 x 20 feet has been made to the wharf above bridge No. 8, to facilitate the unloading of coal.

The cavities in the wharfs at St. Johns have been filled, and the heaps of earth resulting from the use of derricks unloading scows, &c., were spread and levelled, at the expense of the persons using said wharfs.

The 400 feet of wharfs, piers and booms have been kept in good order during the whole year.

Dry Rubble Wall.—The dry rubble wall of the discharge, between the Malo and Ostigny properties, has been raised 3 feet on a length of 75 feet and a new wall, 50 feet long, has been built as far as the river; the old wall on the east of said discharge has been overhauled.

Roads.—Four toises of broken stone were used to fill in the ruts of the Government macadamized road, between bridges Nos. 1 and 2. The roads alongside the canal, used by farmers, have been kept in order.

Culverts.—The three culverts draining the farm lands, on the west side of the canal, have been cleaned as well as their approaches. The outlet wall of culvert No. 1 has been rebuilt. The culvert discharges, which measure, between the canal and river, at least 2,000 feet in length, were cleared of ice twice during the winter, and eight miles in length of ditches cleaned.

Buildings.—The roofs of four lighthouses were covered with sheet iron and painted. The ceilings and partitions of the lockmaster's house at lock No. 2, which were plastered necessitating almost constant repairs, were renewed with tongued and grooved ½-inch plank and painted.

Some sundry repairs were made to lockmaster's house at locks Nos. 3, 4 and 8 and the keeper's dwellings at bridges Nos. 4, 6 and 8.

Three storm or winter doors were provided for the houses of bridge-keepers Nos. 4 and 6 and the roofs of said houses were covered with sheet iron and painted. The roofs of the bridgemaster's house and shed at bridge No. 2, the north side of the roof of the hardware storehouse and those of the watch houses of bridges Nos. 3 and 4 have also been covered with sheet iron and painted.

The bridge tenders' houses Nos. 2, 3, 4, 5 and 6, as well as the guard houses at bridges Nos. 2, 3 and 4, have been painted and the fences around the lots whitewashed by the keepers themselves. The different buildings in the Government yard, with the exception of the main workshops, have been whitewashed as well as the fence.

A shed 28 x 20 feet for the storage of coal and electrical plant, &c., has been built at the electrical station. The ground was levelled and a fence erected around the lot

A shed 75 x 37 feet has been built in the yard for the storage of sawn lumber and timber, derricks, wagons, &c., and a ventilator has been placed on the roof of the engine room.

The building used jointly, for offices, by the superintendent and collector at Chambly, underwent considerable alterations and improvements. The old roof was demolished and a mansard one built instead; two new stairs were made and the hallway enlarged for the accommodation of the general public.

Fences.—The necessary repairs were made to the fences. The railing or "garde corps," along the public road, and measuring 6 miles in length has been completed opposite Ste. Thérèse Island; 4,000 feet in length of the rail and 140 cedar posts have been replaced. The posts on the whole distance have been covered with a galvanized iron cap to keep in place the ⅝-inch steel wire cable and to protect the head of the posts; 2,640 caps were thus placed.

The old "garde corps," in the town of St. Johns, has been repaired for the year or until such a time as a more suitable fence shall be built.

Scows.—The four scows have been repaired and caulked; one of the decks was replanked, and a new derrick mast made and put on the repairs scow.

Steam and Electrical Plant.—Several improvements were made to the plant in the canal workshops and at the electrical station.

The pipe feeding the turbine has been covered with pea-straw, as done the years previous, at the approach of winter, to protect it against the frost.

In April, when the water was drawn off from the canal, this pipe, which measures 330 feet in length by 40 inches in diameter, has been carefully scraped and painted, both inside and outside. One of the inside bearings of the turbine, which was out of place, was readjusted.

The main shaft, in the workshops, which is run either by steam or electricity, has been divided into three sections which can be united or thrown apart by means of levers or clutches.

A stronger mast has been provided for the derrick on wheels.

A travelling crane has been installed, in the long shed, for the storage of the large timber and materials such as derricks, balance beams, bridge stringers, &c.

Telephone.—As usual the telephone has rendered important services to navigation and has been also very useful to expedite the works. The damages to instruments by lightning are repaired at the workshops; and for that purpose, spare pieces are always kept in stock. It is very seldom necessary to send any parts of the instruments to Montreal for repair. The wire, when broken by the wind or otherwise, is connected by the canal workmen.

Tools.—Carpenter's tools were provided in sufficient quantities to expedite the work.

The crowbars, chisels, picks and stonecutters's tools are made and repaired at the canal blacksmith's shop.

Besides the large quantity of timber which has been employed in the reconstruction of locks, all the timber for repairs and construction is sawn and planed in the workshops.

Ten thousand pounds of iron have been worked and prepared at the blacksmith's shop, during the year, 42 wheelbarrows have beeen repaired, 7 stoneboats made, besides a large quantity of handles for axes, picks, hammers, &c.

The appropriation for repairs was	$12,500 00
The expenditure was	12,450 43
Balance	$ 49 57

Expenditure Chargeable to Income.

The works under this head are as follows:—

1. Rebuilding wall of lock No. 5, east side.
2. Fences.
3. Dry rubble wall along public road.
4. Electric motor, &c.
5. Sill at lock No. 9.

Rebuilding East Chamber wall of Lock No. 5.—The east wall of lock No. 5, from a point about 10 feet below the upper gate, comprising the recesses, abutments, chamber and wing walls below the lower gate, was taken down as far as the bottom of the lock, and rebuilt for a height of 17 feet. Eight tiers of dressed pine timber with a batter of 1 inch to the foot were laid one upon the other with ten tiers of hemlock timber in rear, the whole joined together by iron rag-bolts.

The stone masonry backing in the rear was built at the same time and bound to the timber wall in front for a height of 10 feet 4 inches, by means of numerous iron bars 1¼-inch in thickness, by 8 and 12 feet in length, put across the whole wall and bolted to oak blocks embedded in rear of said wall.

In the spring, four courses of face stone masonry were laid over the timberwork and a coping course, 3 feet in width, was put on top of this wall. The work once completed, the two derricks, the electric lamps, the surplus of materials were removed, the ground levelled and some gravel spread over the approaches to the lock and in the vicinity.

The appropriation to rebuild 90 feet of wall was $6,000; but when it was taken down it was perceived that the remainder of the wall, including the wing wall, was worthless; order was therefore given to demolish the same, which gave 60 feet more of wall to rebuild. An additional sum of $1,500 was appropriated.

Appropriation	$6,000 00
Supplementary appropriation	1,500 00
	$7,500 00
Expenditure	7,499 87
Balance	$ 13

Fences.—The total length of fences, on line of canal, is 10¾ miles. Two and half miles of fence built the year previous should be deducted, thus leaving 8¼ miles = 43,560 lineal feet of fence to be made. The fence was built with round cedar posts, 5-inch in diameter at the small end ; four wires were fastened on said posts and a ¼-inch steel cable placed on top.

The posts were set 10 feet apart, in line of the canal boundary stones, and at a depth of 3½ feet; the under surface ground, mostly of tuff, was excavated by means of crowbars which explains why the fence was so expensive, but it is a first-class structure.

Thirty-one thousand three hundred and fifty feet of fencing have been made, leaving a balance of 12,210 feet to be built.

The amount of appropriation asked and considered necessary to prepare the work was $3,670 but only $2,500 were granted. The materials on hand will be taken into account when the estimates for next fiscal year will be prepared.

Appropriation	$2,500 00
Expenditure	2,499 95
Balance	$ 0 05

Dry Rubble Wall.—The canal embankment, on the public road or west side, between bridge No. 3 and St. Johns, on a distance of seven miles, is generally high; not being protected by a retaining wall, it is constantly undermined by water, and land slides into the canal are of frequent occurrence, sometimes to such an extent as to stop or seriously impede navigation.

So long as the dredge was stationed in the canal, these slides were of not much consequence, but now that the dredge is away it is more dangerous and far more expensive to remove the slides and replace the material in its former place.

It is absolutely necessary to build a wall of a sectional area of 9 feet to maintain the embankment and road in their place.

A sum of $4,000 was voted to build dry rubble walls at the most exposed points. A trench is cut at the foot of the embankment, as far as the natural surface of the ground and a course of large stones measuring as much as a cubic yard is placed into this trench; the interstices being filled in with small stones to prevent the earth from being undermined. Seven thousand seven hundred and twenty feet of bank have thus been protected, in the most exposed parts, at miles Nos. 4, 7 and 9, and 1,300 feet at mile 10½, making in all 8,520 lineal feet.

Appropriation	$4,000 00
Expenditure	3,999 54
Balance	$ 0 46

Electric Motor.—An electric motor of 25 h.p. capacity run by two Edison incandescent dynamos, located at the electric station, 1½ miles above, has been placed in the workshops and is in operation since the month of June. It works splendidly and is always ready to operate the machines at any time.

There is considerable economy in fuel and labour.

Appropriation	$2,090 00
Expenditure	2,082 65
Balance	$ 7 35

The electrical system is now complete on the Chambly Canal. The inside and outside lighting both at Chambly and St. Johns, give great satisfaction. The workshops are lit by electricity and the machines are run by the same power. The annual expenditure amounts only to $1,765 for Chambly and $300 for lighting the guard lock, and the harbour and canal offices at St. Johns, or in all $2,065.

Lock No. 9.—Lock No. 9 at the foot of the canal in the Chambly Canal, has not been pumped dry since fifty years, date of its construction, and during lockages, the water escapes from it in a dangerous manner.

A sum of $1,000 was appropriated for the purpose of pumping the lock dry, to put in a new sill and to examine the bottom, so as to ascertain the extent of work to be done to make the lock staunch.

It was impossible to commence the work before the 1st of May, the ice being 3 feet thick in the lock chamber, there was only one week to spare; the time being so short, the least obstacle would have caused a failure. First, the boiler of the steam pump, on being tested, was found unfit for service; the electric motor was then brought into requisition to pump the lock dry, but we could not yet succeed for reasons given in my report to Mr. Parent, dated 7th of May, No. 530, which I annex to this report so as give you a precise idea of the question.

With a view of economizing as much as possible, in a matter involving so much risk, the stop-logs of all the locks, from St. Johns down, were brought to lock No. 9, to save the purchase of timber. Since these stop-logs were returned to their respective places and timber purchased to make a set of stop-logs for said lock No. 9.

The labour in connection with this work, including the expenditure of the diver from St. Ours, amounted only to $382.43; the balance of the expenditure is for the purchase of materials which will be utilized when the work is resumed at a more convenient time.

Appropriation	$1,000 00
Expenditure	991 98
Balance	$ 8 02

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

P. B. BENOIT,
Superintendent, Chambly Canal.

E. MARCEAU, Esq.,
Acting Superintending Engineer,
Montreal.

CHAMBLY CANAL,

SUPERINTENDENT'S OFFICE,
CHAMBLY BASIN, 7th May, 1893.

SIR,—I regret to inform you that the works commenced to pump out lock No. 9, to renew the sill and to ascertain the general state of the lock bottom (which has not been done since fifty years) as authorized by the supplementary credit of $1,000 voted during last session, have not been executed for the following reasons:—

Impossibility to commence the cofferdams before the 1st of May, the ice being yet 3 feet thick in the lock chamber, on the 28th of April last, date of its departure.

Construction of the cofferdams rendered difficult by downpouring rains which raised the level of the water in the river, over 2 feet in one single day, which compelled us to raise the dump 20 feet above the bottom of the lock.

Insufficiency of a pump 5-inch diameter only. Insufficiency of the appropriation which did not allow us to secure beforehand in Montreal, as a precautionary measure, a steam pump and engine of a suitable capacity.

After running five hours, the motor which as on its trial, but working very well, gave out; even if it had not failed, the pump which was raising 6 inches of water per hour at the start, could not have emptied the lock, once a depth of 10 feet would have been reached, owing to the difference in the water level, the outside pressure would have caused the water to penetrate into the lock through fissures which are unavoidable under these circumstances.

Impossibility (supposing that the grant was sufficient) owing to the advanced season, to transport from Montreal over winter roads, which were in bad order, a pump and a 20 h.p. engine, to complete the pumping of the lock. This would have taken a week more, supposing that the said plant could have been had ready to work. The opening of the canal would have been delayed at least until the 15th of May, which would have been certainly too late.

For the above reasons, which I had the honour to state to you by telephone, you gave me the order to stop the works and to prepare everything for opening the canal on the 8th instant, as promised to the public.

Before leaving, the diver has repaired the sill as much as possible; he thinks it will stand the whole season. If there is danger, the work can be resumed in June, at low water. The materials purchased for this purpose will then be utilized and the work executed, partly with the balance of the appropriation yet on hand, and partly out of the repairs vote.

Unfortunately navigation will be stopped for a few days, but the question of urgency will prevail. If the lower portion of lock No. 9 does not require imperative repairs, during the summer, it is preferable to wait until the end of November, at close of navigation, to perform the works required. At that date the exigencies of navigation are done away with, and should unforeseen complications arise, there will be time to obviate them.

Your obedient servant,

P. B. BENOIT,
Supt. C. C.

E. H. PARENT, Esq.,
Superintending Engineer,
Montreal.

ST. OURS LOCK.

SUPERINTENDENT'S OFFICE,
ST. OURS, 7th August, 1893.

SIR,—I have the honour to submit my report for the fiscal year 1892-93. The following works were executed, viz.:—

The lock was closed on the 30th November, 1892, and reopened to navigation on the 18th April, 1893.

LOCK.

The ground on both sides of the lock has been kept in good order, and the winches and chains repaired. The lamp frames and posts were painted and the broken panes of glass replaced. The gates were repaired, painted, and the iron work in connection therewith kept in order. Some mooring-posts were renewed.

DAM.

Some pieces of timber were placed at the western end of the dam, and some large stones deposited there to prevent slides. This structure was inspected to ascertain whether everything was in good order, especially as regards the planks placed on the top, to keep the water level at the proper height.

ISLAND.

The Government ground on the island has been cleaned and kept in order; some stone has been scowed and deposited both at upper and lower ends to prevent damages from high waters, as well as on the ground between the lock and the mill.

SCOWS.

The scows have been repaired, caulked and painted.

BUILDINGS.

The outbuildings have been suitably repaired and whitewashed, as well as the fences.

WHARFS AND PIERS.

Sundry repairs were made to the wharfs, and a new platform, 3 feet in height, built, the same was loaded with stone to prevent the ice from raising it.

The piers were repaired and some ladders and mooring-posts renewed.

The ice was cut along the wharfs and around the piers to prevent their being lifted by high water.

BOOMS.

The top of the booms being too close to the level of the water, was raised by 4 inches for the safety of persons using them. They were removed in the fall, placed in winter quarters and replaced at opening of navigation.

DIFFERENT WORKS.

The keys of the cofferdams used to unwater the lock have been taken apart and the lumber piled. The wheelbarrows have been repaired; the saw and cross-cut saws filed,and the firewood, used in the lock shanty and workshop, cut in two. All the Government timber and lumber has been properly secured and piled.

The tools, cables, materials, &c., have been put in order and secured in the workshop and sheds.

Amount of appropriation	$2,000 00
Expenditure	1,994 34
Balance	$ 5 66

I have the honour to be, sir,
Your obedient servant,
ALFRED CODERRE,
Superintendent.

E. MARCEAU, Esq.,
Acting Superintending Engineer,
Montreal.

MONTREAL, 29th August, 1893.

SIR,—I have the honour to submit my report on the "improved drainage system along northern boundary of Lachine Canal," which has been under my control during the fiscal year 1892-93.

The work had been begun in August, 1891, and was under progress at the beginning of the fiscal year.

It was simultaneously carried on at two points, viz., on the collecting drain along the canal from Côte St. Paul upwards, and on the covered brick drain from Rockfield towards Lachine.

When work was stopped owing to bad weather, on 8th November, 1892, there had been completed 4,500 feet in length of the collecting drain, and 515 lineal yards of the covered drain.

In the spring of 1893, work was resumed at the collecting drain on the 12th of April, and at the covered drain about the 20th of same month.

Up to the 30th of June, 9,750 feet of the collecting drain and 779 lineal yards of the covered brick drain had been completed since the beginning of the fiscal year.

At the end of fiscal year 1892-93, the total lengths of each work completed since the beginning in 1891 were the following:—

	Completed.	Total length.	To be completed.
Collecting drain	14,750 ft.	16,700 ft.	1,950 ft.
Connecting trench	950 ft.	1,150 ft.	200 ft.
Covered drain	1,229 yds.	2,140 yds.	911 lin. yds.

Rock has been met on about one-half the distance of collecting drain built during the year, and on the covered drain rock was found on the whole distance.

I have the honour to be, sir,
Your obedient servant,
L. G. PAPINEAU,
Resident Engineer.

MONTREAL, 2nd October, 1893.

ERNEST MARCEAU, Esq.,
Acting Superintendent Engineer of Canals,
Montreal, Que.

SIR,—I have the honour to transmit my report on the hydrographic survey of Lake St. Louis which has been continued by me during the fiscal year ending 30th June, 1893.

During the summer of 1892, from the 15th of June to the 19th of November following, the survey of the lake has been extended from St. Nicholas Island to the foot of the Beauharnois islands, a length of somewhat over four miles.

On that distance, soundings have been taken, at short intervals, on parallel lines running more than half-way across the lake and being 200 feet apart, for the first three miles, and 400 feet for the remainder of the distance.

The Châteauguay River, from its outlet to the first rapids, has also been surveyed, during the summer, but no soundings have been taken in this river.

The statistics of the field work performed, during the year, is as follows:—

Number of triangles performed	21
do angles measured including angles for soundings	3,327
Shore line surveyed (including islands) miles	17½
Roads surveyed	4¼
Number of miles run in sounding	197
do soundings	29,700
Area covered by soundings, square miles	8¾

The season has not been a favourable one for outside work. Frequent rains and high winds have been the cause of much delay.

During the winter, a base line, two and three-quarter miles long has been carefully measured on the frozen surface of the lake, and connected with the triangulation made during the previous summer.

Corrected tables of latitudes and departures were also calculated and a chart of the lake commenced, but the latter was not terminated, on account of my being called upon to make an estimate of cost of a contemplated enlargement of the Lachine Canal, and to prepare several statements for the Wellington street bridges investigation.

I have the honour to be, sir,
Your obedient servant,
L. S. PARISEAU,
Resident Engineer.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer,
Montreal.

MONTREAL, 21st September, 1893.

SIR,—I beg to submit my annual report on the operations of dredging fleet under my charge, for 1892-93:—

The dredge was working at Lachine above the old lock, cleaning bottom of channel to 10 feet of water; about 1,000 cubic yards of black rock were taken out and dumped in deep water on Lake St. Louis, 2 dump scows were borrowed from the Harbour Commissioners of Montreal for this work, and a tug chartered from Mr. Clement for serving the dredge.

On 15th August the dump scows were returned to the Harbour Commissioners of Montreal, and the steam derrick and flat scows were taken back to Lachine and placed at new Government dam. The dredge was working with flat scows and some 6,917 cubic yards of hard-pan were dredged and deposited by the steam derrick along the new Government dam.

On 1st November the tug towed the dredge to Dorval, where 250 cubic yards of clay were dredged for the new Wellington bridge.

On 5th November the tug towed dredge to Montreal, and on the 8th dredging was started at the Wellington bridge, where 3,640 cubic yards of hard-pan were excavated and deposited on the south side of canal by the steam derrick.

On 1st July, dredge No. 1 and fleet were towed from Chambly to Montreal and placed in flour-shed basin, cleaning bottom of basin to 12 feet of water. A tug was chartered from Mr. Gariepy for serving the dredge; about 4,490 cubic yards of hard-pan and clay were dredged and deposited by horse-power derrick on south side of canal, above St. Gabriel lock, and this material was used for repairing tow-path.

On 4th October the above-named dredge was borrowed by the Dominion Pipe Foundry of Lachine and towed to Dorval for dredging clay for their foundry, and on the 8th was returned to Montreal and placed in flour-shed basin.

On 26th November, dredges Nos. 1 and 2, steam derrick, steam yacht and two arks were taken in Tate's dry dock and dismounted for alterations and improvements during winter, and the rest of the fleet wintered in Lachine Canal close to Tate's dock, and the two tugs returned to owners.

Dredge No. 1 had some radical changes made. Her swinging gear being of an old type, and almost worn out, a better improved steel gearing was put on, also a right and left steel clutch attached to it, and a better leverage to work same. The feed pipe and old regulator were worthless, a new Judson regulator was put on, and a larger steam pipe with stop valve attached, also a new set of joint levers and a shaft, as well as a new driving spur wheel with pinion being provided.

The anchor spud being of an old style and very inconvenient, a patent dragging anchor was put in its place. The stern deck was lengthened some 8 feet in a V shape and fastened to the hull with iron straps, and a frame was made on top of it to receive the anchor, and was well strapped and bolted, and a new spud was made for same, complete with gear. The anchor bow slides being old and worn out, new ones were put in place. Some repairs were made to the deck; she was recaulked, deck and hull all over, and repainted. A complete set of drawings for above changes were made, showing the different views.

The swinging table of dredge No. 2, being too weak for her work, a stronger one was rebuilt with improved changes on it. The anchor spuds being too small for working in deep water, this dredge having been built for 9 to 12 feet of water, her slides were made heavier to receive spuds 18″ x 24″ instead of 18″ square, a patent arrangement being also put on the slides of spuds with sheaves and bearings on top of spuds as well as a chain running over sheaves on top of spuds to avoid boring holes in spuds for pinning, and heavier bolts were put in slides with new blocks for them. A complete set of drawings being made for above improvements, showing the different views.

The hull received the usual spring repairs, being recaulked and painted all over.

Steam derrick No. 2. Several improvements were made to this vessel, the boom was taken down and strengthened in some parts and a new A frame made for it with steel bearing for top of it. The anchor slides were also taken off and stronger ones put in place to receive new spuds 14″ square instead of 12″, and also two new spuds for same; the same pinning arrangement was put on as on dredge No. 2, with machinery for raising spuds by steam power instead of by hand.

New drawings were also made for these changes, showing the different views.

The deck and hull were recaulked and painted all over.

The steam yacht "Josephine" and the two arks were recaulked and painted.

The scows which wintered in the canal, had the usual spring repairs.

The dredging fleet came out of the dock on 1st of May and laid at Tate's putting on spuds, dipper handle and bucket, and on the 4th were ordered to Valleyfield

to work for the Montreal Cotton Company, and worked there till the last of July, 1893.

I have the honour to be, sir,
Your obedient servant,
GEO. YALE,
Superintendent of Dredges.

ERNEST MARCEAU, Esq.,
Acting Superintending Engineer.

LACHINE CANAL.

STATEMENT showing the depth of the River Water on Mitre Sills of old Lock No. 1 at Lower Entrance, and old Lock No. 5 at Upper Entrance, during the Fiscal Year ended 30th June, 1893.

Months.	Old Lock No. 1, Lower Sill.				Old Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.
1892.—July	21	4	17	11	13	0	11	1
August	19	6	17	5	12	2	10	9
September	18	2	16	5	11	2	10	4
October	17	1	16	1	10	7	9	11
November	18	3	16	2	11	4	10	0
December	33	3	16	6	11	8	10	0
1893.—January	33	1	26	9	11	9	9	1
February	27	3	25	0	10	1	8	8
March	28	0	24	11	10	9	8	4
April	33	2	22	1	12	7	10	3
May	25	4	20	5	16	4	12	6
June	24	0	20	9	15	9	13	1

LACHINE CANAL.

STATEMENT showing the depth of the River Water on Mitre Sills of new Lock No. 1 at Lower Entrance, and new Lock No. 5 at Upper Entrance, during the Fiscal Year ended 30th June, 1893.

Months.	New Lock No. 1, Lower Sill.				New Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.
1892.—July	23	6	20	1	17	2	15	3
August	21	8	19	7	16	4	14	11
September	20	4	18	10	15	4	14	6
October	19	3	18	3	14	9	14	1
November	20	5	18	4	15	6	14	2
December	35	5	18	7	15	11	14	2
1893.—January	35	10	28	11	15	11	14	3
February	29	5	27	2	14	3	12	10
March	30	2	27	1	14	11	12	6
April	35	4	24	3	16	9	14	5
May	27	6	22	7	20	6	16	8
June	26	2	22	11	19	3	17	3

Beauharnois Canal.

Statement showing the depth of the River Water on Mitre Sills of Lock No. 6 at Lower Entrance, and Lock No. 14 at Upper Entrance, during the Fiscal Year ended 30th June, 1893.

Months.	Lock No. 6, Lower Sill.				Lock No. 14, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1892.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
July	13	0	11	1	12	11	12	0
August	11	10	11	2	12	10	12	2
September	11	5	10	1	12	5	11	2
October	10	0	9	7	12	0	11	7
November	11	0	9	6	12	5	11	3
December	11	11	11	0	12	5	11	0
1893.								
January	15	10	12	0	12	0	10	6
February	17	4	15	0	10	9	10	4
March	15	6	15	0	12	1	10	6
April	15	9	15	4	12	7	12	0
May	17	0	15	3	13	10	12	0
June	15	3	12	10	13	0	12	7

Chambly Canal.

Statement showing the depth of the River Water on Mitre Sills of Lock No. 9 at Lower Entrance, and Lock No. 1 at Upper Entrance, during the Fiscal Year ended 30th June, 1893.

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1892.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
July	16	6	13	9	11	7	10	2
August	14	10	12	7	10	6	9	8
September	13	10	11	6	10	2	8	8
October	11	5	9	11	9	1	8	1
November	12	4	9	10	9	10	8	1
December	12	4	9	3	8	11	8	4
1893.								
January	11	5	9	10	8	5	7	10
February	11	0	10	2	8	2	7	10
March	15	3	10	11	9	10	8	0
April	15	2	14	0	10	8	9	0
May	16	0	13	10	11	3	10	3
June	14	11	11	2	10	5	8	11

Department of Railways and Canals.

St. Ours Lock.

STATEMENT showing the depth of the River Water on Mitre Sills of St. Ours Lock, during the Fiscal Year ended 30th June, 1893. (From Superintendent's Report.)

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1892.	ft. in.	ft. in.	ft. in.	ft. in.
July	14 6	10 9	12 11	11 2
August	12 9	9 10	11 9	10 8
September	10 10	8 9	11 6	9 1
October	9 0	7 5	9 10	9 1
November	10 2	7 8	10 8	9 0
December	11 0	9 1	10 0	8 5
1893.				
January	11 7	9 10	9 2	8 6½
February	10 7	9 5	9 0	8 3
March	14 1	9 9	11 0	8 9
April	18 4	14 0	14 4	10 10
May	17 2	13 9	13 8	11 10
June	15 6	11 6	12 4	9 11

Lachine Canal.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1893.

Date.	Names of Vessels.	Names of Owners.	Fines.	Damages.	Totals.
1892.			$ cts.	$ cts.	$ cts.
Sept. 7..	Steamer "Prince of Wales"..	Ottawa River Navigation Co..	5 00	5 00	10 00
do 24..	Barge "N. Paul"...	N. Paul...	2 00	2 00	4 00
do 26..	do "St. Pierre"...	P. Mongeau...	5 00	... ...	5 00
		Totals...	12 00	7 00	19 00

JOHN O'NEILL,
Collector.

St. Ours Lock.

STATEMENT of Fines collected during the Fiscal Year ended 30th June, 1893.

Date.	Name of Vessel.	Name of Owner.	Fines.	Damages.	Totals.
1892.			$ cts.	$ cts.	$ cts.
July 30..	Steamer "Anglesea"...	Capt. Ls. Nadeau...	5 00	.....	5 00
		Totals...	5 00	.....	5 00

PHILIPPE MATHIEU,
Collector.

APPENDIX No. 10.

TRENT VALLEY CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBORO', 2nd October, 1893.

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 ending 30th June, 1893.

Navigation closed 26th November, and opened again 10th April, 1893. The total number of lockages was 2,884. The number of lockages does not, however, fairly represent the traffic on these waters, as many of the regular routes which run from 15 to 25 miles in length do not pass through any lock and consequently no record is kept of them. The passenger and freight traffic keeps increasing every year.

As has been mentioned in former reports, the question of the storage of water in the upper reservoirs is becoming every year more important to those engaged in navigation and those using the water power along the route. At present the control is divided up between those representing the Ontario Government, the lumbermen and the Dominion Government. It is impossible under these circumstances to have the water supply properly managed.

The water during the whole of the fiscal year was much above the average. The heavy rains during the latter part of last season raised the water to almost spring height and it remained so during the greater part of the winter.

The water during the spring was much above the average and it remained at its height till a much later date than has ever been known before, and in consequence of which much damage was done to the low-lying farm lands adjoining the shores.

The works along this route are constructed for two purposes, namely, those erected to facilitate the descent of timber, and those erected for the benefit of navigation. The former are under the control of the Department of Public Works, the latter are under the control of the Department of Railways and Canals.

The following is a brief description of the work executed at the different stations along the route in connection with the Department of Railways and Canals.

FENELON FALLS.

New gallows frames and stop-logs winches were placed on the two new sluiceways at the north end of the dam, also on the sluiceway on the south side which forms the entrance to the Smith Estate raceway, new stop-logs were also provided for these sluices.

BOBCAYGEON.

An opening was made in the old dam, 100 feet wide, in order to provide another entrance to the dry dock. The mitre sills of the lock were repaired. A new quoin stone for one of the lower gates was put on. The walls of the lock chamber were partly repointed.

BUCKHORN.

About 500 yards of gravel were placed on the dam. The road, commencing at a point about 200 yards above the north end of the swing bridge, and which was flooded by the building of the Loresick dams, was raised about 2½ feet for a distance of 300 feet. Some minor repairs were also done to the lock gates.

YOUNG'S POINT.

A cribwork 300 feet long, 9 feet high and 12 feet wide, was built below the dam in order to prevent the wash from the sluiceways wearing away the bank. This it had done for a distance of 40 feet.

LAKEFIELD.

A cribwork 85 feet long, 9 feet high and 10 feet wide, was built along the shore between the two dams to prevent the further washing away of the street.

PETERBORO'.

A new floor was placed in one of the sluices, and the bulkhead was replanked. Some minor repairs were also done to the lock.

HASTINGS.

The back of the south wall was rebuilt with dry rubble. The platforms at the lower gates were also rebuilt. The gates also received some repairs. The lock gates and lock office were also painted.

HEELY'S FALLS.

The dam, which was built over 50 years ago, was in a very shaky condition. It was almost wholly rebuilt. It is a frame dam 550 feet long, about 9 feet high with a 40-foot base. The early cold weather prevented the gravelling being completed, but otherwise the dam is now as good as new.

CHISHOLM'S.

Some repairs were made to the sluices of the dam.
A number of buoys were also placed to mark the navigation channel.

DREDGE.

The dredge for which an appropriation was made, though not completed at the end of the fiscal year, is now finished. The contractors were Messrs. M. Beatty & Sons, Welland, and they have made a most satisfactory working dredge.

The benefit of having a dredge on these waters will be greatly appreciated by those interested in navigation. The swing in the Grand Trunk Railway bridge, at Fenelon Falls, was not completed by the 30th of June, and will not likely be so till late in the fall. When this is completed, it will open up a new route to Balsam Lake, the completion of which has been much desired for several years.

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

RICHARD B. ROGERS,
Superintending Engineer.

C. SCHREIBER, Esq., C.M.G.,
Chief Engineer, Dept. Railways and Canals,
Ottawa.

STATEMENT showing the highest and lowest Water Level at each Lock on the Trent Valley Canal for the Year 1892-93.

Station.	1892.											
	July.		August.		September.		October.		November.		December.	
	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.
Hastings	7 11	6 11	7 2	6 9	7 10	7 1	8 1	7 4	8 2	7 8	8 1	7 7
Peterborough	7 11	6 6	8 0	6 0	7 9	5 3	8 0	6 2	7 11	6 4	8 1	6 2
Lakefield	0 6½	0 0	0 10	0 3	1 2	0 3	1 0	0 2	0 9½	0 1	0 9	0 3
Young's Point	6 9¾	5 11½	6 9½	5 8	8 0½	6 11½	8 0½	6 8½	8 2½	7 2½	8 1½	5 10
Burleigh Falls	5 10	5 3	5 9	5 2	6 0	5 10	6 4	5 6	5 7	5 0	5 6	4 10
Lovesick	6 10	5 8	5 11	5 6	6 1	5 10	6 10	5 6	6 8	6 3	6 6	5 5
Buckhorn	6 11	6 6	6 9½	6 4½	6 10	6 6½	6 11½	6 3	6 2	5 9	6 1½	5 6
Bobcaygeon	6 10	6 6	7 2½	6 7	7 4	6 9	7 5	6 7½	7 2	6 8	6 8	5 11
Fenelon Falls	5 3	4 5	5 10	4 7	6 6	5 1	6 4	5 5	6 5	5 5	5 3½	5 0

Station.	1893.											
	January.		February.		March.		April.		May.		June.	
	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.
Hastings	7 7	6 10	6 9	6 7	7 9	6 8	9 10	7 10	10 4	9 8	9 9	8 3
Peterborough	6 3	5 2	5 6	5 1	7 3	5 0	9 5	7 0	9 10	9 5	9 4	8 0
Lakefield	0 2½	0 9	0 1	0 2½	0 4	0 5	2 10	0 5	3 3½	2 9½	2 10	0 10
Young's Point	6 1	4 8½	5 3	4 9¾	5 5½	4 8¼	9 11	5 6	10 5½	9 9½	9 10½	7 5
Burleigh Falls	4 10	3 8	4 4	3 11½	4 6	3 11	6 4	6 0	6 4	5 11	6 5	5 11
Lovesick	6 1	4 10	5 4	5 3	5 10	5 8	9 0	7 10	9 4	8 10	8 11	7 4
Buckhorn	5 5½	5 0½	5 0¼	4 11¾	5 7½	5 0	8 5	5 8	8 10	8 3	8 4	6 4½
Bobcaygeon	5 10	5 5	6 3	5 11	6 8	5 8	7 3	6 10	7 6	6 9	7 2	6 9
Fenelon Falls	5 2	4 9	5 4	5 2	5 6	5 2	7 6	5 6	7 11	6 8	6 10	6 4

RICHARD B. ROGERS,
Superintending Engineer.

APPENDIX No. 11.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 11th October, 1893.

SIR,—I have the honour to submit the annual report of the works under my charge, for the fiscal year ending 30th June, 1893:—

Navigation closed at Ottawa, 30th November, 1892.
do do Kingston Mills, 30th November, 1892.
do opened at Ottawa, 29th April, 1893.
do do Kingston Mills, 1st May, 1893.

On all the reaches ascending to, and descending from, the summit level (Lower Rideau Lake), the water was maintained so as to give the required depth on the lock sills, throughout the entire season of navigation.

The freshets this spring were high; but were passed through the bulkheads and by-washes without doing any material damage.

Navigation was uninterrupted during the whole season.

The principal repairs along the line of the canal were as follows:—

Kingston Mills.

One pair of lock gates renewed; 100 yards of gravel on embankment. Lockmaster's house repaired, and other small repairs to station.

Jones's Falls.

One pair of lock gates renewed; lower gates of upper lock and the two middle gates strengthened. Plank delivered to make repairs to Long Bridge.

Chaffey's.

One pair of lock gates renewed, and small repairs to station.

Narrows.

One pair of lock gates renewed; one new swing beam, and four new chain blocks.

Oliver's Ferry Bridge.

During the winter the piers were rebuilt from low water mark, the old Queen Post truss being replaced by a new steel superstructure of the Warren Girder type; erected under contract by the Dominion Bridge Co., and consisted of:—

Two spans of 81′ 0″ each.
One span of 82′ 0″ do
do 76′ 6″ do
do 35′ 6″ do
do 32′ 6″ do

This bridge was opened for traffic on the breaking up of the ice this spring, and has given great satisfaction.

Poonamalie.

Lockmaster's house (struck by lightning) shingled and plastered inside. Lock labourer's house reshingled. One hundred yards of gravel on dam.

Smith's Falls combined.

New house built for lock labourer. Lockmaster's house repaired. Swing bridge replanked, and general repairs to station.

Old Sly's.

New concrete bottom to upper lock; four new swing beams, and sundry repairs to station.

Edmonds.

One pair of lock gates renewed; gravel on dam, and a new set of stop-logs.

Merrickville.

Sundry repairs to station. The new approach to swing bridge over the second lock was completed. A new steel swing bridge across the locks, and a new steel fixed bridge across the by-wash were erected under contract by the Canadian Bridge and Iron Co., during the winter, and opened to traffic this spring. The change in the location of the new swing bridge from the first to the second lock, has effectually prevented the delay to vehicle traffic so much complained of formerly.

Clowes.

General repairs to station.

Nicholson's.

Swing bridge renewed, and approaches to same widened and repaired. Four new swing beams and general repairs to station.

Burritt's Rapids.

One pair of lock gates renewed, and general repairs to station.

Beckett's Bridge.

Repairs to bridge.

Wellington Bridge.

Swing bridge renewed, and long bridge repaired and replanked.

Long Island.

Swing bridge renewed, new foundation and approaches to same. Lower gates strengthened. Sundry repairs to station.

Manotick.

New boom placed at the head of Long Island.

Black Rapids.

Long pier between locks and bulkhead rebuilt; general repairs to station.

Hogsback.

One pair of lock gates renewed. Connection built between the old and new bulkheads, enabling teams to cross from the Nepean to the Gloucester side, over the new and old bulkheads.

Wooden aprons on concrete bottom were put in between the bents of the new bulkhead.

The main dam was raised and graded with broken stone. The tow-path road from the locks towards Hartwell's for a distance of about 2,500 feet was widened, graded and ballasted, now making a good travelled road along the south side of the canal from Bank street, Ottawa, to Hogsback locks, at which place teams can cross, either the bulkheads, and join the macadamized road on the Nepean side, or the swing bridge over the locks, and join the macadamized road on the Gloucester side.

A large amount of travel has passed over this road since its completion. An ice breaker was built last winter in the bay above the bulkheads, to protect the latter from damage by the large fields of ice which at times threaten their destruction in the spring. Another ice breaker requires to be built to ensure the breaking up of ice before it reaches the bulkheads. Mr. F. Toms completed his contract to excavate a channel through the by-wash and build a new bulkhead on the site of the old flat dam; and also cleaned out the lower portion of the cut, of rock and other debris which was washed in by the freshets last spring. The benefit of this work in increasing the water discharge area was plainly shown last spring, by the water during the freshet not rising above ordinary high-water mark.

Bank Street Bridge.

Swing bridge replanked, and fencing on the approaches repaired.

Stewarton Swing Bridge.

The swing bridge and its approaches replanked.

Ottawa.

General repairs to station and wharfs. Five electric arc lights were placed round the basin and locks, which with two others put up this year have not only materially increased the safety of the working of the canal, but also lighted up a central portion of the city which was before in utter darkness. The dry dock was completed this spring, and has been in constant demand since the opening of navigation; some 56 dockages having been registered up to date.

Dredge Vessel "Rideau"

Was employed last year in dredging the shoals between Black Rapids and Long Island, and in cutting a channel through a neck of land called the "Catch All" which held the water back in spring. This year she has been employed in cutting a channel through a shoal at the exhibition grounds, Ottawa; repairing dam at Long Island; cleaning out refuse in the lower lock at Ottawa, and at the entrance to Mutchmor's Cut, &c., &c.

Tug "Shanly."

When not employed with the dredge, was engaged in distributing timber along the canal; or on inspection through the canal.

The dredging plant is all in good working order.

Your obedient servant,

FRED. A. WISE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer of Canals.

Rideau Canal.

Table showing monthly, the Highest and Lowest Water on the Lower Sills at Ottawa and Kingston Mills respectively, from July, 1892, to June, 1893, both months inclusive.

Ottawa.						Kingston Mills.					
Highest.			Lowest.			Highest.			Lowest.		
	ft.	in.		ft.	in.		ft.	in.		ft.	in.
July 1	14	10	July 31	9	9	July 20	8	10	July 1 to 5	8	6
August 20	10	0	August 31	9	0	Aug. 9 to 12	8	10	Aug. 29 to 31	8	4
Sept. 1	8	10	Sept. 19	7	1	Sept. 10 to 15	8	5	Sept. 20 to 3	8	3
Oct. 3	8	7	Oct. 27 to 31	8	0	Oct. 1	8	3	Oct. 17 to 25	7	8
Nov. 22 to 26	11	10	Nov. 1 to 6	8	0	Nov. 24 to 30	7	9	Nov. 10	7	6
Dec. 1	11	8	Dec. 29 to 31	9	3	Dec. 1 to 8	7	9	Dec. 9 to 31	7	8
Jan. 1 to 7	9	2	Jan. 26 to 28	7	10	Jan. 1 to 12	7	8	Jan. 17 to 31	7	6
Feb. 1 to 2	8	0	Feb. 28	7	2	Feb. 1 to 4	7	6	Feb. 18 to 28	7	4
March 31	9	6	Mar. 10 and 11	6	9	Mar. 19 and 20	7	6	March 1 to 12	7	4
April 24	15	0	April 1	9	8	April 30	8	7	April 1	7	4
May 23 and 24	26	0	May 1	14	3	May 31	10	4	May 1	8	10
June 1	22	10	June 30	16	4	June 1	10	3	June 25 to 30	9	6

F. A. WISE,
Superintending Engineer.

APPENDIX No. 12.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1893.

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 for the year ending 30th June, 1893.

This district includes the Cornwall, Williamsburg and Murray Canals, and the improved channels in the intermediate 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 1892 on the 4th December.

The canal which was unwatered on the 16th March, 1893, to facilitate the building operations of the contractors and for the usual repairs, was opened for traffic on the 1st May following.

Navigation has been maintained in a satisfactory manner, notwithstanding the inconveniences incident to the prosecution of the work of enlargement.

Two accidents occurred during the year, which rendered the lowering of the levels necessary. On the 3rd of August, 1892, the Montreal Transportation Company's barge "Toronto," in tow of the "Ranger," a small hired tug, collided with the lower gates of lock No. 19, whilst closed and in use, carried them away, and also displaced the hollow-quoin masonry in five courses of the south wall. Navigation was interrupted for twenty-eight hours.

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.

On the afternoon of the 2nd of June, 1893, the steamer "Hall," while on her downward trip carried away the lower gates of lock No. 19, and badly twisted one of the upper, thereby stopping navigation about twenty-six hours, and causing damage to the amount of $1,060.70; statement of which, with a demand for payment was duly rendered to her owners by the superintendent, as soon as the cost of repairs had been ascertained, but it has not yet been paid.

The supply of water for manufacturing purposes has not been interfered with.

The usual winter's work of the shops was performed, and whilst the canal remained unwatered, advantage was taken to repair and partly renew the mitre-sills of old locks and make other necessary repairs to the structures, tow-paths, &c.

The gate-lifter has been strengthened and otherwise repaired during the year and proved most useful at lock No. 19, placing the new gates in position within twelve hours from the time of their displacement by the "Hall."

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 entrances were dismantled and prepared for the winter on the 6th December, 1892, 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.:—

Owen O'Keefe, lock-labourer, 1st October, 1892.

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.

Your attention is directed to the necessity for a telephone service from the head to the foot of the canal, connecting all locks, &c., with the superintendent's office.

Also to the position of the collector's office—an old building and not worth repairing—which is situated on the north side of the old canal, and is therefore difficult of access. A new building is recommended to be built on a convenient site near the head of enlarged lock No. 17.

The question of the construction of lock-houses for the new locks, should also receive your early consideration.

Your attention is further directed to the necessity which exists for providing waste-weirs discharging into the river for the levels between locks Nos. 18 and 19 and 19 and 20.

Also as to the state of the pier or cribwork at the head of the canal, which should be renewed next year.

The highest water recorded at lock No. 15 (old entrance) during the year was 26 feet and the lowest 9 feet 5 inches, and at lock No. 21, the old guardlock, 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 will be finished in 1894.

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 & Son	Nov. 5, 1888	April 5, 1891.
Lock No. 19	3			
Maple Grove	4			
Mille Roches	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 16th March, 1893, 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 during the year was procured from the quarries at Cornwall, Maple Grove, and Mille Roches.

Masonry was continued through the season of 1892 until stopped by frost in November, and begun again on 3rd April, 1893, and has since been continued without interruption.

SUMMARY OF THE YEAR'S WORK.

Section No. 2.

The masonry for the swing bridge, the glance pier at the foot of lock No. 18, the wall connecting the heads of the old and the new lock, and the supply weir have been completed.

Good progress has been made with the excavation.

The old Grand Trunk swing bridge across the Lachine Canal, was after some slight alterations brought up here and placed in position at the foot of Augusta street, and now does duty as a road bridge across the canal in place of the old one which has been removed.

Section No. 3.

Considerable excavation in the canal prism has been done, and a good start made at the weir pit excavation.

The new high bank below lock No. 19 has been built up to almost full dimensions, and the water was let against it last spring. A short piece of cribwork was built at the foot of the old lock in continuation of that built in 1891.

The most important slides which occurred during the past year were those in the banks at the head and foot of lock No. 19; they were, however, discovered in time and means taken to prevent further damage.

Section No. 4.

The outside retaining wall above lock No. 20 has been completed, and the filling in rear of it will be finished this season. A cofferdam has been constructed in continuation of that made in 1891, in order to allow of the completing of the south-west extension wall of the new lock, which it is expected will be finished this fall. The new supply weir commenced this spring, will be completed before heavy frost sets in. Considerable trouble was caused last spring by the washing out of the foundation of the old supply weir, which has been in a precarious condition for some years.

Section No. 5.

One small dredge has been working, but makes little progress.

Sections Nos. 6 *and* 7.

All work has been suspended since July, 1891, pending a decision of the question of the "Sheik's Island dams," for which location surveys have been completed.

The material from the dredges was generally 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.

Section No. 8.

Two dredges have made fair progress with the excavation.

Section No. 10.

One dredge has been engaged in finishing up this section, and very little more work remains to be done.

The supply weir at the guard lock was completed in September, 1892, and together with the new guard lock has since been brought into use.

Part of the rip-rap protection to the banks on the north side of the canal has been placed.

The work of the removal of the old guard lock and weir is being carried on. The work is being done by a dredge.

The deepening and widening of the channel is now nearing completion, the work remaining to be done is chiefly on sections 2, 4, 5 and 8.

The straightening of the channel way on Section No. 2, has only recently been commenced.

Work on the lock gates is well advanced. Five pairs have been built and one pair has been placed in position at each of the new locks, Nos. 18, 19 and 20.

Additional land on the north side of the canal, above lock No. 18, has been acquired 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 13th December, 1892, and reopened for the season of 1893, on the 27th of April last.

The buoy service between Prescott and Dickinson's Landing was performed soon after the opening of navigation and 11 new buoys substituted for those found to be unfit for use.

Navigation has been maintained in a fairly satisfactory manner during the year. In view of the extensive works of the enlargement, no unusual delays have occurred and the water has generally been maintained at its normal height, viz., 9 feet on the mitre-sill of lock No. 23.

The only serious accident was that which occurred to the steamer "Acadia" in June, 1893, when in crossing from the new cutting to the old canal she struck a stone embedded in the ridge formed by the dredges and sank.

An ice-jam occurred on 7th February at Baker's Point in deep water below Farran's Point and remained about 3 weeks—no extraordinary rise in the river took place and therefore no damage was done. An attempt to break the jam was made by the superintendent but abandoned.

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 were received at Morrisburg in December and placed in position in May last and have worked satisfactorily.

For the above service an appropriation of $4,000 was made by Parliament.

The usual repairs were made to the various structures, to lock gates, bridges, &c., also to the buoy boat, 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.:—

Steamer "Corsican," 3rd July, 1892	$10 00
do "Ocean," 10th Aug., 1892	20 00
do "Alexandria," 14th Oct., 1892	20 00
Barge "Black Diamond," 18th Nov., 1892	15 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 the 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.

Owing to the progress of the works of enlargement at lock No. 23, the lock labourers' dwelling has been removed. The men have 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 work of the repair staff, the following necessary renewals and works have been accomplished during the present year or are in progress :—

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.

A wooden addition to the lockmaster's house—12 feet by 16 feet—to serve as a kitchen, with sleeping rooms over, also a general overhauling and repair of the premises.

At Rapide Plat, Morrisburg, this canal has been unwatered twice, once on account of the steamer "Acadia," and again to enable the waterworks company to make repairs. During each period of unwatering, advantage was taken to remove large stones from the prism of canal and overcast the ridge formed by the dredges.

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, the governing point, as recorded for the year, was 5 feet 2 inches, in January.

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. Extensive renewals are also required to the booms, which are to be undertaken this season.

At Lock No. 26, *Cardinal*, the swing bridge has been rebuilt—the river wharf on the outside bank below the lock has been rebuilt for the convenience of passenger boats which occasionally stop.

The lowest water on the sill of lock No. 27 was 6 feet 9 inches, in January.

A shed in which to build or repair lock gates, together with store houses, should be provided for, to be erected on the service ground recently formed in Stata's Bay, Rapide Plat Canal.

The repair staff would then be under the immediate control of the superintendent; at present their headquarters are at Cardinal, the home of the foreman, Armstrong, a most inconvenient and expensive arrangement, particularly during construction, when their service may be in constant requisition at Morrisburg.

WILLIAMSBURG CANAL ENLARGEMENT—CONSTRUCTION.

FARRAN'S POINT.

This canal is about three-quarters 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 east 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 Weddell Dredging Co	Jan. 12, 1891	Ap'l 20, 1893
New Road	3	Poupore & Fraser	Jan. 26, 1891	Ap'l 20, 1893
Flagg's Bay	4	William Broder	April 2, 1884	June 1, 1886

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.

Section No. 1.

Section No. 1 extends west along the river front of the village of Morrisburg.

A change in the alignment of the lower end of this section has been made by placing the centre line of the new lock parallel to that of the old lock No. 23, thereby improving the direction of the river entrance and enabling upward bound vessels to avoid the strong current.

Dredging operations were stopped on 21st December, 1892, resumed again in April last, and will be continued to the end of the season. A steam excavator, taken from section No. 3, commenced in May last to remove the dry excavation in rear of cribwork forming the base of north retaining wall.

All material excavated has been deposited in the space between the tow-path and the new protection cribwork, and has also been utilized in widening and strengthening the tow-path and embankments.

The contractor's cofferdams for the new lock-pit have been completed, and the formation of a trench for a close pile dam or bulkhead to protect the south wall of the old lock is in progress, all being done 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 oe 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 slope 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. Wood, the Government valuator, has arranged with the owners.

The stone for the lock is being cut and prepared at Mille Roches quarry, Cornwall Canal, and that for retaining walls, &c., at the Wolf Island quarries.

In connection with the new works of enlargement at Morrisburg, I beg to direct attention to their dangerous character owing to the proximity of the new to the old lock, and the extraordinary, and therefore expensive measures necessary in the interests of navigation, to preserve the latter.

An experienced inspector (not simply a watchman), should, in my opinion, at once be appointed for duty at night.

The cribwork for the seat of the north retaining wall of the canal is being built.

Section No. 2.

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.

The dredging operations were stopped on 26th December, 1892, and resumed in March last. Three dredges have been engaged in excavating this summer, a third one, newly built, having been placed on the work last month.

The material dredged has been utilized in widening and strengthening the towing-paths and embankments, particularly that across Heigle's Bay.

Section No. 3.

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 carried on by the steam excavator and a chartered dredge, till 20th December, 1892, when work was stopped. The former was engaged on "dry work" on the high bank above water, and the dredge in prism excavation.

The dredge resumed operations in April last and continued working until 24th June, when she was removed from the section. The steam excavator worked for about three weeks in May last, and was then removed to section No. 1.

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 in Canadian waters 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.

It is advisable to arrange with the municipal council of the township of Matilda, to assume the control and maintenance of the road.

Section No. 4.

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, and all claims made by the contractor have been finally adjusted.

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.

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 season of 1892, 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 2 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 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.

Masonry was stopped on the 25th of November last and resumed in May last.

Work as under has been done during the year, 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.

The extension of lower wings of lift lock are well advanced and will be finished this season, as also the additional recess for the guard gates of lift lock.

Two pairs of gates for the guard lock have also been completed ready for launching, and the gates for lift lock well advanced.

The greater part of the protection cribwork to be used in straightening the towpath above McLaughlin's Point has been completed in place and ballasted.

Dredging and drilling and blasting operations have deen carried on uninterruptedly during the working seasons.

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 cofferdams continue staunch and water-tight.

A large quantity of dressed stone from the Belleville quarries has been delivered, also backing 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."

The channel which was first brought into general use last year is navigated by many of the large propellers and other vessels drawing over 9 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 has been completed. It was made during the season of 1892, under the direction of Mr. Kennedy, chief engineer to the Montreal Harbour Commissioners. The survey probably represents 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 in 1892, 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.

An examination of the channel was made during the early part of this season, to ascertain that the channel was clear as represented by the surveys of 1892, and at the same time the south side of the channel was marked by buoys.

Owing to the water in the river being at its medium stage, the old or north channel has been used by all classes of vessels, and, as usual accidents have occurred; on the other hand the new or deep channel, having a bad reputation in the neighbourhood has been avoided.

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 7 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 guided 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 Tuttle'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 was thoroughly re-examiued during the season of 1892, 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 have been prepared.

The purchase of Spencer's Island, near the head of the channel, was not completed as contemplated. It has since changed owners, and has been ploughed and cultivated this season, and all the important lines and references of last year's survey have consequently been lost.

MURRAY CANAL.

Maintenance.

Navigation was closed for the season on the 5th of December and opened 13th April, and has since been maintained without interruption.

The number of vessels passed through the canal for the year was 830.

No accidents have occurred, and no fines were imposed during this period.

The bridge structures are in good repair; the railway bridge, however, requires frequent examination and adjustment.

The Trenton road within canal limits has been well graded and gravelled, and is now one of the best roads in the county.

Mooring-posts have been supplied where required.

The tow-paths formed of sand east of the Brighton road have been protected by gravel, also the north bank west of the railway bridge.

The semaphores at the railway bridges are working to the satisfaction of the railway officials.

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.

Generally the banks have been maintained in good condition, the ditches kept open, and the rip-rap protection well raised and repaired.

Attention is directed to the subject of houses for the bridge-tenders, the wharf range lights, &c., for which there remains an unexpended balance on capital account.

The highest water recorded during the present season was 14 feet 9 inches, and the lowest 12 feet.

MURRAY CANAL.

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 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 entrance 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 has been prepared for letting.

A survey with a view to straighten and improve the upper entrance of the Cornwall Canal has been made.

A survey as suggested by the Hon. the Minister to ascertain the practicability of using the river from a point in the canal 4 or 5 miles above Cornwall, has been made with very favourable results.

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 been completed of the Point Iroquois junction and lower part of the "Old Galops" division of the Galops Canal, the plans of which have been prepared.

A final location of the north or Canadian channel has been completed and the plans and specifications have been prepared.

An examination of the new channel of the Galops was made early this season.

A remeasurement of the works at the upper entrance, Galops Canal, has been made; also a final measurement of section 6 and 7, Cornwall Canal, with a view to effect a settlement with the contractors.

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 RUBIDGE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer of Canals,
Ottawa.

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District for the Year ending 30th June, 1893.

Month.	Cornwall Canal.								Williamsburg Canals.																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.
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
December	13	8	9	6½	9	8	8	8	9	0	8	5	8	6	7	7	8	6	7	5	11	4	9	10	9	9	8	6	12	6	12	2
January	26	0	12	7	10	1	6	7	9	0	7	2	9	2	5	2	8	5	3	8	11	6	5	6	9	4	6	9	12	4	12	0
February	21	2	18	9	9	3	6	9	10	9	7	1	7	9	5	5	6	5	5	2	8	5	7	0	7	11	7	1	12	11	12	0
March	22	6	16	5	10	0	8	1	9	8	7	6	9	0	6	5	9	5	5	7	12	0	7	1	10	2	7	4	12	9	12	1
April	14	11	10	6	10	6	9	3	9	10	8	9	10	3	8	0	9	9	7	6	12	6	10	0	10	4	8	9	13	8	12	9
May	12	10	10	10	11	9	10	0	11	2	9	5	10	10	9	3	11	2	8	8	13	10	11	4	11	6	9	6	14	7	13	8
June	11	7	11	4	11	4	10	0	10	10	10	6	10	10	10	6	11	1	10	3	13	10	13	2	11	4	10	9	14	9	14	6

WILLIAMSBURG CANALS.

STATEMENT of the Highest and Lowest Water for the Year ending 30th June, 1893.

Month.	Lock No. 22.				Lock No. 23.				Lock No. 24.				Lock No. 25.				Lock No. 27.			
	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.
July	10	3	9	4	9	9	9	3	10	...	8	9	12	8	11	6	10	3	9	9
August	9	11	9	3	9	9	8	8	9	8	8	4	12	6	10	11	10	3	9	2
September	10	.....	9	3	9	11	8	9	10	.....	8	7	12	8	11	4	10	3	9	4
October	9	6	8	7	8	9	8	3	9	1	8	2	11	11	10	8	9	9	9	1
November	9	3	8	3	8	10	7	3	8	6	7	4	11	10	9	4	10	.....	8	3
December	9	.....	8	5	8	6	7	7	8	6	7	5	11	4	9	10	9	9	8	6
January	9	.....	7	2	9	2	5	2	8	5	3	8	11	6	5	6	9	4	6	9
February	10	9	7	1	7	9	5	5	6	5	5	2	8	5	7	.....	7	11	7	1
March	9	8	7	6	9	....	6	5	9	5	5	7	12	.....	7	1	10	2	7	4
April	9	10	8	9	10	3	8	.....	9	9	7	6	12	6	10	.....	10	4	8	9
May	11	2	9	5	10	10	9	3	11	2	8	8	13	10	11	4	11	6	9	6
June	10	10	10	6	10	10	10	6	11	1	10	3	13	10	13	2	11	4	10	9

APPENDIX No. 13.

BRIGHTON, 30th August, 1893.

TOM S. RUBIDGE, Esq.,
Superintending Engineer, St. Lawrence District,
Cornwall.

SIR,—I have the honour to submit the following annual report on the works under my charge for the fiscal year ended 30th June, 1893.

Navigation closed on 30th November, 1892, and opened on 13th April, 1893.

The number of vessels passed through canal from 30th June, 1892, to 30th June, 1893, was 830.

There were no accidents and no fines were imposed or collected during this period.

The bridges are in good repair, and have all been very satisfactory, with the exception of the railway bridge, which was readjusted by the Weddell Bridge Company.

Twenty-five new mooring posts were put in and packed around with broken stone.

The tow-path ditches were all cleared out the entire length of canal on both sides twice, and all thistles and other weeds carefully cut; 2,800 feet of the tow-path east of Brighton road bridge has been gravelled.

In consequence of the heavy rains this spring the water ran over the edge of the tow-path into the canal, and much time was occupied in mending the breaks caused thereby.

Stone facing was put on to the top of wall at the railway and Trenton road bridges.

A high board fence was built west of the Central Ontario railway crossing north side of canal to prevent the sand banking up the railway track, and it saves a great deal of labour.

Five hundred and fifty-six yards of gravel was put on the sand, north side of canal, west of the railway bridge.

Broken stone to the amount of 3,298 yards was put into the rip-rap.

The tow-path was graded up in many places where the sand had blown away.

Rip-rap was put on to the top of bank for 2,000 feet in length through the sand.

Gravelled road was built at Trenton road bridge within the canal limits and gave great satisfaction to the farmers and others in that section.

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

T. P. KEELER,
Superintendent Murray Canal.

APPENDIX No. 14.

CORNWALL, 2nd October, 1893.

SIR,—I beg leave to submit the following report of the works under my charge for fiscal year ending 30th June, 1893.

The Cornwall Canal was kept open satisfactorily during season of 1892; the only interruption being caused by barge "Toronto" breaking gates of lock 19 on 3rd August. Navigation was stopped twenty-eight hours. An account of expenses incurred, amounting to $1,103.21, was filed with the department.

The steamer "Island Queen" was fined ten dollars for damage to foot board on lock 18 on 2nd September, 1892.

The new lock at head of canal was first used on 2nd December. Crabs were shifted from old to new lock. Old gates of lock 21 were then dismantled and removed.

Canal was closed for navigation on 4th December, except locks 18, 19, 20 and 21, which were kept open a few days longer for contractors.

Work in shops during winter consisted in making foot bridges, top bars, mullions, sheaves, knees, wheelbarrows and general repairs, preparing for spring.

Water was let out of canal on 16th March, 1893, and usual repairs to banks, cleaning out locks, and pointing walls, done. New mitre sills were put in lock 20 and other necessary work performed. Water was let in on 30th April and on 1st May canal was ready for navigation, boats being locked at head of canal.

Navigation was carried on without interruption until 2nd June, when steamer "Hall" knocked out two gates of lock 19, causing a delay of twenty-six hours. A statement of cost of repairs amounting to $1,060.70 was forwarded to the department.

All repairs necessary were attended to. The old lock gates required a good deal of repairing. A pair of gates were repaired and put in canal. A watch house for lock 21 was built.

I append a statement of height of water for past year.

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

A. P. ROSS,
Superintendent.

TOM S. RUBIDGE, Esq., C.E.,
Superintending Engineer,
Cornwall, Ont.

Department of Railways and Canals.

CORNWALL CANAL.

STATEMENT showing depth of Water in River on the Mitre Sills of Lock 15 at Lower Entrance, and Lock 21 at Upper Entrance, for Fiscal Year ended 30th June, 1893.

Months.	Lock 15, Lower Sill.		Lock 21, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1892.	ft. in.	ft. in.	ft. in.	ft. in.
July	11 5	10 9	10 9	10 0
August	12 1	10 7	10 10	9 9
September	11 5	10 3½	10 9	9 11
October	10 3½	9 9½	10 1	9 6
November	11 1	9 8½	10 5	8 10
December	13 8	9 6½	9 8	8 8
1893.				
January	26 0	12 7	10 1	6 7
February	21 2	18 9	9 2	6 9
March	22 6	16 5	10 0	8 1
April	14 11	10 6	10 6	9 3
May	12 10	10 10	11 9	10 0
June	11 7	11 4	11 4	10 0

A. P. ROSS,
Superintendent.

MORRISBURG, 1st September, 1893.

SIR,—In complying with your request of the 28th August, 1893, asking for annual report upon these canals for the year ending 30th June, 1893, I beg to submit the following :—

CLOSING OF CANALS.

Farran's Point Canal was closed on the 13th of December, 1892, as also were locks 26 and 27 on the Galops section, and lock 25 on the Point Iroquois section was closed on the 17th of the same month, and locks 23 and 24, on the Rapide Plat, were closed on the 23rd. These different closings were occasioned by the work of the contractors on the Rapide Plat canal.

These canals were opened 27th April, 1893.

We have had no accidents excepting the sinking of propellor "Acadia" in Rapide Plat Canal, and which was fully reported by me on the 14th of June last.

The canals were kept in good working order during the year. No unusual delays to navigation occurred, and the water in the canals was much higher than during the previous year; besides the work accomplished by the enlarging of the Rapide Plat Canal has greatly aided navigation.

There have been several fines imposed on vessels occasioned by want of care and neglect of duty. Three of these were returned in last annual report of 3rd November, 1892, viz. :—

Steamer "Corsican," 3rd July, 1892	$10 00
do "Ocean," 10th August, 1892	20 00
do "Alexandria," 14th October, 1892	20 00

The following since that date, viz. :—

Barge "Black Diamond," 18th November, 1892	$15 00

The number of vessels passing through the lock at Iroquois, as kept by the lockmaster on his own account, for the year was 2,483.

The work done by the "repairs" staff has been general.

An ice bridge or dam formed at the foot of Farran's Point Canal at "Baker's" Point on the 7th of February and remained about three weeks. It did no damage, as it was largely across the bay extending to the lock, and the water being very deep the floating ice got sufficient way under the jam or bridge. We tried to cut it away but failed because of its extent and the nature or quality of the ice.

Farran's Point Repairs.

The gates were raised twice. The sheaves were all renewed during the year and new chains put on lower gates. The ice having carried the stone foundation of the lockmen's house away, a wooden pier was built in last September and filled with stones, which has stood well. Lockmen's houses were repaired largely and kitchens built up to stone house for them.

Rapide Plat Canal Repairs.

A pair of new gates were put up at lower entrance of lock 23 in May, and general repairs done on the other gates. The water was let out twice: once on account of the steamer "Acadia" sunk in canal, and once to accommodate the water works of the village of Morrisburg, in putting down a new main pipe under the canal.

Advantage was taken of these occasions to remove any large stone found in the basin of canal.

The boom, at lock 24, across the supply weir required some repairs.

Galops Canal Repairs.

At Iroquis, lock 25, a guard fence was built around Government property; bunting posts were removed and one new sheave put in; lock houses were largely repaired; ditch was cleaned out and stones laid up; booms were renewed in canal and wharf at foot of pier replanked in part, and pier timbers in part renewed; swing partly replanked.

The swing bridge at lock 26 was rebuilt. The gates were raised, three new chains put in and several minor repairs done on lock and gates. Repairs were done on lock-houses, especially shingling.

A wharf was built on the outside, or river side of the bank for the accommodation of the village of Cardinal.

At lock 27 general repairs were done on the gates and piers at the entrance to the lock and also on the supply weir. Gates were raised twice, two new sheaves and one chain were placed.

Locks 23, 26 and 27 had to be cleaned out repeatedly during the year on account of stone, logs and gravel which accumulated and made largely by dredging on new work.

Eleven new buoys were purchased which, with the ones we had on hand from last year, were prepared and properly placed in the river between Dickenson's Landing and Prescott.

General repairs were done on the buoy boat and scow, such as replanking, caulking, painting, repairing ways for hauling out, &c. A pair of old gates were hauled out and put on the dry dock at Cardinal ready for rebuilding.

Many minor repairs to the locks, gates, piers and operating appliances, though small individually, represent on the whole a large amount of labour and the consumption of supplies.

A large amount of work was done on the Junction Canal at several points where it had given away or was weak, in drawing stones and blue clay and placing them.

I annex a statement showing the extreme depths of water on the mitre sills of the entrance and exit of the locks of these canals, covering the above dates.

The above is respectfully submitted.

Your obedient servant,

CHAS. E. HICKEY,

Superintendent.

Tom S. Rubidge, C. E.,
Superintending Engineer, Cornwall, Ont.

APPENDIX No. 15.

WELLAND CANAL.

ST. CATHARINES, 2nd October, 1893.

SIR,—I beg to submit my annual report upon the Welland Canal and its branches for the fiscal year ending 30th June, 1893.

Commencing at Port Dalhousie, 500 feet in length of tongued and grooved sheet piling, six inches thick and twelve feet long, was driven on the new canal side of the stone wall extending across the pond between locks No. 1 and 2, thereby completing that operation, and stopping any leak under the wall as far as the sheet piling extends.

At lock No. 15, the lower wing wall on the west side of the lock had settled down and moved forward into the canal, necessitating its removal and rebuilding.

This was done before the opening of navigation in April last.

In addition to the rebuilding of this wall, a row of heavy sheet piling was driven in front of the wall, also in front of the corresponding wall on the opposite side of the canal, and to prevent any further movement of the wall, stout timbers, about ten feet apart, placed below the level of the bottom of the canal and bolted to piles at intervals, were laid across the canal from wall to wall, and the spaces between them filled with concrete to a depth ranging from 12 to 18 inches.

At the supply weir above Allanburgh, a leak under the apron was discovered shortly before the opening of navigation last spring, and on examination proved to be of a serious nature, considering the position of the weir.

This weir was built in 1877-78 in the west bank of the summit level of the canal, 14 miles from Port Colborne for the purpose of passing the necessary feed for the old canal, the weir formerly used for that purpose having been removed in the course of construction of the new canal from Allanburgh northward.

It was found that the water had passed through the joints and under the walls of the weir in places, washing out the lower portion of the embankment in rear of the walls, while leaving the surface of the embankment intact.

The extent of the washout and the serious damage which would have resulted from any failure of the canal bank at that point, made it necessary to form a dam above the weir to hold up the summit level, and another below the weir, to admit of the structure being unwatered.

The foundation of the structure was then underpinned with Portland cement concrete, the fissures in the walls filled with Portland cement grout, and the defective embankment made good.

The work, which was critical in its nature, was executed at a cost of $4,000 in a satisfactory and energetic manner, under the immediate supervision of F. T. Walton.

The pile fenders at the Allanburgh bridge were renewed, as also were those at the Junction bridge.

At the locks and bridges throughout the canal, small repairs were as usual constantly in progress, such as repairing or renewing, opening and closing chains and cables; replacing or repairing broken or bent rods, shafts and gearing, repairing or renewing broken or displaced walings and other portions of the gates, fenders and road bridges, which are exposed to the constant rubbing and wear of passing vessels and teams.

In addition to the above, there has been the frequent adjustment of lock gates, and the removal by the diver of obstructions to the closing of gates, which with the occasional repairs of damages, by vessels running into bridge fenders and piers, and renewing of snubbing posts, and maintenance of towing paths, banks and ditches, has found steady employment for the force engaged on such work.

The above small repairs though spoken of here generally, are kept in detail, and the quantities of materials used in each case are recorded.

On the old canal ,in addition to the usual spring repairs of weir aprons and slash boards, replanking road bridges, &c., a new swing bridge was constructed across the upper wing walls of lock No. 2, to replace the original and worn out bridge, 366 feet above the lock.

The new bridge was built by the Weddell Bridge Co., of Trenton, Ont., under contract, upon the extension of the lock walls as constructed for that purpose when the lock was enlarged in 1883.

The repairs to the Allanburgh supply weir, before referred to, interfered with the usual condition of matters on the old canal, until the weir repairs were completed in June. During the repairs, the feed for the old canal and mills, had to be passed through the Allanburgh lock, and was restricted, sometimes causing a scarcity of water, but as some of the largest mills were making extensive alterations in their premises and wheels, the reduced quantity of water passing was not felt as much as it would have been had the mills been running as usual.

With the exception of the passage of an occasional ratt, scow or schooner with lumber or raw materials for some of the milling establishments, the traffic of the old canal, may be said to have been confined to that portion of it between St. Catharines and Port Dalhousie.

This has been the case for some years, the greater portion of the old canal being available almost exclusively for milling interests.

There are at the present time, several desirable mill sites available with abundant water power.

On the Feeder Division, swing bridges have been constructed for the first time across the feeder, on the line of the Bird Road and also on the line of the Petit Road.

These bridges, with other crossings of the feeder, constructed a year ago, have greatly improved the means of communication, and increased the value of property in the locality.

On the Port Maitland Branch, where Broad Creek passes under the canal, an additional syphon culvert, formed of timber, with an opening of 4 ft. x 5 ft., has been built under contract, with Mr. Archie McDonald, of Stromness, and gives additional facilities for the drainage of a large and fertile district.

The aprons of the Dunnville dam have been replanked where required and small repairs made at the weirs and culverts where necessary. Some of the ditches and drainage outlets in this locality require attention on a larger scale than comes within the range of repairs and an appropriation for the purpose will be necessary.

Of the 14 cases of damages to canal property by vessels, as seen in the accompanying statement marked A, only one was of any magnitude.

I refer to the damage to lock No. 4 by the steamer "Arabian," when upward bound on the 22nd October, 1892, when navigation was interrupted for thirty-four hours, and an expenditure of $3,828.33 incurred, or provided for, in replacing four lock gates, and repairing damage to canal banks, towing paths, &c.

The damage was caused by the engineer not obeying signal from the officer on the bridge, and going ahead at such speed that the lines were of no service to check the vessel.

Considering the dismantled condition of the lock, the short time occupied for repairs, speaks well for those engaged in that duty.

The amounts of the damages given in the statement, with the exception of those caused by the "Fairbanks," "Manly" and "Arabian" which are not yet paid, were handed to the canal collectors at Port Dalhousie and St. Catharines, whose receipts for the amounts are in this office.

Since 30th June last, any amounts payable for damages or fines, have been paid direct to the collectors of canal tolls.

During the fiscal year ending 30th June, 1893, the registered tonnage of vessels passing through the New Welland Canal, both ways, shows an increase of 101,640 tons over the preceding year, and may be attributed to the reduction of tolls

on grain, coupled with adverse conditions on the American route; with better arrangements for lighterage or transhipment at Kingston or Prescott, the increase of business would have been much greater.

The canal was closed 12th December, 1892, and was opened for navigation 24th April, 1893.

Attached will be found a statement of the 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 ended 30th June, 1893.

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

W. G. THOMPSON, M.I.C.E.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Railways and Canals,
Ottawa.

"A."

STATEMENT of Damages by Vessels or Steamers to Welland Canal Works, during the Fiscal Year ending 30th June, 1893.

Date of Damage.	Name of Vessel.	Amount of Damage.	Date when paid.
1892.		$ cts.	
May 13	Barge "Manly"	15 38	Due.
do 25	Steamer "Everett"	40 00	May 9, 1893.
Sept. 16	do "Hibbard"	125 00	Nov. 12, 1892.
do 26	do "W. R. James"	12 30	April 24, 1893.
do 28	do "John Rugee"	17 09	Nov. 12, 1892.
Oct. 4	do "F. R. Prince"	6 40	April 24, 1893.
do 22	do "Arabian"	3,828 33	Due.
Nov. 27	do "Governor Smith"	14 08	April 24, 1893.
1893.			
April 24	do "Fairbanks"	14 17	Due.
May 13	do "New Orleans"	100 00	May 20, 1893.
do 23	do "Alconas"	200 00	do 25, 1893.
do 24	do "Blanchard"	130 00	do 25, 1893.
do 19	Barge "Augustus"	4 50	June 13, 1893.
June 9	do do	25 00	do 15, 1893.
	Total	4,532 25	
	Paid	664 37	
	Due	3,857 88	

"B."

STATEMENT showing the Highest and Lowest Water on the Mitre Sills of New Lock No. 1, at Port Dalhousie, Welland Canal, for the Fiscal Year ending 30th June, 1893.

Months.	Lower Sill.		Months	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July	16 4	15 11	January	14 11	14 5
August	16 6	16 0	February	14 11	14 4
September	16 3	15 9	March	15 5	14 7
October	15 11	15 1	April	16 5	15 4
November	15 6	14 11	May	17 5	16 2
December	15 5	14 9	June	17 4	17 1

"C."

STATEMENT showing the Highest and Lowest Water on the Upper Mitre Sill of New Lock No. 27, at Port Colborne, Welland Canal, for the Fiscal Year ending 30th June, 1893.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July	16 2	15 2	January	14 10	13 0
August	15 11	14 11	February	14 4	12 11
September	15 5	14 7	March	15 5	13 0
October	16 5	14 2	April	16 3	13 2
November	16 2	13 10	May	16 2	15 0
December	15 8	13 2	June	16 3	15 4

APPENDIX No. 16.

SUPERINTENDENT'S OFFICE, WELLAND CANAL,
ST. CATHARINES, 12th September, 1893.

W. G. THOMPSON, Esq.,
Superintending Engineer.

DEAR SIR,—Herewith I beg to send you my usual annual report of works done under my direction, during the fiscal year ended 30th June last.

W. ELLIS,
Superintendent.

NEW WELLAND CANAL.

Details of work of Repairs and Maintenance, for year ending 30th June, 1893.

DIVISION No. 1—FROM PORT DALHOUSIE TO LOCK 13.

PORT DALHOUSIE HARBOUR.

The winter float bridge received damage, after having been placed in position some time, by a storm and floating ice.

The sheet piling next lake, along west pier, where started by storms, was repaired and secured for future, by stone deposited along front of same.

New sidewalk, 1,320 feet long and 4 feet wide, laid down on 6 x 6 stringers, from foot of lock 1 to Grand Trunk Railway dock, on east side of harbour, and graded and levelled the ground for the same.

Gate Yard and Shop, Port Dalhousie.

Hauled out one pair gates for lock 22, took them apart, squared them up, put them together again after new trenailed and thoroughly repaired.

Hauled out foot gates of lock 8, took them apart, squared them up, put them together again after new trenailed and thoroughly repaired.

Hauled out one pair lock gates from lock 23, took them apart, squared them up, put them together again after new trenailed and thoroughly repaired.

Hauled out one gate out of lock 2, took it apart, squared it up, put it togther again after new trenailed and thoroughly repaired.

Hauled out one gate out of lock 15, took it apart, squared it up, put it together again after new trenailed and thoroughly repaired.

Hauled out one gate out of lock 17, took it apart, squared it up, put it together again after new trenailed and thoroughly repaired.

Hauled out one pair lock gates from lock 10, took them apart, squared them up, put them together again after new trenailed and thoroughly repaired.

Hauled out three lock gates from lock 4, damaged by the accident to the "Arabian," thoroughly repaired and put in order ready for future use.

The lock gates for lock 25 hauled out and opened up and extensive repairs made to same, and laid away on cradle.

The lock gates for lock 20 hauled out and opened up and extensive repairs made to same, and laid away on cradle.

The pontoon No. 2 was hauled out on to ways, and all decayed parts removed and rebuilt, and fitted for new, and caulked and painted.

Labourers cut up large quantity of old wood from all along canal, and decayed portions of scows, walings, broken gate timbers, etc., after being collected by return scows at various times.

Lock No. 1, *Bridge No.* 1 *and Level.*

500 feet (lineal) of pine sheet piling, 12 feet long, 6 inches thick, was driven in front of stone dam between locks 1 and 2, and the space between the sheet piling and dam was filled with concrete, and rammed, to prevent leakage under the wall forming the dam.

One new water wheel and case put in, adjusted foot lock gate and put 3 new extension steps in; 20 feet oak plank used, 2 new corbels put on; also, 2 new long and 2 short cables put in lock gates; repaired locking chains; 16 feet of shafts for section waling and 10 feet of 2½ x 8 oak plank used.

One new boxing, 2 wood screws, 8 x ⅝, 11 lbs. spikes, repaired 1 slide rod and 1 steel shaft, 1 new nosing to gate, 10 lbs. spike, repaired 1 steel shaft, repaired shutting chains, 1 new friction collar, 1 new cone roller, new cross-bar for extension step, new sheer legs and sheave for cable, cut stone for cable drums, 1 new coal chute, repaired 1 extension step, 3 coach screws, ½ x 6; repaired 1 bent steel shaft; repaired broken waling, set 4 cams for bridge and put in 2 new fox bolts and cut the stone for cam rest.

Lock No. 2 *and Level.*

Adjusted foot gates and placed rollers in position; took 1 lock gate out and took to gate yard and dressed it; hung 1 new lock gate in place, put on one new lock gate foot bridge and its machinery, 1 large spur wheel, 1 intermediate gear, 1 phosphor bronze pinion, 8 waterwheels and cases and steps, 2 new corbels, 1 new adjusting screw, 12 pieces upright oak wales 4½ x 9, 10 lbs. spikes, repaired locking chains, 2 new short and 2 new long gate cables, repaired 4 slide rods, 24 coach screws, 8 x ⅝, 3 wheel borings, 12 shaft borings, 30 coach screws, 8 x ⅝, 30 washers, 900 lineal feet ditching cleaned out.

Repaired 1 slide rod, repaired 1 steel shaft, repaired 1 section of handrail, 2 new rag bolts, repaired 1 binder bolt, repaired broken gate bridge, removed sunken piece of oak from between gate and sill, 1 new pike pole, repaired shutting chains several times, 1 pair clip hooks, repaired lock float, 4 coal chutes, 1 new dog and small arch, 2 new waterwheel shafts repaired, and wheel guards repaired, 1 new stud for foot clutch, 1 new pennant line, 2 cone rollers, filled up large washouts caused by the "Arabian" accident; built temporary bridge across weir to haul earth; put stone on spare lock gates in cradles.

Lock No. 3 *and No.* 2 *Bridge Level.*

Adjusted all 4 lock-gates and put rollers and frames of gates in order; 1 new mitre block; put new planks in bridge floor; adjusted the foot gates; 1 new matrix; 1 new slide door; 1 new drum and bevelled wheel; 1 new short shaft for gear.

Raised left No. 1 lock gate and right No. 1 gate, and put pieces of oak 1½ inches under the steps; repaired locking chains and shutting chains; laid new platforms at lock and bridge house, front and each end; 4 slide rods repaired; repaired crab rollers; repaired mitre and crab; 1 new key for pinion; cut slot in stonework for crab drum; 1 coal chute; repaired locking wire of bridge; 1 new cone roller; repaired 1 extension bar; set 2 cams and 4 cams of bridge and tightened gearing; 340 yards (lineal) of main back ditch cleaned; washouts caused by "Arabian" accident all made good.

Lock No. 4 *and Level.*

Adjusted 4 lock-gates and put rollers and roller frames in order; 1 new phosphor bronze pinion, 1 new matrix, 2 water wheels, 3 new short cables, 3 new long cables, 2 pairs new clip hooks, 1 new shutting chain (37½ ft. of ⅝), 1 new locking chain, 1 new set of rollers in crab frame, 1 set of new rollers and frames for adjusting lock gates; and adjusted four lock gates; 1 new cone roller and adjusted all 4 lock gates. Put in three new lock gates, 10 ft. 2 x 8 oak, 15 ft., ⅝ chain and splice; repaired locking chains; took off old and put on 3 new lock gates, bridges, and all their attending machinery and gearing; repaired 2 sets of gearing, 2 coal shutes;

repaired 1 short cable, 1 new cone roller, 1 new binder bolt; repaired 2 shells 5 ft. pine, 10 ft. 2 x 8 oak, 2 new sister hooks, 2 pairs slip hook for locking chains; repaired crab drum and straps; cleaned out 300 lineal yards main back ditch.

Lock No. 5 and Level.

Two new phosphor bronze pinion, 3 new ratchet dogs, 1 new lever, 2 new matrices, 2 new long cables put on, 1 new short cable and adjusted all 4 lock gates there, and put cone rollers and frames in order; 1 new roller frame, 2 new extension steps put on, 2 new water wheels, 1 new stud; repaired locking chains and shutting chains; raised lift foot gates and put pieces under steps; 1,638 ft. (lineal) ditches opened up and cleaned out; put on protection planks over water wheels, and repaired 2 foot steps; overhauled and put 6 sets of gears in order; repaired 5 slide rods; 12 butts repaired; repaired 2 extensions steps, 3 crack screw, ½ x 6; took out rubber fender from between slide and lock gate; repaired 1 long cable; repaired 1 slide rod, 6 sets of gearing overhauled and repaired 2 water wheels and 2 bent steel shafts, 1 maple bearing 2 coach screws, ⅝ x 8; repaired 1 crab, 1 new key, repaired crab drum.

Lake St. Bridge No. 3.

Adjusted 3 cams and tightened gearing and fastening bolts; painted the bridge and approaches, 2 coats; 1 new pike pole, new stove grate for bridgetenders house, 1 chain for floats, 3 shackles, 2 eye bolts; walings repaired; renewed top course of crib with new timber, 192 ft. of 12 x 12 pine, 12-19 ft. ties 10 x 12, 324 ft. lineal 6 x 12 oak; repaired the bridge floor planking, fastened floats several times; put down at each end of bridge 1 curved plank oak.

Grand Trunk Railway Bridge No. 4.

The bridge thoroughly overhauled, slack rods tightened and fastened down segment plate, put carriage spring on bridge lock; set cams several times, and cut stonework for cam seats; spread 5 braces and balanced bridge, &c.; repaired walings and put on 40 ft. 6 x 12 new oak.

Geneva St. Bridge No. 5.

Adjusted cams and tightened all slack rods, &c.

Niagara St. Bridge No. 6.

Adjusted 4 cams, put fox bolt in latch catch and tightened slack rods; took out rotten stringers and planks to both approaches and replaced with new material. The top course of centre pier cribs was rotten and was replaced with new timber and secured and bolted; wire used for unlocking was repaired; renewed decayed approaches to bridge as under; put in 12 new stringers to approaches 23 ft. 6 in. long, 6 x 11, pine; put in 52 pine planks 20 ft. long each 2½ x 8 laid, as under tier, 1,075 ft. surface measure, 2¼ x 8 dressed oak planks, top tier; laid down 8 old disused lock gate foot bridges for crossings; put 21 ft. of new oak waling, 6 by 12 under bridge; replanked bridge over back ditch, approaching the main bridge; repaired the planking on the swing part of bridge, 240 ft. lineal; wheel guard timbers bolted to planking 4 x 6; the top course of timber and cross trees of centre gear were rotten and were replaced as follows, by 192 ft. lineal, pine, 12 x 12; 12 x 10 19 feet each 10 x 12 pine; 292 ft. lineal 6 x 12, and waling on crib; 38 ft. pine 12 x 12 float; put two segmental formed planks at end of swing part of bridge.

Lock No. 6 and Level.

Four new brass matrices and washers; 2 water wheels put in; repaired privy, 25 feet 1 inch timber. One new long cable, repaired 3 sets of gearing, adjusted 4 lock gates and put new rollers and frames in order; one phosphor bronze pinion; repaired men's privy and 2 extension steps; 3 screws, 6 x ½ inches; washouts in banks and holes around snubbing posts, filled up and new braces put around snubbing

posts; repaired 1 short cable; 99 yards lineal, ditching opened up and cleaned out; 2 coal chutes; repaired opening and shutting chains, put in protection planks to water wheels; repaired 1 steel shape and 6 sets of gearing and 3 water wheels; repaired 2 slide rods, main back ditch for 600 yards cleaned out.

Lock No. 7 and Level.

Adjusted all 4 lock gates twice, 2 new long cables, 1 pike pole; adjusted foot gates second time and put rollers and frame in proper position, 1 new stud, 1 new pinion; repaired lever and 2 new bolts, 7 wood screws, 8 x $\frac{5}{8}$ inches; repaired hand railing, took rope tender from between mitre sill and gate; repaired opening and shutting chains, 2 new coal chutes; repaired shaft, 1 new stud and pinion; repaired 2 slide rods and 1 slide valve, overhauled 6 sets gearing and put in new extensions; repaired crab and put in new keys, etc.; 25·50 yards of main back ditch cleaned out, banks graded, etc.

Lock No. 8 and Level.

Three new brass matrices, 1 new water wheel; adjusted all 4 lock gates and put rollers and frames in order; raised left No. 1 lock gate and put in new step and oak packing inside; adjusted head gates a second time, 2 new long cables, 1 new sleine, 1 new stud, 1 new gear shaft and lever stand, 1 slide rod, 1 pinion, 1 short cable; repaired opening and shutting chains; repaired lever and 2 new bolts, 7 wood screws 8 x $\frac{5}{8}$ inches; repaired hand railing, put in 2 new extension steps; repaired 1 water wheel, 2 new eye bolts, overhauled 6 sets of gearing and put it in good order; repaired 2 wheel shafts, repaired 1 slide rod, repaired 1 crank, 2 fox bolts and plates for repaired crabs, 1 coal chute, 1 new pike pole; 350 lineal yards main back ditch cleaned out.

Lock No. 9 and Level.

Adjusted all 4 lock gates and put rollers and frames in order twice during season and head gates thrice, 2 new water wheels and cases put in, 1 new shaft pinion, 1 new stud, 1 new long cable and keeper; repaired opening and shutting chains, repaired cone rollers and frames, removed rope fender from between gate and sill; repaired 3 sets of gearing, repaired 2 steel shafts, repaired crabs and put 2 new keys in crab and pinion, repaired 1 short cable; overhauled and put in order 6 sets of gearing and machinery, 1 new cone roller; repaired opening cable. Cleaned off top of gravel pit and hauled out gravel for the approach to lock 2 old canal, loaded same on to scow and hauled it to its destination and unloaded it there, etc.

Cemetery Bridge No. 7.

Painted bridge and approaches, 1 coat only.

The top course of the crib timber of centre pier being rotten was removed and replaced with new timber, stone placed in crib where needed, 178 feet lineal, 12 x 12 pine; 209 feet lineal, 10 x 12, pine, 74 feet lineal, 6 x 12, oak; adjusted cams and cut stonewash to allow bridge lock to clear; lightened down segment plate and raised wheel, put in new bolts 2 x 2½ inch.

Homer Road Bridge, No. 8.

Fastened floats, several stones; put in 10 new eye bolts; repaired fence leading up to bridge, put new chains to floats and coal chutes, stripped off decayed top course from centre pier cribs and cross ties and walings, and put in the following new ones in lieu, and bolted all complete:—133 feet pine, 10 x 12; 94 feet lineal, pine, 12 x 12; 209 feet lineal, oak, 6 x 12.

Lock No. 10 and Level.

One new corbel put in; 2 new long cables and 2 cable keepers; adjusted all 4 lock gates and put rollers and frames in order; 1 new slide rod, 1 new short cable;

repaired opening and shutting chains; took off old and put on new lock gate and foot bridge with all the attendant gearing and machinery; repaired crab and binders; removed rope fender from between sill and gate; repaired shutting chains, 6 new coal chutts; repaired 5 slide valve rods; 3 sets of gearing; 2 slide rods, 3 crabs and put new keys in pinions. Overhauled water wheels and trimmed out shells; repaired bent shaft; removed rope fender from between sill and gate; put 2 ft. chain on shutting chains; 1 new cone roller; cleared shutting chain from behind sheave; repaired chain.

Lock No. 11 *and Level.*

Two new lever stands put on; 1 new fire grate and lining put in watch house stove; 2 long cables; adjusted the foot gates of lock on three different occasions and on the last put packing under the steps of same; 1 new stud; 2 water wheels. Took off old decayed lock gate bridge and put in new one with all its attendant gearing and machinery; 2 new gear wheels and 1 new nosing; 2 valve screws; 1 new set of intermediate gear; put in new extension steps; repaired opening and shutting chains; put 2 walings on lower lock gates and widened the slash boards on head gates; laid new floor in lock house and refitted doors; 3 slide rods repaired; repaired extension steps; repaired 1 short cable; 1 new stud; 6 sets of gearing; 2 water wheels; 2 shafts; 1 new lever stand; repaired 1 slide and valve rod; bent shaft; 1 new cold chute; removed block of wood from between sill and gate; cleared shutting chains from under timber.

Lock No. 12 *and Level.*

One new water wheel and case; adjusted all four lock gates and put cone rollers and frames in order thrice; 2 new long cables; 1 new permanent line for gates; 1 new fire grate and set of brick linings for stove in lock tenders house; 2 new cable keepers; 1 new slide valve; 1 new shutting chain 37½ ft. long. ⅝ iron; 1 new roller; repaired the guards on lower lock gates and opening and shutting chains of cables; 1 crab; put new key in pinion; repaired 2 cables; eye bolts in crab drums; New coal chute; repaired 2 cables and eye bolts; dressed stone for crab boxings; repaired 1 steel shaft; overhauled 6 sets of machinery and water wheels and valves; repaired 2 water wheels and cases; 1 slide rod. 1 coal chute. Overhauled 3 sets of gearings.

Bridge at Lock 13.

Raised wheels and set 4 cams; straightened chords and floor and put in 1 split key and repaired latch; adjusted rods, &c.

Lock No. 13 *and Level.*

Painted snubbing posts on lock and put in 2 new ones; put on 2 new cables and repaired 2 old ones; repaired 4 crab levers and 6 extension steps; put on 2 new cone rollers; adjusted lock gates 4 times and fixed rollers; repaired 3 crab gears; took rope fenders from mitre sill and lock gates 3 times; levelled and repaired tow-path and heel-path; put 2 plank protectives over wheel rods; calked timber on weir apron and pier, and put one protection piece on lower gate.

Lock No. 14 *and Level.*

Put in 2 new cables and spliced and repaired four others; repaired 2 shutting chains; crab gear five times; 3 extension steps; lifted head and foot gates and put pieces under steps; put 1 new leaf in valve; stopped leak in mitre-sill with diver; repaired frame to cone roller; took fender out between mitre-sill of gate three times; levelled and repaired tow and heel path; straightened 2 snubbing posts. Put in one protection timber in lower gate; repaired water wheel guard, piers, foot-bridge in foot gate and all its gearing attachments.

Lock No. 15 *and Level.*

Repaired valve with diver; spliced and repaired 6 cables, and put in 2 new ones; repaired 3 shutting chains and 3 extension steps; took out 2 lock foot-gates and hung 2 new ones in lieu; repaired water wheels at head of lock with diver.

Took down slope wing wall at foot of lock on west side and piled away stone, so removed. Excavated suitable trench for foundation of new wall, and built up same again to full height; removed ice to admit of preparing ground for, and then driving row of piles along foot of wing walls each side of canal and bolted same to extra heavy walings; excavated washed-up clay front of sheet piling and at foot of walls, then drove piles at front of apron at intervals and bolted the same, stretching or bracing timbers across from side to side and filled up between same and front of apron with concrete, say average 12 inches deep; excavated behind wing-walls and filled up again after completed.

Put foot bridge in lower left head gate and all gearing attachments and three protection pieces; put wheel guards on one foot bridge and one protection pier; put 4 x 6 guiding timber on end of apron planks; repaired lock and also bottom; made shoots for concrete and 2 stone boats and mortar box; repaired planking of weir; mitre-sills at head and foot of lock; put new leaf in valve; put in 2 new adjusting screws; removed obstructions from mitre-sills three times; graded and repaired canal and reservoir banks, and put in 8 new snubbing posts.

Lock No. 16 *and Level.*

Put in 1 new cable and repaired four others and 4 shutting chains; 4 extension steps and crab gearing three times; repaired slip in canal bank head of lock west side on four different occasions by hauling large amount of material from burrow-pits and drove 80 piles in pond at foot of same, and loaded up and put into pond at foot of slip, 5 scow loads of large stones. Took down part of wing-wall at end of highway tunnel under canal, south-west side, and excavated for a new extension of said wall and built same, and connected old and new masonry with strong rod, did all necessary excavations for same. Cleaned out tunnel twice and repaired sidewalk through the same; excavated new ditch leading across fields from east end of tunnel to give better facilities for drainage and put in drain pipes under highway to the same, and graded slopes of adjoining banks and deepened ditches. Straightened 1 snubbing post.

Bolted and secured to stone caping 107 feet lin 12x14 oak to raised wall east side and 120 feet on west side; put 2 planks on wheel guards; rebuilt tow path bridge after small scow had finished on reservoir; put on one protection piece to gate; repaired board fence tunnel road. Spliced 2 binders on head gate. Put wheel guards on lower gate; put new floor in the lock house and refitted all the doors.

Lock No. 17 *and Level.*

Put new wheel guards on lower gates and repaired two others; put on 2 new cables and repaired and spliced 4; repaired 3 crab gears, 5 extension steps and 3 shutting chains.

Lifted 2 head lock gates and 1 foot gate, and put pieces under steps; removed rope fender from mitre-sill; put in one new adjusting screw; put in 1 new snubbing post and straightened up 2.

Lock No. 18 *and Level.*

Repaired crab gear four times; 4 cables, and put in 2 new ones; 6 extension steps, and 2 shutting chains; 2 safety chains; graded and repaired canal banks and filled up cracks. Took rope fender from under lock gate. Repaired 1 crab gear. Put down set of new cone rollers; adjusted 4 lock gates. Repaired rollers; filled up and made good step in reservoir bank. Put new wheel guards on one lock gate. Laid new floor in locktender's watch-house and fitted all doors. Repaired water wheels and shafts; overhauled gearing for 4 gates; 1 new waterwheel and case; 2 steel shafts and slide rod.

Lock No. 19 *and Level.*

Put two new walings in lower lock gates, and 1 new foot board of one do. with all the attendant gearing &c. Put on 3 protection pieces. Repaired steel shaft; adjusted all 4 lock gates and put rollers and frames in ends; repaired sliderod and line; 1 new mattress; overhauled the gearing of all 4 gates. Repaired 5 cables and put in 1 new one; 3 crab gear and 5 extension steps; water wheel slide with diver; 2 safety chains and 1 shutting chain; straightened up 2 snubbing posts. Took rope fender from under lock gate. Filled up cracks in banks along canal and reservoir.

Lock No. 20 *and Level.*

Repaired 4 cables and put in 2 new ones; 4 extension steps and 3 crab gear; 4 shutting chains. Adjusted foot gate and put rollers and frames in order. Took rope fender from under gate. Took out old and put in new lock gates at foot of lock. Repaired safety chain and shutting chain. Put on 3 plank wheel guards, 1 new crossing on foot gate and 2 new foot gate bridges with attendant gearing; put extension step on lower gates and widened slash board on upper gates; 1 new brass washer and 1 new phosphor bronze pinion.

Repaired and graded tow and heel path banks. Straightened 1 snubbing post and put in 4 new ones.

Adjusted all 4 lock gates and put roller and frames in order; 1 new cone roller; 1 new matrix; 1 brass washer; 2 steel shafts; repaired 2 new shaft boxings; 4 washers and 1 intermediate gear.

Lock No. 21 *and Level.*

One new intermediate gear. Adjusted foot gates and put rollers and frames in order; 1 new matrix; 1 brass washer. Repaired 1 slide rod and 1 bent shaft. Adjusted all 4 gates and put rollers and frames in order; 1 new matrix. Put in two new foot bridges and attendant gearing and 5 protection pieces and repaired wheel guards. Repaired 3 cables and put on 2 new ones; 3 extension steps and 5 crab gears and 4 shutting chains. Adjusted 3 lock gates. Repaired 2 safety chains. Removed obstruction from mitre sill. Filled up cracks in canal and reservoir banks. Straightened 4 snubbing posts.

Lock No. 22 *and Level.*

Put in 2 adjusting screws. Repaired and placed 4 cables and put on one new one; 4 crab gear; 7 extension steps and took rope fender from under gate. Adjusted 2 foot gates by putting pieces under steps and put in 2 new steps. Repaired water-wheel with diver; floats four times.

Laid new floor in locktender's watch-house, and refitted and repaired all doors. Repaired 3 slide rods and frames; 1 new matrix; 2 brass washers; 3 new water wheels; 3 shafts; 9 new shafts boxings; 24 wood screws; 24 washers. Adjusted foot gate and put rollers and frames in order. Put on one new top corbel on each foot gate. Overhauled gearing.

Lock No. 23 *and Level.*

Repaired wheel guards, put on 4 protective pieces. Adjusted all 4 four lock gates. Put new braces on gate heap. Repaired 1 steel shaft and 2 slide rods, 2 new extension steps, 2 new water wheel steps and 8 wood screws, 8 x $\frac{7}{8}$, 2 phosphor bronze pinions. Repaired valve screws; 5 new brass matrices, 1 new stud. Adjusted all 4 gates and put cone rollers and frames inside. Repaired 4 cables and put in 4 new do; repaired 4 shutting chains and 3 crab gear; fixed roller; straightened 3 snubbing posts. Removed obstruction from mitre sill three times; fixed cone roller three times; put in 2 new snubbing posts. Took out old foot lock gate and hung new pair in place of same; repaired floats five times; kept banks in order.

Lock No. 24 and Level.

Repaired 3 cables and put in one new one. Repaired floats eight times, cleaned out water wheels on foot gates; repaired cone roller frame; repaired shutting chains and spliced 7 cables. Put in 41 lineal feet of parapet protection railing along bridge over Grand Trunk Railway. Straightened 1 snubbing post. Put in 2 foot steps; repaired highway gate and set posts; repaired 1 slide rod, 1 new phosphor bronze pinion. Adjusted all 4 gates; 1 new cone roller; repaired 1 steel shaft; 2 new slide valves. Repaired 3 steel shafts. Adjusted foot gates and put rollers and frame in order. Overhauled the machinery of all 4 gates.

Bridge No. 10 and Lock No. 24.

Put in 2 new cedar planks at ends of bridge. Put down new planks 60 feet in length by 6 feet wide on each approach. Put in 12 feet of one quarter inch iron rod to meet bolts. Repaired the hinge locks; set 2 cams after repaired and cut away stonework for do; tightened gearing. Straightened floor, adjusted stone with latch on.

Grand Trunk Railway Bridge No. 11.

Packed rollers and fastened them under bridge. Tightened screws, raised wheel; put in 1 new steel pin 14x2½ for travelling wheel on centre track; set 2 cams.

Removed all the old waling from the piling, drove 119 new piles, bolted on new walings throughout and put on 2 iron plates at knuckles 7 feet long, 12 x ½ inch thick. Put up new signal; repaired floats three times; repaired bridge work damaged by Str. "Tecumseh."

Lock No. 25 and Level.

Repaired waling on lower left hand gate, and put new foot board on do., with its attendant gearing. Repaired 4 slide rods; 2 new water wheels; repaired 1 slide rod; adjusted all 4 gates and put roller and frames in order.

Repaired 5 cables and put in 3 new ones; repaired shutting chains four times and crab gear five times; repaired floats three times and extension steps four times. Took a fender from under lock gate three times; straightened 2 snubbing posts and put down five new ones.

Guard Lock No. 26 and Level.

Put in 3 new cables and repaired 2 old ones; repaired lifting rod with diver; put in 1 new adjusting screw; straightened 3 snubbing posts and put in 4 new ones; cleaned out culverts under canal at Higgins and Davis'.

Marlatt's Bridge, No. 13.

Repaired floats 7 times and put in 4 new chains and 8 eye bolts; repaired lock on bridge three times; put chain around piles twice; cleaned out drains on hill and tow paths. Took off old decayed and put on new walings on cluster piles and under the bridge; drove 3 guard piles, 36 feet long and bolted them and bound with chain; put 3 upright guard timbers on crib. Cut off ends of all the stringers at one end of bridge; set 3 cams; refitted bridge lock shortened, weirs; fitted head of double gear to receive the line; tightened gearing and block and adjusted cams.

Made extensive repairs to superstructure of bridge after broken by steamer "Blanchard." Took it apart and staightened chord. Put new iron in centre of bridge, and new floor on 3 new stringers. Two new cams and plates put on.

Hoover's Creek Bridge, near Lock No. 24.

Planked the bridge over and repaired the stop-rack.

Bridge at Lock No. 25.

Repaired the gearing and cut away the stonewash to admit of bridge swinging.

No. 3 Division—Allanburgh to Welland Aqueduct.

Searched for obstructions on bottom of canal with diver, and removed several near Quaker bridge.

Cleaned out all ditches between the above points from time to time as required. Also graded and levelled tow-path and heel-path, and filled up several tow-path slips along deep cut and put in six drains where required.

Took out and put in 24 new snubbing-posts. Built steps for watchmen at Allanburg old locks. Repaired stonewall at Round's Creek west of Quaker bridge. Put in 5 snubbing posts east side of canal at Port Robinson. Graded road top of deep cut and put in old timber culverts to carry water away from deep cut slopes. Assisted in stopping the leak at the supply weir, Allanburgh. Dragged or swept the canal near Allanburgh and took out 2 large sticks of timber. Let in projecting bolt-heads, Port Robinson and Quaker bridges. Set 6 snubbing-posts south of Quaker bridge, north side built bridge over ditch near same. Painted snubbing-posts. Repaired old protection cribwork head of old left lock, Allanburgh. Repaired cistern and plastered house at old bridge, Allanburgh. Took drain pipes to Welland. Raised up level of tow-path between old and new canal, Allanburgh, and between old lift lock, and old swing bridge at same. Repaired and raised old swing bridge at Allanburgh twice. Removed obstructions from behind lock gates at Port Robinson. Filled up with earth and sods around the bridgetender's house at Allanburgh, and repaired the supply water bridges at same. Cleaned out the stone road ditch several times. Repaired steps at Port Robinson Ferry. Drew 45 piles out of the new canal pond at lock 11 and dressed and rafted them, and took to Allanburgh bridge, loaded the crane scow and pile-driver "Hercules" with 2 M. feet lineal oak waling and towed her to Allanburgh bridge approaches, then cut down the piling to altered level throughout, and drove the new piles, after taking off the dressed walings, and put on the new walings and lowered the braces leading to the banks, and cut new seats in the stone wings, walls to receive the ends of the brace timbers. Took raft of 35 pile tops from Allanburgh to gate yard, lock 21, to make snubbing-posts.

Put down one new crib foundation at Allanburgh lift lock and put down new floors in 2 of the locktenders' houses at that place. Towed the crane scow "Hercules" from Allanburgh to Port Robinson, and put her on the dry dock and repaired the rakes and sides. Repaired the plastering and cistern at bridgetender's house, old canal, at Allanburgh, and shingled the house.

Rebuilt the pile and waling protection to the centre pier at east end of Quaker bridge, broken by steamer "Hubbard," and repaired the protection piling to the Allanburgh swing bridge, broken by the "Escanaba."

Built 2 coffer dams at Allanburgh supply weir to shut off the supply; pumped out bottom of weir; dug out to the bottom and behind the abutment walls; put in concrete foundation and repuddled the back of walls, and grouted and painted the stonework. Laid new double floor forming the apron, replaced the breast timbers, and put new timber on bridge, and repaired and replaced the valve gear and iron rack in front of weir, removed the coffer dams and left all complete.

No. 4 Division.—Welland Aqueduct to Port Colborne.

Cleared out and deepened where necessary the back ditches of canal bank ditches both sides of canal throughout, also the outlet of the back ditch at Port Colborne to the lake, and repaired and made safe the various bridges across ditches, graded and levelled tow path wherever necessary.

Repaired locks, locktender's house. Painted snubbing post, hauled out drift wood from canal and ditches at various places. Lowered lap aprons on Air Line ferry. Repaired floats on numerous occasions on the rock cut and at Welland and Junction bridges. Repaired slide in canal slope west of Air Line bridge. Repaired plank approaches and over Port Colborne bridge. Cleaned and limed public privy at Port Colborne, built up stonewall to form side of outlet to back ditch adjoining Humberstone bridge, west side, repaired Cleary's tool boat, and the approaches to Humberstone

bridge, and filled in Mr. Morrison's ditch. Built a cistern at Locktender Henshaw's house. Unloaded car of lumber and piled in Government store yard. Rebuilt small punt boat for aqueduct at Welland. Got out stone to load Government boat for lower part of canal. Repaired road on west side between Air Line and Junction.

Renewed and put vaults under public privy on west side of harbour. Repaired stone breakwater west side of harbour. Dug out sand and rubbish back of east pier near small lighthouse and filled in with clay; built chimney in lock-house No. 26. Repaired chimneys on J. Cook's house and plaster on J. Henshaw's. Reset snubbing posts. Put in check timber in Port Colborne lock. Repaired entrance to culvert at concession 3 outlet. Loaded Government boat at Welland with large stone for lock 15 wall. Ditched and filled holes at slide for drainage works of Air Line bridge works. Repaired Air Line ferry landing of the scow, and also the winter floating bridge. Repaired harbour ferry punt and that for "Alabama" scow. Repaired bridge across mill race west of Welland and across the north end of Brown's ditch. Built new steps leading to float bridge at Welland and placed same in position and put handrail complete. Repaired streets with stone north of Welland Bridge on the east and west sides.

Repaired mouth of culvert west side of concession 3, and repaired and raised sunken tow path at Lyon Creek twice. Hauled brush and placed in position to prevent sand from blowing into this harbour at Port Colborne and scraped sand from behind protection fence at same. Placed winter float bridges in position at Welland at Air Line ferry, and removed them in spring on the opening of navigation. Gathered up tools and put away for winter. Pumped Air Line scow. Planked and put in stringers at Brown's bridge Chippewa Creek. Repaired approach to bridge across old canal west of Junction lock. Opened new ditch and put in culvert west of air line west side. Raised valves in supply weir, Port Colborne. Cleaned ice from front of culvert opposite Brown's ditch on Feeder and at other end also. Pumped out Cleary's boat that sunk at Welland. Repaired culvert west side Welland lock. Scraped and levelled tow-path, Welland to Humberstone. Searched for and took sunken timber out of harbour, north of Port Colborne lock. Repaired shafting in valve house. Put brace to lock block west end Port Colborne bridge. Chinking coping stone and levelling and filling holes west side canal between Port Colborne and Humberstone, wheel secured on to scow "Sir Charles" for Allanburgh supply weir. Repaired stonewall east side of harbour. Cleaned junction lock. Took aprons off winter Air Line float bridge. Repaired Port Colborne lock sill. Unloaded stone off scow "Sir Charles" for Adelaide and Calais. Repaired abutments of G. T. R. bridge Port Colborne. Repaired road from Junction Lock to canal bridge. Repaired culvert at junction on the east side.

Rebuilt the pile and wall approaches to the Junction bridge on the south side and also on the west side. Took raft of snub timber cut off from the piles at Junction bridge and surplus piles to the gate yard, lock 21, and took them out and skidded them, also a load of wood for fuel for Port Dalhousie.

OLD WELLAND CANAL.

DETAILS OF WORKS DONE ON REPAIRS AND MAINTENANCE FROM 1ST JULY, 1892, TO 30TH JUNE, 1893.

Lock No. 1, *Bridge and Level.*

Repaired and put in place six oak bumpers to protect lock gates from the steamers guards (side wheel) when passing through the lock, also got out and bolted new glide timbers adjoining stone projections for similar protection. Fifteen new piles driven along weakened part of floating tow-path, and patched and repaired same in several places.

Lock No. 2 *and Level.*

Built temporary bridge across canal at St. Paul's bridge, 16 x 120, and removed wooden tow-path under the bridge, drew the piles and widened the canal 2 feet by 150 feet, re-drove the piling and replaced the tow-path, and removed temporary bridge guy. Repaired the tow-path bridge across the 12 Mile Creek injured by a schooner. Repaired the floor of St. Paul street bridge, and newly planked it several times. Repaired sidewalks, part of which were injured. Formed, graded and macadamized the new road approaches to new lock to bridge at each end of same. Put pipe drain across road with stone cesspit and iron grating. Drove piles along edge of canal bank to carry beams for and building new sidewalk and fence along the new road on north side.

Repaired old swing bridge across Chaplin's race several times, also float bridge part of lock 2. Replanked tow-path bridge near basket factory. Painted St. Paul street bridge and approaches, two coats. Put 38 feet of cable on lock, 2 gates. Repaired banks where needed.

Lock No. 3 *and Level.*

Put on piece of oak coping at foot gate. Replanked tow-path floats; put one slashboard on weir, and repaired the gearing of the weir. Excavated pier and filled up hole under apron of weir with 8 cords of stone, and then double-planked the apron of same. Repaired cables on lock.

Lock No. 4 *and Level and Bridge.*

Painted swing bridge, two coats. Repaired and patched tow-path float at head of lock. Dug out for, repaired leak in bank near Neelon's mill. Repaired bridge platform. Replanked heel-path bridge, foot of lock 5.

Hydraulic Race.

Overhauled and renewed parts of bridge across race at Thorold road, and framed and put up a new truss for abutment. Took down old retaining wall for about 200 feet in length adjoining above, and rebuilt it. Excavated for and stopped leak in bank back of Holden's on two occasions, and drove sheet piling for future protection. Stopped leak in bank south side of aqueduct; kept raceway clear of ice during winter months, also the several weirs along canal.

Lock No. 5 *and Level and Bridge.*

Repai red push bar weir, also the spring lock on bridge.

Lock No. 6 and Level.

Took off old and put on new cable to lock gate. Replanked bridge at the head of the lock.

Lock No. 7, and Bridge and Level.

Put one new roller on weir, and repaired and reset the rest. Replanked the heel approach to swing bridge.

Lock No. 8 and Level.

Repaired foot board in lock and 3 weir rollers; put on one piece of wooden coping to replace rotten piece and backed it; reset push bar sluice, replanked the weir bridge.

Lock No. 9 and Level.

Fastened down the weir apron planks into long old gate bars and rag-bolted same to timber underneath.

Lock No. 10 and Level.

Removed the lock shanty from lock 11; fastened down the apron planks same as lock 9; put on new foot board with its attendant gearing; relaid and double-planked half the apron of weir.

Lock No. 11 and Level.

Put on new slashboard on weir and repaired chains and rollers of same, and stopped leak in weir bank; repaired the foot-board of lock.

Lock No. 12 and Level.

Repaired the foot-board of lock; repaired heel-path bridge, and put in 12 new planks; put gate in weir; removed old sunken scow obstructions from front of weir.

Lock No. 13 and Level.

Repaired leak in bank at weir; put in one new wooden gate bed; pointed wing wall with cement.

Lock No. 14 and Level Bridge.

Nil.

Lock No. 15 and Level Bridge.

Repaired culvert leading to bridge; stopped leak in bank near cotton factory on two occasions, and painted wing walls in corner; stopped leak in bank near Wilson's power house; drew down level and put one new gate in the weir; put on new hand railing to weir and slashboards.

Lock No. 16 and Level.

Repairing extensive leak in embankment by sheet piling and puddling same and put a new slashboard to weir; rebuilt float bridge on heel-path side; repaired 3 weir bars.

Lock No. 17 and Level.

Put in two new slashboards on weir and prepared chain beds, also two weir rods; repaired leak east side pulp mill; painted wing wall and corner; repaired 2 more leaks on same level; repaired floor-bridge and repaired truss foot-bridge and put on handrail.

Lock No. 18 and Level.

Put new handrailing over weir; repaired 2 weir rods and put on 4 foot board beams to lock gates, and 1 eye bolt on balance beam.

Lock No. 19 *and Level.*

Repaired leak in bank near Goose Island bridge; repaired the steps leading to Government houses, also the garden fence.

Lock No. 20 *and Level.*

Repaired wire cable on lock safe and push bar sluice; repaired weir bridge.

Lock No. 21 *and Level.*

Repaired retaining wall on heel-path side.

Lock No. 22 *and Bridge Level.*

Rebuilt heel-path bridge 12x18 across raceway to knitting mill; replaced the weir bridge; repaired Keefer's bridge, planking from time to time.

Lock No. 23 *and Level.*

Stopped leak in north side of weir bank and pointed every wall with cement; repaired the weir bridge.

Lock No. 24 *and Bridge and Level.*

Raised the road bridge at Hart's Alley across rail leading to Welland Mills. Repaired the swing bridge and put in new latch and turnbuckle. Stopped leak, both sides of wall. Pointed the west walls with cement. Rebuilt two walls along Howland mill race under road bridge and renewed plank on swing bridge on various occasions.

Lock Part 25 *and Level.*

Repaired leak in weir, also leak in mill race near Battle cement mill. Pointed wing walls with cement. Stopped leak at Higgin's weir and pointed wing walls with cement. Took up all rotten timber and replanked same with double new planks, 26 x 30, and rag-bolted all down to timber below.

Repaired the coping timber of lock and put in 30 feet lineal of new board and reset the push bar, sheave, etc.

Gate Yard and Repair Shops, Lock No. 21.

Removed the two-story store house from yard at lock 7, and set it up on blocks, and fitted it up inside for store house, etc. Repaired the derrick scow from No. 3 division. Put in 1 new rake and new wales and caulked deck. Stripped 2 pairs of old lock gates to rebuild for lock 13, and hauled them out on to ways. Took towboat "Hinton" from Allanburgh and drew her out on to ways, and rebuilt the rakes and put in new ledge of caulker and repaired her throughout, painted her and took her to Allanburgh. Rebuilt 11 wheelbarrows. Made 1 square pump, 8 x 8 feet. Turned 13 new snubbing posts. Finished one pair of rebuilt lock gates for lock 13 and launched them. Put 4 sluice gates with crab rollers and chains to work them in the foot gates of Allanburgh lock.

Feeder Division.

Owing to the extraordinary freshet in spring, large quantities of drift wood and rubbish of every imaginable description came down from the headwaters of Grand River and lodged in front of waste weirs and along the west side of the embankment dam at Dunnville. These were with much trouble passed down over the aprons to the river below.

The swing bridges were all properly balanced and tracks levelled where disturbed by action of frosts. All worn out and rotten planks and fenders were removed and replaced with new ones, and the approaches filled up with gravel and stone, set to level of bridge planking.

The mitre sills of Dunnville, Point Muirhead and Junction locks have been cleaned, and the gates received required repairs; benches and valves cleaned. The feeder channel has been thoroughly searched and sunken logs and other obstructions have been removed.

Driftwood and rubbish carried down the ditches of the lowlands during the spring flood and lodged in front of culverts have been all taken out, piled and burnt, and the aprons and approaches to Cranberry Creek and Marshville culvert have been thoroughly repaired and mill holes cleaned out. Logs and brush removed from back ditches. The flood gates of waste weir and in dam have been kept in a good state of repair and worn out and broken planks in aprons removed and renewed with new ones.

All rut holes along the path have been filledup from time to lime with stones and gravel between Dunnville and Marshville, also repaired the slopes of banks where much washed out by stone hauled from Humberstone stone piles. The slope of canal was cut back at the bridge at the Inmore side line to allow the float bridge to drop back in rear of the west approach out of the way of barges passing through. The supply of water has been equal to the demands for all the mills throughout.

Took the new bridge from the gate yard, lock 21, old canal, up to Petit road, with piles, walings, etc., and put up the bridge on stone pier, cut down the waste bank and graded approaches to the same on each side.

Repaired road approaches leading to the Fork road bridge and painted the stone pier supporting the same.

A suitable bridge was erected across the Feeder on a stone pivot pier of proper size at the Bird road crossing, and approaches were made to it on each side of canal and the bridge was painted one coat.

GENERALLY.

All thistles and various weeds on all divisions were cut at proper season on all Government property wheresoever situated. All bridges were blocked up for winter and opened in spring.

There has been collected from masters and owners of steamers for damages done to Government works on this canal during the fiscal year ending the 30th June last, the sums mentioned on the appended sheet marked A, for which I hold the receipts of the canal toll collectors therein mentioned.

I also append statements marked "B" and "C" showing the highest and lowest depth of water on mitre sill, old and new lock No. 1, Port Dalhousie, and the old and new locks at Port Colborne in each month during the fiscal year ending 30th June, 1893.

WILLIAM ELLIS,
Superintendent.

WELLAND CANAL OFFICE,
Sept. 12th, 1893.

Department of Railways and Canals.

"A."

STATEMENT showing amounts collected from Vessels and Steamers for damages to Government Works on Welland Canal during the fiscal Year ended 30th June, 1893.

Date paid.	Name of Vessel or Steamer.	For use of Government Plant.	Amount fined.	Amount Damages.
1892.				$ cts.
Nov. 12....	Steamer Hibbard			125 00
do 12....	do John Ruger			17 09
1893.				
April 24....	do F. R. Prince			6 40
.....	do W. R. James			12 30
.....	do Governor Smith			14 08
May 9....	do A. Everett			40 00
do 29....	do New Orleans			100 00
do 25....	do Alconas			200 00
do 25....	do Blanchard			130 00
June 13....	Barge Augustus			4 50
do 15....	do do			25 00
	Total			674 37

Handed W. B. Clark,	Collector,	Port Dalhousie,	12th November, 1892	....	$ 142 09
do H. H. Collier	do	St. Catharines,	24th April, 1893	.....	32 78
do do	do	do	9th May, 1893	.....	40 00
do do	do	do	7th July, 1893	.....	459 50
		Total		....	$674 37

"B."

STATEMENT showing the Highest and Lowest depth of Water on Lower Mitre Sill, Lock No. 1, Old Canal, Port Dalhousie, for the Fiscal Year ending 30th June, 1893.

Month.	Lower Sill.				Month.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1892.	ft.	in.	ft.	in.	1893.	ft.	in.	ft.	in.
July	13	5	13	0	January	12	0	11	6
August	13	6	13	1	February	12	0	11	5
September	13	4	12	10	March	12	6	11	8
October	13	0	12	2	April	13	6	12	5
November	12	7	12	0	May	14	6	13	3
December	12	6	11	10	June	14	5	14	2

STATEMENT showing the Highest and Lowest depth of Water on Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the Fiscal Year ended 30th June, 1893.

Month.	Lower Sill.		Month.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July	16 4	15 11	January	14 11	14 5
August	16 5	16 0	February	14 11	14 4
September	16 3	15 9	March	15 5	14 7
October	15 11	15 1	April	16 5	15 4
November	15 6	14 11	May	17 5	16 2
December	15 5	14 9	June	17 4	17 1

"C."

STATEMENT showing Highest and Lowest depth of Water on Upper Mitre Sill of Old Lock at Port Colborne, Welland Canal, for Fiscal Year ending 30th June, 1893.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July	13 3	12 3	January	11 11	10 1
August	13 0	12 0	February	11 5	10 0
September	12 6	11 8	March	12 6	10 1
October	13 6	11 3	April	13 4	10 3
November	13 3	10 11	May	13 3	12 1
December	12 9	10 3	June	13 4	12 5

STATEMENT showing Highest and Lowest depth of Water on Upper Sill of New Lock at Port Colborne, Welland Canal, for Fiscal Year ending 30th June, 1893.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1892.	ft. in.	ft. in.	1893.	ft. in.	ft. in.
July	16 2	15 2	January	14 10	13 0
August	15 11	14 11	February	14 4	12 11
September	15 5	14 7	March	15 5	13 0
October	16 5	14 2	April	16 3	13 2
November	16 2	13 10	May	16 2	15 0
December	15 8	13 2	June	16 3	15 4

APPENDIX No. 17.

ST. PETER'S CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
ST. PETER'S, 15th September, 1893.

SIR,—Herewith I beg to send my annual report for 1892-93, and in explanation of it, I desire to say that there was a parliamentary appropriation of $8,000 on account of capital for the fiscal year for completing the new wharf at the southern end of the canal, but that wharf was actually completed on the 30th of June, 1892, although the final estimate was only sent in in August following, hence it would I assume, be paid out of the above mentioned appropriation for 1892-93, while it was completed in 1891-92. You will notice in my annual report that there was no work done in 1892-93, on account of "capital."

There was also the channel leading from the canal in Bras d'Or Lake, which was dredged out, by the Public Works Department, in July, 1892; at the request of Mr. McCordack, Superintendent of Dredges, St. John, N. B., I staked the work out, and superintended it, and certified to it when it was completed, but otherwise I had nothing to do with it, nor did I certify to any accounts in connection with it, so I therefore conclude I am not called to make any reference to it in my annual report, and consequently have not done so.

Yours obediently,

WILLIAM McCARTHY,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer Canals,
Ottawa.

SUPERINTENDING ENGINEER'S OFFICE,
ST. PETER'S, 15th September, 1893.

SIR,—I have the honour to submit the annual report of the works in my charge for the fiscal year ending June 30th, 1893.

The work to be executed on account of "income" consisted of completing the removal of the old retaining wall on the west side (1,650 ft. long), as well as the clay behind it, some 51,000 cubic yards, renewing the west tow-path wall in cedar, from one floor below water level to a height of 2 feet above the old wall, thereby dispensing with the necessity of fendering it, removing a point of rock on the tow-path, containing about 200 cubic yards, rebuilding 1,250 feet of road along the west bank of the canal, building about 500 lineal feet (250 cubic yards of dry stone wall between the bridge and the lock, on the west side, riprapping the spoil bank on the southern end of the canal (about 300 cubic yards), and erecting fifteen additional mooring posts, and on account of "revenue," repairing and painting the swing bridge, and repainting bridge masonry, repairing and painting lock gates, and repainting lock masonry, renewing and repairing fifty-eight hanging fenders, raising and repairing freight shed, grading around buildings, repairing and painting lockmaster's house, and outbuildings, clearing and re-sloping part of the east bank of the canal, fencing, repairing roads, reconstructing drains under waiting rooms, regravelling wharfs, etc., there was also some temporary under water repairs made to the track castings, that the gates were run on, &c.

The greater part of the foregoing are about completed, and what remains to be done will be fully completed early next month, the entire west walls (with the

exception of a small piece north of the swing bridge) can then be said to be in first class order, and (with perhaps occasionally some minor repairs) should last for fully twenty years. The tow-path wall, however, on the east side is badly decayed and as the rock behind it is very seamy and broken up, it will be necessary to renew the greater part of it, at an early date, to avert the danger of the rock behind it falling into the canal.

The under water portion of the lock, which I reported fully on last December, is as then explained, very badly worm-eaten, particularly the mitre sills and part of the flooring on the two ends that the gate castings rest on, and in consequence these castings are all more or less broken and out of line, the result being that the rollers refuse to turn, thereby imposing a strain on the winches and chains which they are not capable of sustaining for any lengthened period, besides the extra labour entailed in working them; in their present condition it takes from 4 to 5 men on a single winch, instead of two and already this season two of the winches were broken from overstraining. The gates too are more or less worm-eaten, from the bottom to low water level, and should be repaired at the same time as the mitre sills, the most of them, owing principally to the unevenness and general bad condition of the track castings on which they run, as already explained, are subjected to a severe strain at the collar where it joins the wall, which it was never intended they should have to bear, but on the contrary, should be borne by the "toe-rollers," hence some of the gates in addition to having cedars and "knees" badly strained from this cause are thrown out of plumb, and do not mitre close, but instead, one of them overlaps, thereby allowing a large quantity of water to pass between them, except when the two waters (Atlantic and Bras d'Or Lake) are level. The mitre sills, on the north end particularly, are very badly honey-combed by the worms, and liable if not attended to in time to break way sometimes when the pressure of the gates is on them, which would have the effect of stopping the traffic through the canal until it was repaired, it is therefore in my opinion requisite that the lock should be pumped out without unnecessary delay, and thoroughly repaired throughout, and to overcome the destructiveness of the worms, I would recommend that properly tested creosoted timber be used for that purpose.

There was no work done on this canal during the past year on account of "capital."

Navigation through the canal closed on the 9th of January, and opened again on the 24th of April last.

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

WM. McCARTHY,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer Canals,
Ottawa.

APPENDIX No. 18.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF INSPECTOR OF CANALS REVENUE,
HAMILTON, 21st November, 1893.

SIR,—I have the honour to report that during the fiscal year ending 30th June, 1893, I inspected all offices for the collection of tolls on the Dominion canals.

At dates of inspection detailed returns showing particulars of the revenue collected, were submitted to the department.

The aggregate receipts on account of canal revenue for the fiscal year 1892-93 are $360,668.83.

For hydraulic and other rents, the receipts for the fiscal year are $37,598.95.

The exhibit of revenue, classified by districts and offices under subdivisions of tolls, wharfage and storage charges, fines and damages, and other receipts, is as follows:—

WELLAND CANAL.

Collection Divisions.	Canal Revenue.				Total Canal Revenue.	Hydraulic and Other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Port Colborne	135,710 76			*61 12	135,771 88	72 00
Port Dalhousie	64,675 57		142 09	21 22	64,838 88	269 00
Dunnville	439 97				439 97	1,600 00
Port Maitland	6 80				680 00	
Port Robinson	477 05			†158 52	635 57	646 00
St. Catharines	766 39		72 78	‡164 50	1,003 67	2,863 26
Chippawa	29 91				29 91	
Totals	202,106 45		214 87	405 36	202,726 68	5,449 26

* Harbour dues. † Dock dues. ‡ House rent, rent of plant.

ST. LAWRENCE CANALS.

Valleyfield	1,132 46	*18 75	15 00		1,166 21	1,707 50
Cornwall	19,348 36		10 00		19,358 36	800 00
Cardinal	788 50		70 00		858 50	2,661 50
Lachine	2,066 41	*19 00 18 39		†1,612 43	3,716 23	
Montreal	28,515 28	2,686 95	29 00	13,327 55	44,558 78	24,204 14
Kingston	15,349 83				15,349 83	
Totals	67,200 84	2,743 09	124 00	14,939 98	85,007 91	29,373 14

* Bank dues. † Basin dues.

CHAMBLY CANAL.

Chambly	9,651 00		15 00	1 00	9,667 00	80 00
St. Johns	11,461 90				11,461 90	50 00
St. Ours	723 30		5 00		728 30	
Totals	21,836 20		20 00	1 00	21,857 20	130 00

REVENUE, by districts, of wharfage, fines, &c.—*Concluded.*

OTTAWA RIVER 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	22,786 40				22,786 40	
Grenville	16,704 65			16 00	16,720 65	*18 00
Carillon	84 01		5 00	12 00	101 01	†3 00
Ste. Anne's	1,586 93		5 00		1,591 93	
Totals	41,161 99		10 00	28 00	41,199 99	21 00
RIDEAU CANAL.						
Ottawa	3,486 68	186 32		172 00	3,845 00	1,324 25
Kingston Mills	1,066 03				1,066 03	1,047 60
Smith's Falls	668 74	4 00	13 00		685 74	190 70
Totals	5,221 45	190 32	13 00	172 00	5,596 77	2,562 55
ST. PETER'S CANAL.						
St. Peter's	2,948 18				2,948 18	
MURRAY CANAL.						
Brighton	619 94				619 94	
TRENT VALLEY CANALS.						
Burleigh Falls	61 07				61 07	
Bobcaygeon	336 09			44 00	380 09	
Fenelon Falls	26 36				26 36	54 00
Hastings	23 55				23 55	
Peterboro'	147 57				147 57	9 00
Buckhorn	73 52				73 52	
Total	668 16			44 00	712 16	63 00
Grand Totals	341,763 21	2,933 41	381 87	15,590 34	360,668 83	37,598 95

* House rent. † Ground rent.

These receipts 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.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer, Railways and Canals.

APPENDIX No. 19.

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, 1892,—during the Year ended 30th June, 1893, and during the three months ended 30th September, 1893, respectively; also the total amount paid to the last named date.

No.	Name of Railway.	Estimated length in Miles.	Subsidy granted.	Total Subsidy paid up to 30th June, 1892.	Subsidy paid during the year ended 30th June, 1893.	Total Subsidy paid up to 30th June, 1893.	Subsidy paid up to 30th Sept., 1893.	Total Subsidy paid up to 30th Sept., 1893.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Albert Southern	16	51,200 00	50,460 00		50,460 00		50,460 00
2	Baie des Chaleurs	70	620,000 00	524,175 00		524,175 00	17,325 00	541,500 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	105,200 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	54 5/100 and bridge	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 Canadian Pacific Railway		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 Tourmente towards Murray Bay	20	64,000 00					
16	Caraquet	67	224,000 00	224,000 00		224,000 00		224,000 00
17	Central Ontario Ry	20	64,000 00					
18	Central, N.B	44 60/100	142,400 00	75,639 00		75,639 00		75,639 00
19	Cobourg, Northumberland and Pacific	49	156,800 00					
20	Cornwallis Valley	14	44,800 00	44,800 00		44,800 00		44,800 00
21	Columbia and Kootenay	35	112,000 00	88,800 00		88,800 00		88,800 00
22	Cumberland	14	44,800 00	39,850 00		39,850 00		39,850 00
23	Dominion Lime Co	7	22,400 00	15,360 00		15,360 00		15,360 00
24	Drummond County	63 10/100	201,920 00	182,405 00	13,435 00	195,840 00		195,840 00
25	Elgin, Petitcodiac and Havelock	12	38,400 00	38,400 00		38,400 00		38,400 00
26	Erie and Huron	52	166,400 00	96,000 00		96,000 00		96,000 00
27	Esquimalt and Nanaimo	71	750,000 00	750,000 00		750,000 00		750,000 00
28	For a line Fredericton *via* Oromocto and Gagetown to New Brunswick	30	96,000 00					
29	Fredericton and St. Mary's	1	30,000 00	30,000 00		30,000 00		30,000 00
30	Goderich and Wingham	31	99,200 00					
31	Grand Trunk, Georgian Bay and Lake Erie	15	48,000 00					

LIST of Railways receiving a cash subsidy per mile, in a lump sum, or 15 per cent on cost of Tunnel or Bridge, &c.—*Concluded.*

No.	Name of Railway.	Estimated length in Miles.	Subsidy granted.	Total Subsidy paid up to 30th June, 1892.	Subsidy paid during the year ended 30th June, 1893.	Total Subsidy paid up to 30th June, 1893.	Subsidy paid up to 30th Sept., 1893.	Total Subsidy paid up to 30th Sept., 1893.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
32	Great Eastern	60	229,500 00	40,345 00		40,345 00		40,345 00
33	Great Northern	50	160,000 00	78,688 00		78,688 00		78,688 00
34	Guelph Junction	16	51,200 00	46,000 00		46,000 00		46,000 00
35	Harvey Branch	3	9,600 00	5,553 57		5,553 57		5,553 57
36	Hereford	49	156,800 00	155,200 00		155,200 00		155,200 00
37	International	49	156,800 00	156,800 00		156,800 00		156,800 00
38	Irondale, Bancroft and Ottawa	50	160,000 00	15,000 00	17,000 00	32,000 00		32,000 00
39	Jacques Cartier Union Ry. Co.		20,000 00					
40	Joliette to St. Jean de Matha	8	25,600 00					
41	Joggins	18 25/100	58,400 00	37,500 00		37,500 00		37,500 00
42	Kingston and Pembroke	15	48,000 00	48,000 00		48,000 00		48,000 00
43	Kingston, Napanee and Western	78	268,400 00	192,944 00	1,856 00	194,800 00		194,800 00
44	L'Assomption	3 50/100	11,200 00	11,200 00		11,200 00		11,200 00
45	For a line from Lachine Bank to Rivière des Prairies	15	48,000 00					
46	Lake Erie and Detroit River	85	342,400 00	118,400 00		118,400 00	42,482 00	160,882 00
47	Lake Temiscamingue Colonization	68 50/100	240,200 00	52,760 00		52,760 00		52,760 00
48	Leamington and St. Clair	16	51,200 00	51,200 00		51,200 00		51,200 00
49	Lindsay, Bobcaygeon and Pontypool	32	102,400 00					
50	Lotbinière and Megantic	15	48,000 00					
51	Manitoulin and North Shore	30	96,000 00					
52	Massawippi Junction	25	80,000 00					
53	Maskinongé and Nipissing	30	96,000 00					
54	Montreal and Sorel	45	112,000 00	93,757 57		93,757 57		93,757 57
55	Montreal and Champlain Junction	63	103,600 00	88,500 00	15,100 00	103,600 00		103,600 00
56	Montreal and Western	70	361,270 00	108,396 00	133,388 00	241,784 00	75,700 00	317,484 00
57	Montreal and Lake Maskinongé	13 50/100	42,200 00	41,280 00		41,280 00		41,280 00
58	Montreal and Ottawa	60	192,000 00	49,960 00		49,960 00	23,640 00	73,600 00
59	Montfort Colonization	21	67,200 00					
60	New Brunswick and Prince Edward	31	118,400 00	113,440 00		113,440 00		113,440 00
61	New Glasgow Iron, Coal and Railway Co	12 50/100	40,000 00		32,945 84	32,945 84		32,945 84
62	Nicola Valley	25	80,000 00					
63	Nipissing and James Bay	25	80,000 00					
64	Northern and Western	100	320,000 00	312,000 00		312,000 00		312,000 00
65	Northern Pacific Junction	110	1,320,000 00	1,320,000 00		1,320,000 00		1,320,000 00
66	Nova Scotia Central	80	256,000 00	230,700 00		230,700 00		230,700 00
67	Ontario and Pacific	53 67/100	172,400 00					
68	Ontario, Belmont and Northern	10	32,000 00					
69	Orford Mountain	31	99,200 00	32,000 00		32,000 00	52,800 00	84,800 00

70	Oshawa Railway and Navigation Co.	7	22,400 00					
71	Ottawa and Gatineau Valley	62	320,000 00	126,372 00	104,380 00	230,752 00		230,752 00
72	Ottawa, Arnprior and Parry Sound	107	430,400 00					
73	For a line from Ottawa to Morrisburg	52	166,400 00					
74	Parry Sound Colonization	40	128,000 00	30,400 00	38,820 00	59,220 00		59,220 00
75	Pontiac Pacific Junction	92 50/100 and bridge	337,100 00	174,828 00		174,828 00		174,828 00
76	Philipsburg Junction	6 75/100	21,600 00					
77	Pontiac and Renfrew	6	19,200 00	13,600 00		13,600 00		13,600 00
78	Port Arthur, Duluth and Western	89 75/100	287,200 00	157,075 00	113,125 00	271,200 00		271,200 00
79	Quebec Central	50 50/100	60,342 00	60,342 00		60,342 00		60,342 00
80	Quebec and Lake St. John	248	1,003,495 00	844,927 73	76,471 77	921,399 50	33,600 00	954,999 50
81	Quebec, Montmorency and Charlevoix	30	96,000 00	65,600 00		65,600 00		65,600 00
82	Restigouche and Victoria	15	48,000 00					
83	For a line Revelstoke to head of Arrow Lake	25	80,000 00					
84	For a line Sand Point, Shelburne Harbour to Annapolis Royal, and to a point at or near Glasgow to Liverpool	75	240,000 00					
85	Shuswap and Okanagan	51	163,260 00	162,000 00		162,260 00		162,260 00
86	South Norfolk	17	54,400 00	54,000 00		54,400 00		54,400 00
87	South Ontario Pacific	49	158,400 00					
88	St. Catharines and Niagara	12	38,400 00	38,400 00		38,400 00		38,400 00
89	St. Eustache to a point on the C. P. R. to Isle Jésus	12	38,400 00					
90	St. Eustache to St. Placide	18	57,600 00					
91	Ste. Flavie or Little Métis to Matane	50	160,000 00					
92	St. Césaire to St. Paul d'Abbotsford	5	16,000 00					
93	St. Clair Frontier Tunnel	2 22/100 and tunnel	375,000 00	375,000 00		375,000 00		375,000 00
94	St. Lawrence and Lower Laurentian	38 56/100	217,600 00	217,600 00		217,600 00		217,600 00
95	St. Louis to Richibucto	7	22,400 00	22,400 00		22,400 00		22,400 00
96	St. John Valley and Rivière du Loup	59	188,800 00					
97	St. Placide to St. Andrew's	8	25,600 00					
98	St. Rémi to St. Cyprien	12	38,400 00					
99	St. Stephen and Mill Town	3 50/100	11,200 00					
100	St. Lawrence and Adirondack	25 82/100	82,624 00	40,256 00	24,448 00	64,704 00		64,704 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	Temiscouata	119	670,800 00	624,800 00	21,150 00	645,950 00		645,950 00
105	Thousand Islands	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	41,674 44	114,674 44	10,125 54	124,799 98
108	Toronto, Grey and Bruce	5	16,000 00	14,656 00		14,656 00		14,656 00
109	United Counties Railway	32	102,400 00					
110	Waterloo Junction	11	35,200 00	32,800 00		32,800 00		32,800 00
111	Western Counties	20	500,000 00	500,000 00		500,000 00		500,000 00
112	Woodstock *via* London to Chatham	80	256,000 00	256,000 00		256,000 00		256,000 00
113	Woodstock and Centreville	26	83,200 00					
	Total		45,052,501 00	38,068,053 07	624,794 05	38,692,847 12	255,672 54	38,948,519 66

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.	Succession Number on List of Subsidy Grants.	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.	63	International Railway Co. (Atlantic and Northwestern), Montreal to Harbours of St. John and Halifax	252	.....	93,300 00 per ½ year for 20 years..	30th June (8)	746,400
1882	45 Vic., c. 55..	5	Chignecto Marine Transport Ry. Co., Ship Railway —Gulf of St. Lawrence to Bay of Fundy	17	.....	85,301 00 do 20 do ..	Nil.	Nil.
1886	49 Vic., c. 18..							
1890	53 Vic., c. 2...	171, 198, 239, 244	Kingston, Smith's Falls and Ottawa Railway Co....	56	179,200 00	3,136 00 do 21 do ..	do	do
1892	54-55 Vic., c. 5.							
1888	51 Vic., c. 3...	219	Quebec Central Railway Co.	38	288,000 00	10,595 77 do 20 do ..	do	do
1890	53 Vic., c. 3...							
1889	52 Vic., c. 3...	176, 190, 265	St. Catharines and Niagara Central Railway Co....	34	†108,000 00	1,890 00 do 20 do ..	do	do
1890	53 Vic., c. 2...							
1892	55-56 Vic., c. 5.							
1884	47 Vic., c. 8.....	18, 19	Provincial Government of Quebec— Montreal to Quebec..... 159 miles=$ 954,000	279	2,394,000 00	*59,850 00	do (17)	1,017,450
			do Ottawa..... 120 do = 1,440,000					
			Total.....	676				

* 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.

Succession No. of List of subsidized Grant.	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.
95	1886	49 Vic., c. 10.	Albert Railway Co., Salisbury to Hopewell...	15,000	14,725 56	274 44
165	1889	52 Vic., c. 3.	Fredericton and St. Mary's Bridge Co.....	300,000	300,000 00	.....
17	1883	46 Vic., c. 26.	St. John Bridge and Railway Extension Co....	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, and aid for services performed in transporting men, supplies, material, mails, &c.

Succession No. of List of subsidized Grant.	Year.	Designation of Act.	——	Tons of used Rails.	Standing in Public Accounts as an Asset.	Paid.	Still due, 30th June, 1893.
					$ cts.	$ cts.	$ cts.
143	1888	51 Vic., c. 3.	Central Ry. Co. of New Brunswick..	4,052	83,612 54	83,612 54	.....
144			Elgin, Petitcodiac and Havelock Ry.	2,201	44,252 82	44,252 82	.....
145			Kent Northern Railway of New Brunswick.....	2,549	58,334 27	.....	58,334 27
146			Halifax Cotton Company Siding....	233	4,335 00	.....	4,335 00
147			Steel Company of Canada.....	597	11,964 66	.....	11,964 66
148			Albert Railway Company.....	726	14,665 45	.....	14,665 45
149			Chatham Branch Railway.....	958	24,439 84	24,439 84	.....
			Total.....	.....	241,604 58	152,305 20	89,299 38
185	1889	52 Vic., c. 5...	Special Act—Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company.	For transport of men, supplies, materials, and mails for 20 years, $80,000 per annum.			
230	1890	52 Vic., c. 5...	Special Act—Calgary and Edmonton Railway Company.....	do		do	

No. 5.—STATEMENT showing Railways subsidized by Grants of Land.

Succession Number on List of Subsidy (Land) Granted.	Year.	Act.	Line subsidized.	Acres per Mile.	Estimated Number of Miles.	Total Grant. — Acres.
22	1889..	52 Vic., c. 4....	Alberta Railway and Coal Co., from Lethbridge to International boundary.....	6,400	50	320,000
25	1890..	53 Vic., c. 3....				
10	1887..	50-51 Vic., c. 23...	Alberta and Athabasca Ry. Co., from point on Bow River on C.P.R., or between Calgary and Crow Foot Creek to Town Plot at Edmonton.....	6,400	300	1,920,000
19	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
21	1890..	53 Vic., c. 4....	Calgary and Edmonton Ry. Co ... From Calgary to a point at or near Edmonton.....	6,400	190	2,176,000
			From Calgary to a point on International boundary.....		150	
17	1890..	53 Vic., c. 4.....	Canadian Pacific Ry. Co. branches.. From Glenboro' westerly to point on branch from Brandon running south-westerly.....	6,400	60	384,000
18	1890..	53 Vic., c. 4.....	Branch from near Brandon on C.P.R. to near Township 3, Range 27, west of 1st Principal Meridian; also from Township 3, Range 27, west of 1st Principal Meridian to Deloraine.	6,400	100 / 25	800,000
29	1891..	54-55 Vic., c. 10.	In addition to subsidy grant to line from Brandon, and extension of branch from western end of 100 miles from point La Roche Percée, situated in Township 1, Range 6, west of 2nd Meridian.....	6,400	60	384,000
7	1886..	49 Vic., c. 11.....	North-west Central Ry. Co., from Brandon to Battleford.....	6,400	450	2,880,000
16	1889..	52 Vic., c. 4....	Lake Manitoba Ry. and Canal Co ..... From Portage la Prairie to southern boundary of Lake Manitoba	6,400	17	908,800
23	1890..	53 Vic., c. 4....	From Portage la Prairie to Lake Winnipegosis, or near Meadow Portage.....	6,400	125	
20	1890..	53 Vic., c. 4.	Lac Seul Ry. Co., from point near Shelley Station, C.P.R., to a point near White Mud Lake on Winnipeg River.....	6,400	18	115,200
	1885..	48-49 Vic., c. 60.	Manitoba and North-western Ry. Co..... From Portage la Prairie to crossing of River Saskatchewan, 20 miles from Prince Albert.....	6,400	450	3,046,400
6	1886..	49 Vic., c. 11....	From near Todburn to the Assiniboine River near Shellmouth..	6,400	26	
3	1885..	48-49 Vic., c. 60.	Manitoba South-western Colonization Ry ..... Winnipeg to Whitewater Lake.....	6,400	150	1,396,800
27	1891..	54-55 Vic., c. 10.	In addition and to complete distance constructed.....		62	
28	1891..	do do ..	Carmen to Barnsley		6¼	
24	1890..	53 Vic., c. 4.	Manitoba South-eastern Ry. Co., Winnipeg southerly or south-easterly to west side of Lake of the Woods.....	6,400	110	704,000
12	1887..	50-51 Vic., c. 23...	Medicine Hat Ry. and Coal Co., from at or near Medicine Hat to Coalfield, Township 12 and 13, Range 6, west of 4th Meridian.....	6,400	8	51,200
15	1889..	52 Vic., c. 4....	North-western Railway of Canada ..... Calgary to near Edmonton.....	10,000	210	3,300,000
			Also Calgary to Lethbridge.....	10,000	120	
2	1885..	48-49 Vic., c. 60.	North-western Coal and Navigation Co..... Medicine Hat to Coal Banks on Belly River.....	3,800	110	418,000
9	1887..	50-51 Vic., c. 22.	Additional.....	40		4,400
13	1889..	52 Vic., c. 4....	do Dunmore Station to Lethbridge or Belly River	2,600		286,000

5	1885	48-49 Vic., c. 60.	Qu'Appelle, Long Lake and Saskatchewan Ry. and Steamboat Co.	From near Regina to navigable waters of Long Lake	6,400	22	347	2,220,800
11	1887	50-51 Vic., c. 23.		From, at or near Laketon, to Elbow of North Saskatchewan, with branches to Prince Albert and Battleford	6,400	325		
14	1889	52 Vic., c. 4	Red Deer Valley Ry. and Coal Co.	From Cheadle Station, C.P.R., to point near Township 29, Range 23, west of 4th Meridian	6,400		55	352,000
26	1891	54-55 Vic., c. 9			6,400	225		1,440,000
1	1884	47 Vic., c. 25	Winnipeg and Hudson Bay Ry. and Branch	Winnipeg to Hudson Bay and branch	In Manitoba, Div. A.	6,400	425	900	5,540,000
1	1884	47 Vic., c. 70		north end Lake Winnipeg to Manitoba and North-western Railway	N.W.T., Div. B.	12,800			
1	1880	43 Vic., c. 59			Manitoba, Div. C.	6,400	250		1,600,000
8	1886	49 Vic., c. 11	Wood Mountain and Qu'Appelle Ry. Co., from Wood Mountain *via* Qu'Appelle and Fort Qu'Appelle to the Manitoba and North-western Railway			6,400	240		1,536,000

APPENDIX No. 20.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1893.

1. SUBSIDIZED RAILWAYS.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11326	Thousand Islands Railway Co.	30th Nov., 1892.	From Gananoque Junction, on company's line, to a point connecting with the 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.	9th March, 1893.	From Belmont iron mines to Junction, in Hastings, of Central Ontario Railway and Canadian Pacific Railway.
11342	Ottawa, Arnprior and Parry Sound Railway Co.	8th Nov., 1892.	From Barry's Bay towards the Northern Pacific Junction Railway.
11384	Lake Erie and Detroit River Railway Co.	20th Dec., 1892.	From Cedar Creek to Ridgetown.
11362	New Glasgow Iron, Coal and Railway Co.	23rd Nov., 1892.	From Eureka Junction on I. C. Railway to Sunnybrae.
11177	Manitoba and South Eastern Railway Co.	3rd June, 1892.	*Land Subsidy*—From Winnipeg to N.W. angle of Lake of the Woods.
11452	Philipsburg Junction Railway and Quarry Co.	27th Feb., 1893.	From Stanbridge Station to Philipsburg.
11463	Terminal City Railroad Co.	25th do 1893.	To connect Eastern Extension Railway with Middle Milford, to Strait of Canso (not subsidized).
11533	Montfort Colonization Railway Co.	16th May, 1893.	From St. Sauveur to Montfort and westward.
11544	Red Deer Valley Railway and Coal Co.	17th June, 1893.	*Land Subsidy*—From Calgary to Township 29, R. 23, W. of 4th Meridian.
11554	Lotbinière and Megantic Railway Co.	17th July, 1893.	From a point near St. Jean Deschaillons for 15 miles towards Glen Lloyd.
11568	United Counties Railway Co.	19th Aug., 1893.	Iberville to St. Hyacinthe and towards Sorel.
11386	Kingston, Napanee and Western Railway Co.	18th Sept., 1893.	Harrowsmith to Sydenham.

2. INTERCOLONIAL RAILWAY.

11377	Grant & Ross	18th Oct., 1892.	Dwelling apartments at Cedar Hall Station.
11380	G. S. Mayes	26th do 1892.	Cribwork, York Point, St. John, N.B.
11381	J. F. Teed	27th do 1892.	Tanks at Elmsdale, West River and Calhoun.
11383	J. Matheson & Co.	14th Nov., 1892.	Ferry steamer for Strait of Canso.
11405	James Brown	23rd do 1892.	Station at Acadieville, N.B.
11407	Cumberland Railway and Coal Co.	20th June, 1893.	Supply 55,000 tons of coal.
11413	Dussault and Piton	29th Nov., 1892.	Transhipping goods at Chaudière Junction.
11440	A. S. Ross & J. S. Ross	23th Dec., 1892.	Farm crossing gates, &c.
11448	Barrow Hematite Steel Co., Limited	1st March, 1893.	Supply steel rails for I. C. Railway.
11449	Jas. Watson & Co.	22nd Feb., 1893.	do do
11450	do	22nd do 1893.	do Windsor Branch.
11461	Jas. Fleming	28th Jan., 1893.	Steel bridge for Palmer's Pond, east of Dorchester station.
11504	City of St. John, N.B.	28th Feb., 1893.	Extension of I.C.R., harbour front of St. John, N.B.
11504*a*	do do	6th May, 1893.	Deed of land, &c., for do do
11507	Canada Bridge and Iron Co.	27th Feb., 1893.	Iron bridge on West River, near Antigonish.
11513	Dominion Bridge Co.	2nd Mar., 1893.	Steel bridges, west branch, Barney's River, Dewar's Mills.

APPENDIX No. 20.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1893—*Continued.*

2. INTERCOLONIAL RAILWAY—*Concluded.*

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11523	Canada Bridge and Iron Co.	29th Mar., 1893.	Steel bridge, Ste. Croix River, Windsor Branch.
11532	Jas. Harris & Co. (Limited).	10th do 1893.	50 box freight cars.
11545	St. Lawrence Steam Navigation Co	5th May, 1893.	Run steamer "Contest" between Rimouski wharf and mail steamers.
11553	Jas. Harris & Co. (Limited).	8th April, 1893.	2 2nd class sleeping cars.
11571	McManus & McDonald	8th June, 1893.	Construct water front extension of I.C.R., at St. John.
11573	Jas. Brown	14th do 1893.	Construct 2 houses at Assametquagan, for section men.
11585	Max Ungar	3rd July, 1893.	Laundry work for parlor, sleeping and official cars.
11588	Cumberland Railway & Coal Co	16th June, 1893.	Supply 85,000 tons coal for I.C.R.
11589	Acadia Coal Co. (Limited)	16th do 1893.	do 35,000 do do
11590	Dominion Coal Co	16th do 1893.	do 15,000 do do
11591	River Hebert Mining Co	16th do 1893.	do 5,000 do do
11595	Canada Coal and Railway Co. (Limited)	16th do 1893.	do 25,000 do do
11596	Intercolonial Coal Mining Co. (Limited)	16th do 1893.	do 25,000 do do

3. GRENVILLE CANAL.

11375	F. Toms	29th Oct., 1892.	Rebuild 2 wing walls at guard lock.
11432	do	30th Jan., 1893.	Supply stone for dry wall at lock 6.

4. CORNWALL CANAL.

11290	Wm. Davis & Sons	25th Aug., 1892.	Widen to 100 ft., and deepen to 16 ft. the prism of sections 2, 3, 4, and straighten section 2.

5. LACHINE CANAL.

10939	Heney & Borthwick	25th July, 1891.	Drain along north side of canal, at Lachine.
11412	J. B. de Lorimier	13th Nov., 1892.	Supply stone for Wellington St. bridge.
11427	Dominion Bridge Co. (L'd).	18th Jan., 1893.	Swing bridge on line of do Montreal.
11459	do do	13th Feb., 1893.	do do Grand Trunk Ry. do

6. OXFORD AND NEW GLASGOW RAILWAY.

11457	D. P. Kent	1st Dec. 1892.	Assigns his contract No. 10,503, well boring, to Executors N. C. Calhoun.
11458	Executors N. C. Calhoun	20th Jan. 1893.	Receipt for $1,012.61 in full for do do

7. RIDEAU CANAL.

11396	Dominion Bridge Co. Ltd.	6th Dec. 1892.	Steel bridge, Oliver's Ferry.
11469	Brewder & McNaughton	24th Feb. 1893.	Cribwork (ice breaker) at Hogsback.

8. SAULT STE. MARIE CANAL.

11371	Hugh Ryan & Co	8th Nov. 1893.	To complete lift lock, &c., 1st July, 1894 (one year sooner).

APPENDIX No. 20.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1893—*Concluded.*

9. SOULANGES CANAL.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
11419	C. F. Raynor	29th Dec. 1892	Form section 8 of canal.
11421	R. Macdonald	30th Jan. 1893	do 9 do
11423	Rogers & Taylor	24th Dec. 1892	do 10 do
11515	J. & M. O'Leary	27th March, 1893	do 3 do
11518	Geo. Goodwin	9th May, 1893	do 4, 5, 6, 7 of canal.
11520	do	9th do 1893	do 12 of canal.

10. TRENT VALLEY CANAL.

11517	M. Beatty & Sons	29th May, 1893	A boom dredge for canal service.

11. WILLIAMSBURGH CANALS.

11529	Murray & Cleveland	7th April, 1893	Additional masonry, &c., Galops division.

12. PRINCE EDWARD ISLAND RAILWAY.

11103	N. Boulter	14th Jan. 1992	Hemlock sleepers.
11104	D. McKenzie	12th do 1892	do do
11105	A. McKinnon	12th do 1892	Cedar posts, sleepers, &c.
11106	R. Ellis, jr	12th do 1892	do do
11107	W. Taylor	13th do 1892	Cedar and juniper sleepers.
11108	J. R. Larkins	13th do 1892	Hemlock sleepers.
11109	S. E. Gallant	12th do 1992	do do
11110	O. Haywood	12th do 1892	do do
11111	J. T. Windsor	13th do 1892	Cedar sleepers.
11199	Glace Bay Mining Co	22nd April, 1892	Steam coal for engines.
11202	Patent Nut and Bolt Co., Ltd.	9th May, 1892	Bolts and nuts.
11451	Jas. Watson & Co	22nd Feb., 1893	Supply steel rails.
11582	Intercolonial Coal Mining Co., Ltd	30th May, 1893	do coal.

GENERAL STATEMENTS

1ST.—WATER POWER AND OTHER PUBLIC PROPERTY LEASED DURING THE YEAR ENDED 30TH JUNE, 1893.

2ND.—PROPERTY PURCHASED OR DAMAGED DURING THE YEAR ENDED 30TH JUNE, 1893.

3RD.—AGREEMENTS RESPECTING SUBSIDIES ENTERED INTO DURING THE YEAR ENDED 30TH JUNE, 1893.

APPENDIX

GENERAL STATE

1st. WATER POWER and other Public Property leased by the Department

Date of Signature of Lease.	Term of Lease.	Lessees.	Property leased.	Area of Property leased.
			Trent Valley Canal.	
Dec. 9, '92	Pleasure of the Government.	Midland Ry. of Canada	Wharf lot, east shore, Lake Katchawanooka, Lakefield.	594 feet. . . .
			Grenville Canal.	
May 9, '93	do	Patrick Kelly & Sons..	Pt. lot 9, Tp. Chatham, No. of lock 4.	50 x 30 feet...
May 29, '93	do	John O. Noyes...	Pt. lot 7, 8, 9 Tp. Chatham, both sides of lock at Chute à Blondeau.	9·50 acres ....
			Intercolonial Railway.	
'92	1 year	Int'cl. Coal & Ry. Co.	1¼ mile of I.C.R., from Co's. Ry. to ½ mile from Sydney station.	1¼ miles ....
'92	do	do do ..	From do do to Sydney station.	½ mile.....
'92	Pleasure of the Government.	Pictou Steam Ferry Co., (Ltd)..	Water through Co's. pipes at Pictou landing, from I.C.R. tank.	.....
Sept. 16, '92	21 year.....	S. Grey....	To sell newspapers on P.E.I. Railway.	.....
Dec. 13, '92	21 years.....	Windsor and Annapolis Ry. Co., (Ltd).....	Use of Windsor branch and running powers on I.C.R., Windsor Junction to Halifax.	....
June 27, '93	5 years..	Quebec Central Ry. Co.	Room in Co's. station, near Ferry Wharf, Quebec.	.....
Sept. 1, '92	Pleasure of the Government.	Minister of Fisheries..	O.C. transferring wharf lot at Halifax.	.....
			Railways.	
Nov. 6, '92	To end of next Session.....	C. E. B. Young.....	License to operate Elgin, Petitcodiac and Havelock Ry. (Ry. Act, 1888, 51 Vic., c. 29, sec. 279.)	26 miles .....
May 15, '93	do	do	do (sec. 280) do	do .....
June 1, '93	Up to Dec. '97	Alberta Ry. & Coal Co.	Lease to C.P. Ry. Co. of pt. of their railway from Dunmore to Lethbridge	109½ miles ....
			Cornwall Canal.	
Aug. 28, '93	21 years renewable.....	Canadian coloured cotton Mills Co. (Ltd)..	Lots A, B, C, D, Cornwall, as pt. 4, and lots 5, 6, 7, 8.	3·31 acres.....
Aug. 9, '93	do	do ..	Surplus water on Tp. lot 7, 1st con., Cornwall.	....

No. 21.

MENT SHOWING

of Railways and Canals, during the Fiscal year ended 30th June, 1893.

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.			
Wharf	.....	July 1, '93	1 00	1 00	July 1...	On delivery of lease.	In advance.
Stables	.....	May 1, '93	3 00	3 00	May 1...	May 1, '93	do
Farming	.....	May 1, '93	5 00	5 00	May 1...	May 1, '93	do
.....	.....	.....	1 00	1 00	.....	On executing lease.	
Running powers.	.....	.....	Rates.	.....	Monthly..	do	
Water for st'mr	.....	Date of lease	100 00	100 00	July 1...	do	
.....	.....	Sept. 1, '92	300 00	25 00	Monthly..	Sept. 5, '92	do
.....	.....	Jan. 1, '93	Rates.	.....	do ..	.....	
I.C. Ry. office	.....	May 1, '93	300 00	75 00	Quarterly.	.....	
Wharfage	.....	Sept. 1, '91	100 00	100 00	Sept. 1...	Sept. 1, '91	do
Purchaser	.....	.....	.....	.....	.....	.....	
do	.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	.....	Approved by O. C., July 5, '93.
			Minimum rental.				
Cotton mills	800 horse power.	July 1, '93	1,620 00	810 00	Jan. 1...	July 1, '93	In advance, ground rent, $20; $2.00 per horse power, up to 1,040 horse power.
do	1,300 horse power.	July 1, '93	2,600 00	1,300 00	Jan. 1...	July 1, '93	Cancels, 3,124 (Stephen's.)

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.
			Welland Canal.	
'93 Not signed.	Pleasure of the Government.	Erie Glass Co., of Canada, Ltd.	Lot on Welland St., south, Port Colborne.	1·69 acres.....
June 20, '93	10 years	Capt. N. J. Wigle	Addnl. lot at St. Catharines, below old lock No. 2.	0·94 acres.....
Feb. 8, '93	1 year	W. H. Andrews	Pt. lot 203, Thorold, Port Robinson.	.....
April 24, '93	Pleasure of the Government.	Wm. Hutchinson.....	Lot on east pier, Port Dalhousie, and trestle for coaling vessels.	650'.....
'93 Not signed.	1 year.. ...	A. & W. Muir.....	Lot near old lock No. 1, Port Dalhousie.	1 acre.....
April 1, '93	10 years	Canadian Coloured Cotton Mills Co., Lt.	Pt. lot 11, 10th con., Grantham, at Merritton.	2 rods 15 per..
'93 Not signed.	Pleasure of the Government.	L. S. Bessey *et al*.	2" spyhon pipe over canal bank, St. Catharines.	.....
June 1, '93	....	St. Catharines, Grimsby and Toronto Navigation Co., Ltd.	Capt. N. J. Wigle assigns them his lease of 15th July, 1892, water lot at lock No. 2.	0·30.....
			Rideau Canal.	
May 8, '93	Pleasure of the Government.	F. Rogers	Pt. lot K, con. C, Nepean, near sub lots 37, 38, 39.	.....
Feb. 17, '93	do	R. C. Lampman	Pt. lot 35, subd. 5, con. B, Nepean....	.....
			Lachine Canal.	
Oct. 4, '92	Pleasure of the Government.	G. W. Cameron	Lot 22, W. St. Gabriel basin, No. 2, Montreal.	16,912".....
do 4, '92	do	G. & J. Esplin.....	Lot 18, E. St. Gabriel basin, No. 3, and 19 W. do 3, Montreal.	33,824".....
'92 Not signed.	do	Montreal Warehousing Co.	Build retaining crib, S. of lot 19, along tail race, Montreal, on lot 20.	.....
Dec. 22, '92	do	Montreal Gas Co.....	Water through 4" pipe from basin 2, to factory on Dalhousie St., Montreal.	.....
July 20, '92	5 years..	Royal Insurance Co. (to Government).	Rooms, in chambers, N. D. St., Montreal.	.....
May 22, '93	Pleasure of the Government.	Montreal Street Railway Co.	24" pipe, from canal to their works....	.....
do 31, '93	21 years only..	Dominion Coal Co	Lot W. of Wellington basin, Montreal.	.....

MENT SHOWING

of Railways and Canals, during the Fiscal Year ended 30th June, 1893.

For what Purpose used.	Amount of Water Power leased.	Date from which is reckoned.	Annual Rental.	Terms of Payment.			Remarks.
				Amount of each instalment	When due each year.	When first instalment was due.	
			$ cts.	$ cts.			
Glass factory ...	....	Aug. 1, 92	50 00	50 00	Aug. 1 ...	Aug. 1, '92	In advance.
Pleasure ground.	.....	Jan. 1, '93	5 00	5 00	Jan. 1.....	Jan. 1, '93	do
Dry dock.	Water to float vessels.	'93	60 00	60 00	do	do '93	do
Coaling vessels..	.....	Mar. 1, '93	60 00	60 00	Mar. 1 ...	Mar. 1, '93	do
Day dock.....	Water to float vessels.	Feb. 1, '93	176 00	88 00	{Jan. 1. / July 1.}	July 1, '93	do
Extend weaving room.	2" pipe ...	April 1, '93	20 00	20 00	April 1 ...	April 1, '93	do
Watering cattle.	. . ....	July 1, '93	1 00	1 00	July 1....	July 1, '93	do
Wharf.....	.....	do 1, '92	15 00	15 00	do 1....	do 1, '93	do Minister consents, July 3, '93.
Ornamental grds	.....	Mar. 15, '93	2 00	2 00	Aug. 1....	On del. of lease.	In advance, cancels W. D. Morris's lease, 10744.
....	.. . .	Jan. 1, '92	2 00	2 00	Jan. 1 ...	do	In advance, cancel, No. 9,919.
Storing lumber..	.....	Oct. 15, '91	169 12	169 12	Oct. 15....	Oct. 15, '91	In advance.
do	.....	May 1, '92	465 08	465 08	May 1.....	May 1, '92	do
To protect G. T. siding to Co.'s elevator.	.....	Sept. 1, '92	1 00	1 00	Sept. 1...	Sept. 1, '92	do
Gas factory.....	4" pipe ...	Dec. 1, '92	40 00	40 00	Dec. 1....	Dec. 1, '92	do
Canal office.....	....	May 1, '92	1,250 00	312 50	May, Aug, Nov., Feb.	Aug. 1, '93	Quarterly.
Water to power house.	24" pipe ..	Mar. 1, '92	300 00	300 00	Jan. 1....	Jan. 1, '94	Thence in advance.
Shipping coal...	.....	May 1, '92	1,500 00	1,50 00	May 1....	May 1, '93	In advance.

2ND. PROPERTY purchased, or damaged, by the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1893.

Date of Signature.	Who sold to Her Majesty.	Property purchased, &c. — Lot.	District, &c.	County.	Area of Land.	Amount Paid.	Remarks.
			Annapolis and Digby Railway.		Acres.	$ cts.	
Jan. 29, 1892	Geo. Cossett, *et al*	Flat	Big Joggin	Digby	0·75	40 00	
Oct. 1, 1891	G. B. Thomas	Lot	N. of post road, between Digby and Annapolis	do	0·05	35 00	
Aug. 24, 1891	Thos. Francis		S. of basin (Annapolis)	do	0·09	4 00	
Dec. 30, 1890	John A. Cossett	Pt. 15 Pt. 17 Pt. 17*a* Pt. 18	S. of Joggins	do	1·66 0·87 0·05 0·12	200 00	
July —, 1890	John Daley, *et al*	5 & 6	Digby	do		500 00	Digby Bathing House Co.
Nov. 24, 1892	David Pinkney	31	Damages	Annapolis		47 00	Release.
March 27, 1893	Western Counties Ry. Co.	All claims	Govt. to convey to Co. all rights to line between Annapolis and Digby	do &c			do
July 30, 1892	J. N. Berry	39, 39*a*	Clementsport	do	1·47 0·23	100 00	
			Cornwall Canal.				
Oct. 18, 1892	M. Gallinger	W ½ 15	1st Con. Cornwall	Stormont	0·75	100 00	
Nov. 14, 1892	Geo. C. Smith	E ½ 15	do	do	0·51	100 00	
April 14, 1893	Evan Roys	W ½ 23	do	do	0·25	60 00	
			Cape Breton Railway.				
Dec. 30, 1892	M. & A. Campbell	162, 162½	McKinnon's Harbour	Victoria	0·40	10 00	
Jan. 10, 1893	Jos. McKinnon	45	Big Beach	Cape Breton		15 00	Release damages,
May 22, 1891	Eliza Grant, *et al*	216½	Ball's Creek	do	1·52	300 00	do (mortgage).
July 25, 1889	Jas. Moffatt, *et al*	195½	George's River	do	1·67	30 00	
Nov. 12, 1889	M. McIntyre, *et al*	145*a*	Boisdale	do	1·10	33 00	

July	22, 1889	Ann McPherson	81	Shunacadie	do	1·62	9 72	
do	25, 1889	John Campbell, *et al*	136½	Boisdale	do	2·76	100 00	
Aug.	12, 1889	Catharine McPhee, *et al*	61	Shunacadie	do	4·93	60 00	
Nov.	12, 1890	Ann Campbell, *et al*	135	Boisdale	do	2·40	100 00	
Feb.	22, 1892	Jos. A. Gillies	248	Sydney	do	1·86	803 00	
do	19, 1892	A. McKinnon, *et al*	10	Grand Narrows	do	7·65	50 00	$101.95 costs. Quit claim deed, 29th Oct., 1887.
May	1, 1891	R. McKinnon, *et al*	10	do	do	7·65	40 00	$101.95 costs.
Sept.	1, 1890	C. McDodd, *et al*	265	Sydney	do	4·03	1 00	
April	29, 1891	Geo. Nunn	274, 282	South Bar	do	0·03	50 00	
July	26, 1889	C. O'Neil	221	Ball's Creek	do	0·92	28 60	
Jan.	3, 1890	Alex. McDonald	167	Long Island	do	6·88	41 28	
May	23, 1889	Alex. McLean	153	Barrassois	do	2·63	15 78	Release of mortgage.
Aug.	23, 1890	Alex. Moore	188*a*	George's River	do	3·80	100 00	
July	23, 1889	J. McKeagan	224	North West Arm	do	8·51	102 12	
March	6, 1891	J. McKenzie, *et al*	254*a*	Sydney	do	0·41	1,250 00	
May	25, 1890	Catharine Campbell, *et al*	135	Boisdale	do	2·40	105 00	
Nov.	12, 1890	S. McNeil	54*a*	Shunacadie	do	1·56	25 00	
March	3, 1892	D. McNeil	10	Grand Narrows	do	7·65	40 00	$101.95 costs.
May	1, 1891	H. McKinnon	10	do	do	7·65	40 00	do
Feb.	1, 1888	Arch. McDonald, *et al*	279	Sydney	do	0·05	10 00	
March	12, 1892	C. Chisholm, *et al*	276	Maggah's Creek	do	0·20	73 00	
July	18, 1892	C. E. Leonard	268, 277, 280	Sydney	do	0·12¼	150 00	$80 costs.
Nov.	23, 1891	M. Dodd	265	do	do		5 00	Sink drain across Dodd St.
Sept.	12, 1891	Jas. Gallivan	11	do	do		1 00	Dig a well.
June	5, 1891	John Gillis	187	George's River	do		80 00	Damage to barn and well.
Aug.	13, 1891	W. H. Dunlop	207½	Leitch's Creek	do		50 00	Crossing his lot.
April	28, 1893	Mary McKenzie	254*a*	Sydney (reconveying her part of lot)	do			
May	8, 1893	Mary Johnston, *et al*	25	George's River	do	4·17	349 25	$30 costs.
				Intercolonial Railway.				
July	25, 1892	N. de Veber, *et al*	(Harris property	Portland, City St. John, N.B.		0·15 0·25	500 00	
do	25, 1892	J. P. McIntyre, *et al*	do	do do		0·30	5,000 00	
March	26, 1892	T. Barry, *et al*	13, 14, letter D & pt. block E	Halifax		0 43	2,844 44	Release for damages.
June	3, 1888	Maria Kearney	Lot	Dartmouth	Halifax		1 00	
				Lachine Canal.				
May	2, 1892	H. Brodie *et al*	3603	Côte St. Paul, p. Montreal	Lachine ditch	177,126	9,500 00	
April	13, 1892	T. C. Somerville	3603	do do	do		750 00	Damages, as lessee.
June	4, 1892	Wm. Trenholme	977,966,965,952	Parish of Lachine	do	85,061 235,441 110,158 89,592	10,400 00	
May	25, 1892	Widow M. Shannon	3604	Côte St. Paul	do	48,138	3,550 00	
do	23, 1892	Wm. West, lessee	3604	do	do		251 00	do
Aug.	29, 1892	G. B. Burland	3606	St. Augustin Village, p. Montreal	do	434,643	9,500 00	
Sept.	2, 1892	D. S. Leach *et al*	138	Parish of Montreal	do	3,600	72 00	
Feb.	28, 1893	J. & H. McGee	915	do Lachine	do	85,212	3,095 00	

2ND. PROPERTY purchased or damaged—*Continued.*

Date of Signature.	Who sold to Her Majesty.	Property Purchased, &c.			Area of Land.	Amount paid.	Remarks.
		Lot.	District, &c.	County.			
			Ottawa River Dams (Culbute).			$ cts.	
Dec. 31, 1890..	T. McTiernan, mortgagee..	Village lot 7	Bryson, N. of Front St	Pontiac	.....	.....	Damages, consents that they be paid to W. G. LeRoy, owner.
Nov. 2, 1891..	Jos. Rainville *et al*.	28	9th r. tp. Grand Calumet.....	do	.....	90 00	Damages.
Jan. 30, 1892..	T. C. Gaboury	27	do do	do	.....	60 00	do
March 27, 1893..	J. W. Bryson	A 14, 15, 16, 18, 22, 23	2nd r. Mansfield	do	.....	864 00	do
do 20, 1893..	Philip Gillis.	8	R. B. do	do	.....	255 00	do
			Oxford and New Glasgow Ry.		Acres.		
Jan. 8, 1892..	Jas. Harris.....	149	Town gut	Pictou	3 17	112 96	
July 18, 1882..	Wm. McLeod.	97, 97½	Hardwood Hill	do	4·01	47 30	
Feb. 22, 1892..	John McLean	109	Rogers Hill	do	9·63	198 60	
			Rideau Canal.		Feet.		
June 7, 1893..	P. Blake *et al*	E½ and lot 9	5th c. tp. Pittsburg	Kingston Mills wks	.....	40 00	do
April 18, 1892..	M. J. Oliver	Lot 3	N. Harvey St., Perth	Tay Canal	3,765	1,250 00	do
			Canadian Pacific Ry.				
Aug. 25, 1891..	Indian Department.....	O. C. transferring Indian reserves at Siska Flat, Kanaka, Suppel, Lytton, Cook's Ferry and Boothroyd, to Dept. of Railways and Canals.		British Columbia		640 65	
June 29, 1892..	X. Letendre	S½ SW¼ 18	Tp. 8, r. 4 E	Pembina Branch..	2·00	10 00	Quit claim.
Sept. 23, 1892..	do	NW¼ sec. 7	do	do	4·01	10 00	do
Jan. 13, 1893..	Torrens certificate	NW¼ & W½ NE¼ 17	Tp. 8, r. 2 E (*re* E. Thompson) ..	Pembina Mountain Branch.	6·69	.....	

Oct.	31, 1892..	T. Carney and Corporation of Emerson	2, 3, 4, block 11 7, 9 do 31 1, 2, 3, 4, 5 do 45 1, 2, 3, 4, 5 do 54 1, 2, 3 do 59	Emerson. (Judgment of Exchequer Court declaring same vested in Her Majesty)	Pembina Branch		60 00	
April	10, 1893..	Torrens certificate	58, 60	Ste. Agathe (J. Nolin & L. H. Peto)	do	5·20		
Dec.	10, 1887..	Merchants Bank	NW¼ & N½ of SW¼ 19	Tp. 5, r. 4 E	do	6·00	50 00	
Oct.	1, 1892..	Her Majesty to the Canadian Pacific Railway Co.	Special grant of right of way and lands.	In town plot, Fort William, the Jos. Davidson addition, the Blackwood addition, in tp. Neebing.	Lake Superior Section.			
do	4, 1892..	do do	do	Between Prince Arthur's Landing and Fort William.	do			Formerly owned by Prince Arthur's Landing and Kaministiquia R.R.Co.
Sept.	30, 1892..	do do	do	In tp. Paipoonge	do			
do	30, 1892..	do do	do	do Neebing	do			
June	2, 1890..	Owens & McBain	SE¼ 25	Tp. 13, r. 1 E. (Judgment Exchequer Court declaring it vested in Her Majesty.)			62 80	
				Soulanges Canal.		Acres.	$ cts.	
Dec.	13, 1891..	Dept. of Interior	130	Parish St. Ignace	Soulanges	4·25 11·25		Transferred by O.C. to Dept Rys. & Canal.
Jan.	8, 1892..	Thos. Monro	Power of Attorney to him to sign all deed of lands					M. Bowell, Act. Minister
do	15, 1892..	do	do	do do				J. Haggart, Minister.
Feb.	2, 1892..	Joseph Aumais	Lot 237	St. Ignace du Coteau du Lac	Soulanges	1·13	1,200 00	
Jan.	26, 1892..	H. E. Watier, *et al*	S. pt. 144	do	do	4·18	770 00	
do	26, 1892..	O. E. Watier	pt. 147	do	do	6·03	1,075 00	
Feb.	8, 1892..	C. Pilon	148	do	do	6·80	1,200 00	
Jan.	21, 1892..	M. L. Adams (widow)	240	do	do	18·82	2,250 00	
Feb.	18, 1892..	Bishop of Montreal	238	do	do	3·44	3,500 00	
do	18, 1892..	Synod, Diocese of Montreal	239	do	do	0·43	3,500 00	
April	21, 1892..	Mrs. G. Dauth	150	do	do	5·47	1,100 00	
May	20, 1892..	E. G. French	152, 153	do	do	10·92 3·63 8·51	3,075 00	
June	13, 1892..	H. E. Watier, widow, *et al*	235	do	do	9·34 1·79	3,390 00	
do	18, 1892..	P. Guerin	154, 155	do	do	6·73	1,950 00	
do	8, 21, 1892..	Her Majesty to D. O'Brien & Son	Buildings of	Gareau Frères, for $150	do			Sold to them.
Aug.	6, 1892..	S. Filiatreault	Fence and ditch	servitude on lot 236, St. Ignace.	do		200 00	
do	9, 1892..	Mrs. G. Dauth	do	do 150 do	do		500 00	
do	6, 1892..	G. H. Dumesnil (widow)	do	do 144 do	do		260 00	
do	9, 1892..	E. G. French	do	do 152 do	do		1,200 00	
Dec.	17, 1892..	R. T. Curry	do	do 241 do	do		200 00	
do	24, 1892..	Jos. Aumais	do	do 241 do	do		30 00	
Aug.	11, 1892..	G. H. Dumesnil (widow)	144	St. Ignace	do	36·33	2,925 00	

2ND. PROPERTY purchased, or damaged, &c.—*Continued.*

Date of Signature.	Who sold to Her Majesty.	Property purchased, &c. — Lot.	District, &c.	County.	Area of Land.	Amount paid.	Remarks.
			Soulanges Canal—Continued.		Acres.	$ cts.	
Nov. 7, 1892..	P. Birmingham, widow *et al.*	151	St. Ignace	Soulanges	31·95	2,500 00	Release.
Feb. 14, 1893..	A. M. Giroux	157, 233	do	do	7·35 7·28	6,500 00	
do 24, 1893..	P. Guerin	154, 155	do (damages and removal)	do		550 00	
April 7, 1893..	O. Tremblay	1 1	St. Joseph St. Ignace	do	14·57 11·30 10·61	4,550 00	
do 22, 1893..	P. A. Q.V.S. de Beaujeu	4, 5, 6, 9, 10, 11	do	do	5·47 5·31 5·23 5·39 7·04 6·34 5·67	7,500 00	
do 25, 1893..	A. Charest	95, 106	do	do	5·26 14·63	3,750 00	
May 4, 1893..	P. A. Q. V. S. de Beaujeu	13, 14	do	do	5·26 5·25	1,500 00	
do 15, 1893..	S. Filiatreault	234	do	do	11·47	5,002 50	
June 4, 1893..	Gareau et Frère	156	do	do	11·65	7,250 00	
do 9, 1893..	Mrs. T. Peltier (Wilson)	16, 24	do	do	4·47 0·51	950 00	
do 19, 1893..	T. Peltier, *et al* (tutors)	15	do	do	5·29	950 00	
do 22, 1893..	Néré Legros	139, 140	do	do	4·04 3·45	1,000 00	
July 5, 1893..	P. C. T. de Montigny	446	St. Joseph	do	6·80	1,500 00	
do 18, 1893..	H. Gauthier	21	St. Ignace	do	0·30	130 00	
Aug. 11, 1893..	H. Lalonde, widow, *et al*	127	do	do	0·81	650 00	
			Trent Valley Canal.				
Feb. 10, 1893..	A. Calder	Damage to cellar on lot 2, Crescent,	Lakefield	Lakefield Dam	.. ..	55 00	As contractor.
April 6, 1893..	C. Wynn	do to the dams, Young's Point, &	Lakefield	do		3,800 00	

Williamsburg Canals.

June	29, 1891	J. F. Farlinger, *et al*	A 1st c. Matil	da and 38 1st Con. Williamsburg.	Rapide Plat		0·60	600 00	
do	29, 1891	do	4, 5, do	.....	do		3·75	5,200 00	
Feb.	2, 1893	S. J. Casselman	33	1st Con. Williamsburg	do		0·50	1,000 00	
do	2, 1893	W. J. Poupore	33	do do	do		0·177	2,200 00	
do	2, 1893	C. A. Snyder	Village lot 6	Block 99, Morrisburg	do		0·044	1,000 00	
do	2, 1893	Jas. Gillespie	do	do B do	do		0·24	100 00	
do	2, 1893	M. G. Snyder	do	do 99 do	do		0·24	900 00	
April	5, 1893	H. G. Merkley	do	do B and pt. block C, M'burg.	do		0·85	400 00	
May	22, 1893	John Ward	W. ½ of w. ½ 10	1st Con. Edwardsburg	Galops		1·78	700 00	
do	22, 1893	M. Ward	E. ½ e. ½ 11	do	do		0·46	300 00	
Aug.	31, 1892	M. A. Darling *et al*	3, 4	Indian Reserve, Canborough	Dunnville, dam'ges		7·00	143 57	Release.
Oct.	17, 1892	M. A. Smith	Lot.	Dunnville (property)	do		0·50	300 00	do
do	22, 1892	Executor M. Walker *et al*	6	1st r. Moulton	do			483 00	do
Sept.	3, 1892	Corp. Canboro *et al*	River Road, front.	Lots 3, 4, 5, 6, 7, Dockstader tract, Canboro'	do			1,552 00	do (and Hon. Sir O. Mowat.
Jan.	13, 1893	Mary Mackay	8	Canal St. East, Dunnville	do			75 00	do
Feb.	25, 1893	H. C. Fitzgerald *et al*	14	6th c. Grantham (back ditch)	do		17·00	239 00	do damages.
Mar.	9, 1893	H. Vanderburgh	142	Thorold (parts)	Special ground	{	3·36 0·16	} 229 35	Deed.
do	9, 1893	E. L. Rose *et al*	1	Main St., Petersburg (back ditch)	Dunnville, dam'ges			25 00	Release.
May	17, 1893	Hon. T. M. Daly	10	4th c., N. Cayuga, br. ft	do		1·00	52 00	do and deed.
do	17, 1893	do	9	do do	do		0.92	11 96	do 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.
1893.				$	$
Mar. 9..	Ontario, Belmont & Northern.	From Belmont Iron Mines to Junction of Central Ontario Ry. & C. P. Ry.	55-56 V. c. 5	3,200	32,000
1892.					
Dec. 20..	Lake Erie & Detroit River.	Cedar Creek to Ridgetown	55-56 V. c. 5	3,200	224,000
1893.					
Sept. 18..	Kingston, Napanee & Western.	Harrowsmith to Sydenham.....	55-56 V. c. 5	3,200	9,600
1892.					
Nov. 23..	New Glasgow Iron, Coal & Ry. Co.	Eureka Junction, I.C.R., to Sunnybrae.	55-56 V. c. 5	3,200	40,000
June 3..	Manitoba & S. Eastern.	Land Subsidy — Winnipeg to N. W. Angle of Lake of the Woods.	53 V. c. 4	6,400 acres per mile.	
1893.					
Feb. 27..	Philipsburg Junction Ry. & Quarry Co.	Stanbridge to Philipsburg	55-56 V. c. 5	3,200	21,600
May 16..	Montfort Colonization.	St. Sauveur to Montfort and westward	55-56 V. c. 5	3,200	67,200
July 17..	Lotbinière & Megantic.	St. Jean Deschaillons towards Glen Lloyd.	55-56 V. c. 5	3,200	48,000
Aug. 19..	United Counties....	Iberville to St. Hyacinthe, &c	56 V. c. 2	3,200	102,400
June 17..	Red Deer Valley Ry. & Coal Co.	Land Subsidy—Calgary to tp. 29 R. 23 W. of 4th Meridian.	52 V. c. 4 54-55 V. c. 9 and 76	6,400 acres per mile, in all 356,400 acres.	
Not signed	Alberta Ry. & Coal Co.	Land Subsidy—Widen guage, 3′ to 4′ 8½″, Dunmore to Lethbridge.	48-49 V. c. 60 52 V. c. 4 53 V. c. 3 55-56 V. c. 5	3,800 acres per mile.	

OTTAWA, 25th August, 1893.

Department of Railways and Canals.

Railways, entered into during the fiscal year ended 30th June, 1893.

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.		
10	139	716	33	16	14	56	Aug. 1, 1896..	
58	$52\frac{80}{165}$	1,430	50	20	15	56	Dec. 1, 1894..	
3	80	955	50	20	15	56	do 1, 1893..	
$12\frac{1}{2}$	80	955	50	20	15	56	do 1, 1894	
98	53	1,433	50	20	14	56	Sept. 1, 1894..	
$6\frac{3}{4}$	40	955	50	20	15	56	Mar. 1, 1894	
21	175	573	50	15	12	56	Sept. 1, 1895..	
15	53	2,865	50	20	15	56	Aug. 1, 1894..	
32	53	955 10° at St. Hyacinthe	50	20	15	56	do 1, 1895	
55	66, and 88 at Knee Hill Creek.	1,348	50	20	14	56	Nov. 1, 1894..	
110	1' p. c.	.....	On top ..... In cuttings.....		14 20	56	Dec. 31, 1893..	

H. A. FISSIAULT.

APPENDIX No. 22.

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 Paspebiac, 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..... 102,400

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

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

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

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

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

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

"The nine subsidies first mentioned to be granted to the companies 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 granting

of such subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

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

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

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

18. To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts *via* the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding $6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000

19. And for the portion between Montreal and Ottawa, 120 miles, $12,000 per mile, nor exceeding in the whole..... 1,440,000

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

21. For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding $30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.

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

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

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

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

26. To the Gatineau Railway Company, for a line of railway from Kazuabazua 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 mille, 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. Andrew's 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., chap. 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 *via* the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 140,800

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, 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. Andrew's, St. John and Halifax, *via* Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty-thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.

64. The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's

Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act to aid in procuring the extension of the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

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

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

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

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 *via* London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 256,000

67. To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 32,000

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. 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, 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 *via* Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole... 38,400

84. For the construction of wharfs 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 *via* Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

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 wharfs, 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 wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 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-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

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

134. To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific railway to Eganville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $70,400 00

135. To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 147,200 00

136. To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600 00

137. To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of.. ..... 32,000 00

138. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of $31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole 41,100 00

139. To the Port Arthur, Duluth and Western Railway Company, for 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., chap 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 *via* Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

153. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000 00

154. For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 22,400 00

155. For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 156,800 00

156. For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000 00

157. To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chap. 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 Railway to the village of Bancroft, in the County of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole 145,000 00

160. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 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 158,400 00

173. For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole... ..... 16,000 00

174. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding $3,200 per annum, nor exceeding in the whole. 64,000 00

175. To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 14,400 00

176. To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 64,000 00

177. To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 64,000 00

178. To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

179. To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

180. To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. ..... 48,000 00

181. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

182. To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 54,400 00

183. For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

184. To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

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

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

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

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

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May*, 1889):—

185. In order to enable the Qu'Appelle, Long Lake and Saskátchewan 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 thirty miles of their railway, from the western end of the thirty-six 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 eleven 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 Callander, 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 *via* London to Chatham, in the province of Ontario, thirty miles in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Ingersoll *via* 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 fourteen miles of their railway, from the end of the twenty miles subsidized by the Act 52 Victoria, chapter 3, to Hamilton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 44,800

191. To a railway from Ottawa to Morrisburg, fifty-two 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 twenty-two miles of their railway from Petrolea *via* 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 thirty 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 five miles of their railway, being a branch of 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 fifty 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 sixteen 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 thirty-six miles of their railway, from the north-east end of the twenty 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 thirty 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 thirty 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 thirty 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 three and a half 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 six miles of their railway, from the western end of the twenty miles subsidized by the Act 50-51 Vic., chap. 24, to the International boundary between the province of New Brunswick and the state of Maine, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

204. For a railway from a point at or near Fredericton, *via* Oromocto and Gagetown, to a point on the New Brunswick Railway west of Westfield station, for thirty 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 four and a half 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 seventy miles of their railway, from St. Jérôme, north-westerly towards Désert, in the province of Quebec, in lieu of the subsidy granted by the Act 49 Vic., chap. 10, a subsidy not exceeding $5,161 per mile, nor exceeding in the whole..... 361,270

"Provided, that the subsidy hereby granted to the Montreal and Western 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 Iroquois towards Désert	3

"Such instalments to be proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established as aforesaid."

207. For seventy-five 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 fifty 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 seven and a half 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 three and a half 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 structure, not to exceed 37,500

214. To the Drummond County Railway Company, for twenty-four 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 fifteen 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 twenty miles of their railway, from the northern end of the

fifteen 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 fifteen 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 eighteen 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 ninety 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 twelve miles of their railway from Lorette *via* 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, three 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 thirty-five 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 Musquodoboit settlements, twenty-five miles, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding $3,200 per mille, 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, twenty-two 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 twenty-two 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 sixteen miles of their railway, from the west end of the twenty 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 fourteen 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, eleven miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... $ 35,200

228. To the Orford Mountain Railway Company, for thirty-one 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 fifteen 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, not 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 fifty-eight 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 fifty-five 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 twenty-seven and a half miles out from Barry's Bay and not exceeding $3,200 per mile on the second twenty-seven and a half 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 twenty-five 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 eleven 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 twenty-one 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 ten 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 thirty-two 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 nineteen 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 twelve 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 twenty-five 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 twenty-five 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 fifteen 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, twenty-five 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 six and seven-hundredths 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, twenty 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 forty-nine 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 fifteen 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. Johns to Ste. Rosalie, thirty-two 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. Andrew's, eight 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 twenty-eight 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 thirty 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 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 53 Victoria, chapter 3, and 53 Victoria, chapter 2, a subsidy calculated on a basis of three and a half per cent on the amount of such subsidies so granted, to be paid in semi-annual instalments for such period not exceeding twenty-one years, as the company may elect, 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 such period not exceeding twenty years as the company may elect, a semi-annual annuity calculated on a basis of three and a 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."

265. To the St. Catharines and Niagara Central Railway Company, for thirty-four 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 three and a half 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 ten 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 thirty-four 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 twenty years, as the company may elect, a semi-annual annuity, calculated on a basis of three and a half 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, twenty 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 twelve and a half 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 thirty 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 sixteen 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 seventy-five 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 twenty 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 ten 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 thirty 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 thirty 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 twenty-two 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 thirty-five 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 twelve 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 twelve 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 sixteen 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 six miles of their railway from the west end of their twenty 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 fifteen 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 thirty-one miles of their railway from Goderich to Wingham, *via* 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 eight 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 fifteen 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 twenty-five 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 fifty 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 fifty-three and eighty-seven hundredths miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by the Act 52 Victoria, chapter 2, 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 the Isle Jésus, in the county of Laval, towards St. Eustache, for twelve 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 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 00

290. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for eighteen 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 four and six-tenths 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 five and forty-two hundredths miles of their railway, from Huntingdon towards the international boundary, which, with the distance between Valleyfield and Huntingdon, twelve and fifty-eight hundredths miles, makes up the distance of eighteen miles named in the 53 Vic., chap. 2, granting a subsidy to this company, and for five and forty-hundredths miles from the east end of the eighteen 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 specification, 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.

294. 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.

295. 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.

By the Act 56 Vic., ch. 2, 1893 (*Assented to 1st April*, 1893):—

296. 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, 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

297. To the United Counties Railway Company, for thirty-two miles of their railway, from a point at or near the town of Iberville to St. Hyacinthe, and thence towards Sorel, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, for a railway from St. Johns to Ste. Rosalie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $102,400 00

298. To the Ontario, Belmont and Northern Railway Company, for ten miles of their railway, divided into two sections: first, from the Belmont Iron Mines to Marmora village; second, from Marmora village to the junction with the Ontario Central Railway, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000 00

299. To the Central Ontario Railway Company, for twenty miles of their railway, from Coe Hill or Gilmore, or some point between Coe Hill and Gilmore, to Bancroft, *via* L'Amable, or as near thereto as practicable, in lieu of the subsidy granted by the Act 48-49 Victoria, chapter 59, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

300. To the Quebec and Lake St. John Railway Company, for thirty miles of their railway, from Lake St. John towards Chicoutimi, the balance remaining unpaid of the subsidy granted by the Act 51 Victoria, chapter 3, not exceeding in the whole.... 81,040 00

301. To the Irondale, Bancroft and Ottawa Railway Company, for fifty miles of their railway, from the Victoria branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47 Victoria, chapter 8, and again granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 145,000 00

302. To the Beauharnois Junction Railway Company, for thirty miles of their railway, from Ste. Martine towards St. Anicet, the balance remaining unpaid of the subsidy granted by the Act 50-51 Victoria, chapter 24, not exceeding in the whole..... 3,500 00

303. To the St. Stephen and Milltown Railway Company, for three and a half miles of their railway, from the town of St. Stephen to the town of Milltown, 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..... 11,200 00

304. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the River St. Charles, to or near to Cape Tourmente, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 30,400 00

305. To the Ottawa and Gatineau Valley Railway Company, for sixty-two miles of their railway, from Hull station towards Le Désert, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 89,248 00

306. 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, 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..... 48,000 00

307. To the Nova Scotia Central Railway Company (or to such person or persons or company as in the opinion of the Minister or acting Minister of Justice are entitled to the same) for eighty

miles of their 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 three-fourths mile long to Bridgewater railway wharf, and from a point thirty-three and a half miles from Lunenburg and running to Middleton on the Windsor and Annapolis Railway, of unpaid subsidies granted by the Acts 50-51 Victoria, chapter 24, and 51 Victoria, chapter 3, an amount not exceeding in the whole..... $4,500 00

308. To the Great Northern Railway Company, for eighteen miles of their railway, from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, the balance remaining unpaid of the subsidy granted by the Act 54-55 Victoria, chapter 8, not exceeding in the whole 25,600 00

309. To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific Railway between Joliette and St. Félix de Valois, in lieu of the subsidy granted by the Act 53 Victoria, chap. 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

310. To the Monfort Colonization Railway Company, for twenty-one miles of their three-feet gauge 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, in lieu of the subsidy granted by the Act 55-56 Victoria, chapter 5, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200 00

311. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of St. Michel des Saints, on the river Mattawa, in the province of Quebec, and for fifteen miles of their railway from the north end of the fifteen miles above referred to, towards the parish of St. Michel des Saints on the river Mattawa, in the province of Quebec, in lieu of the subsidies granted by the Acts 52 Victoria, chap. 3, and 53 Victoria, chap. 2, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 96,000 00

312. 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 Northern Pacific Junction Railway, in the province of Ontario, the balance remaining unpaid of the subsidy granted by the Act 52 Victoria, chapter 3, not exceeding in the whole..... 97,600 00

313. To the Jacques Cartier Union Railway Company, for extending and completing their railway, in lieu of the subsidy granted by the Act 50–51 Victoria, chapter 24, a subsidy of..... 20,000 00

314. To the Oshawa Railway Company, for seven miles of their railway, and branches as follows: from Port Oshawa to a point at or near Edmondson's Falls mill site, near Mill Street, in the town of Oshawa (this portion being known as the "Lake" section of the said railway); thence to a point at or near the town hall in the town of Oshawa, and thence to the Oshawa station of the Grand Trunk Railway Company of Canada (this portion being known as the "Town" or "Northern" section of the said railway)—in lieu of the subsidy granted by the Act 54–55 Victoria, chapter 8, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 22,400 00

2. 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.

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. 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 follows:—

(*a.*) The subsidy to the Ontario, Belmont and Ottawa Railway Company, which shall be paid as follows: on the completion of the first section, an instalment proportionate to the value of the said section in comparison with that of the ten miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy on the completion of the second section;

(*b.*) The subsidy to the Oshawa Railway Company, which shall be paid as follows: on the completion of the "Town" or "Northern" section, an instalment proportionate to the value of the said section in comparison with that of the seven miles hereby subsidized, to be established as aforesaid, and the balance of the said subsidy, on the completion of the "Lake" section of the said railway.

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 *via* Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon station on the Canadian Pacific Railway, or from such point on the Manitoba and North-western Railway as aforesaid, to Battleford, in the provisional district of Saskatchewan, about four hundred and fifty miles.
8. To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle, to join the Manitoba and North-western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in each 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 fifty 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, 1890 (*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."

APPENDIX No. 23.

CANAL STATISTICS

FOR SEASON OF NAVIGATION, 1892.

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 Canals	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 the 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 of 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 on 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	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	228,513	16,899	245,932
1891	*295,509	6,805	202,710
1892	†261,954	8,942	201,540

* 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.

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

	Tons.
For 1887	191,760
1888	113,794
1889	94,943
1890	119,208
1891	184,410
1892	291,680

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 tidewater 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.

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.

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		

* Flour and grain only.

The following figures are an abstract of the quantities of vegetable food carried to tidewater by the canals and railways of the state of New York, during twenty-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
1892	937,999	5,913,013	6,851,012	·137

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 steamship "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		

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	1887	4·1
1879	4·7	1888	2·7
1880	5·7	1889	2·5
1881	3·2	1890	1·9
1882	2·5	1891	2·5
1883	3·5	1892	2·2
1884	2·1		
1885	2·0	Average fifteen years.	3·1
1886	3·6		

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 5¾, 5½, 4½, 4¼, 4 cents; in 1891, during May, 3¾, 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.	8,400,685	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 propositions of

raising the banks would be the most feasible of either of the 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	494,155 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.
Christiansand, 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
Port 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

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	1⅝	....	.....	.....	.....	.....	.....	.....	.....
do 30.	2¼	2	.....	2¾	6	.....	.....	.....	.....	.....
May 7.	2	1⅞	.....	3¼	6	.....	3 to 4	2⅝ to 3⅝	5⅞ to 6⅝	5¼ to 6¼
do 14.	2	1⅞	.....	.....	6	.....	2 3	1⅝ 2⅝	4⅝ 5⅝	4⅛ 5⅛
do 21.	2	1⅞	.....	.....	6	.....	2 2⅜	1⅝ 2⅛	4⅝ 5⅛	4⅛ 5⅛
do 28.	1⅞	1½	.....	.....	6	.....	2¼ 2⅜	2¼ 2⅛	5⅛ 5⅛	4⅛ 4⅛
June 4.	1⅞	1¼	.....	.....	.....	4⅜	2¼ 2⅜	2 2¼	4⅛ 4⅞	4⅛ 4⅜
do 11.	1½	1¼	.....	2⅜	.....	4⅜	..... 2¼	 2	..... 4⅛	..... 4¼
do 18.	2	1⅜	3	2⅜	.....	4⅜	..... 2¼	 2	..... 5⅛	..... 4⅛
do 25.	2	1⅜	3	2¾	.....	4	..... 2¼	 2	..... 5⅛	..... 5⅛
July 2.	2	1⅜	3	.....	.....	.....	..... 2¼	 2	..... 5¼	..... 4⅝
do 9.	2	1⅝	3	.....	5	.....	2¼ 2⅜	2 2⅛	5⅛ 5¼	4⅝ 4¾
do 16.	2	1⅜	3½	.....	.....	.....	2⅜ 2⅝	2⅛ 2¼	5¼ 5⅜	4¼ 4⅛
do 23.	2¼	2	3½	.....	5⅝	.....	..... 2⅝	..... 2¼	..... 5⅜	..... 5¼
do 30.	2¼	2	3⅝	.....	5¾	.....	2⅜ 2⅝	2⅜ 2¼	5½ 5⅜	5¼ 5⅜
Aug. 6.	2	1⅝	3⅝	3½	.....	6¼	..... 2⅝	..... 2⅜	..... 5¼	..... 4¾
do 13.	2⅛	2⅛	3¾	.....	.....	6¼	2⅝ 3	2⅜ 2⅝	6 6⅜	5⅝ 5¾
do 20.	2⅛	2¼	4	3⅜	6	.....	3 3½	2⅝ 3	6⅜ 6⅝	5¾ 6⅛
do 27.	2¼	2	3⅜	3½	6	5¾	3 3½	2⅜ 3	6⅛ 6⅝	5⅝ 5¾
Sept. 3.	2⅛	2¼	3⅝	3⅝	6	.....	3 3⅛	2⅜ 3⅛	6⅜ 6¾	5¾ 6¼
do 10.	2⅛	2¼	3¾	.....	6	.....	3½ 4	3⅛ 3⅝	6¾ 7	6¼ 6⅝
do 17.	2⅛	2¼	4	.....	.....	.....	3¾ 4	3⅜ 3½	7¼ 7⅜	6¾ 6⅝
do 24.	2⅛	2¼	4¼	.....	.....	.....	 4	3½ 3⅝	..... 7⅜	..... 6⅝
Oct. 1.	2⅛	2¼	.....	.....	.....	.....	 4	3⅜ 3⅝	..... 7⅛	..... 6¾
do 8.	2⅛	2¼	4¼	.....	.....	.....	4 4⅛	3¾ 4	7⅜ 7⅝	7 7¼
do 15.	2⅛	2¼	4¼	.....	.....	.....	..... 4⅛	 4	..... 7⅝	..... 7¼
do 22.	2⅛	2¼	.....	.....	.....	.....	4⅛ 5¼	4 4⅞	7⅜ 8⅛	7⅛ 8
do 29.	2⅛	2¼	.....	.....	.....	.....	5¼ 6	4⅞ 5⅝	8⅛ 9⅛	8 8¼
Nov. 5.	2⅛	2¼	.....	.....	.....	.....	5 6	4⅝ 5⅝	8⅛ 9⅛	7⅞ 8¼
do 12.	2⅛	2¼	.....	.....	.....	.....	4 5	3¼ 4⅝	7⅝ 8⅝	7⅛ 8
do 19.	2⅛	2¼	.....	.....	.....	.....	 4	3¾ 4⅛	..... 7⅝	7⅛ 8⅛
do 26.	2⅛	2⅛	.....	.....	.....	.....	4 5	..... 4¼	7⅝ 8⅝	..... 8⅛
Dec. 3.	2¼	2⅛	.....	.....	.....	.....	.....	.....	.....	.....

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 during 1892.

1892.	Wheat, bush.	Corn, bush.	1892.	Wheat, bush.	Corn, bush.
	Cts.	Cts.		Cts.	Cts.
April 4	3	2¾	July 27	2	1¾
do 6	2¾	2½	Aug. 1	2 to 2¼	1¾ to 2
do 8	2½	2¼	do 2	2¼	2
do 9	2¼	2	do 5	2½	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	2¼
do 23	1⅜	1½	do 11	2½	2¼
do 26	2	1¾	do 19	2¼	2
do 29	2¼	2	Nov. 2	2⅜ to 2½	2¼
May 5	2	1¾	do 4	2½	2¼
do 21	1¾	1½	do 5	2¾	2½
do 26	1½	1¼	do 11	3	2¾
June 6	1⅜	1⅛	do 12	2¾ to 3	2½
do 11	2	1¾	do 14	2¾	2¼ to 2½
do 30	1⅞ to 2	1¾	do 15	2¾	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 ¼ cent less than corn.

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, 3⅛c.								
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, 3¾c.; 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	3¾	Oct. 1	3½
June 4	2½	do 15	3¾
do 18	2¾	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 1½ 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
1883 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
1884 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
1885 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
1886 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
1887 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, 4·6c.							
1888 Wheat	3·4	2·5	2·5	4·1	3·9	3·7	3·5
1888 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, 3·4c.							
1889 Wheat	4·0	3·8	4·0	4·4	5·0	5·0	5·0
1889 Corn	3·6	3·4	3·6	3·9	4·5	4·5	4·4
Highest rate, wheat, 1889, 5c.; lowest, 3·7c.; average for the season, 4·8c.							
1890 Wheat	3·9	3·8	3·6	3·8	3·9	4·0	3 5
1890 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, 3·8c.							
1891 Wheat	2·8	2·9	2·8	3·8	4·2	4·6	4·0
1891 Corn	2·5	2·6	2·5	3·5	3·8	4·2	3·6
Highest rate, wheat, 1891, 4·¾c.; 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
1892 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.

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	1½
1871	61,319,313	12·6	3·1	1½
1872	58,703,666	13·0	3·1	1½
1873	65,498,955	11·4	3·1	1½
1874	55,660,198	10·0	3·1	1½
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	
1882	51,501,503	5·4	1·0	
1883	65,722,080	4·9	.....	
1884	58,011,800	4·2	.....	
1885	52,671,090	3·8	.....	
1886	75,570,850	5·0	.....	
1887	87,073,570	4·6	.....	
1888	73,977,390	3·4	.....	
1889	* 92,290,550	4·8	.....	
1890	91,994,680	3·8	.....	
1891	135,315,510	3·5	.....	
1892	138,872,560	3·5	.....	

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	2287	2782	4030	3499	5423
do	Provisions	4585	5531	5109	5846	3748	4073	4415	3508	4674	4183	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	4688	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		

THE UNITED STATES IN-TRANSIT TRADE.

(Foreign Commerce, Bureau of Statistics, Washington.)

"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 ended 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	*a*3,842,568	9,634,223	5,932,021	1,146,124,815	76,717,992	1,242,251,619	1·25
North America	64,835,838	65,642,632	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	*a*4,268,818	9,202,553	7,115,038	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 vessels, $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, $48,385,275 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 ended 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, 01	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	Swiftsum (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 hour would probably aggregate 4,500,000 bushels—that is to say, there are facilities for receiving from lake vessels and railroad, 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.

Sgd., 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.

Sgd., 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,
Sgd., 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.

Department of Railways and Canals.

(*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.

Sgd., O. L. SPAULDING,
Assistant Secretary.

No. 1.—TOTAL Values of Merchandise received from British North America for Immediate Transit across United States Territory, for the 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	14,886,663	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	16,369,229	1,825,178	6,174	20,241,079
1887	1,684,730	9,606,175	213,816	.....	11,504,721	1,621,748	19,930,496	635,841	70	22,187,955
1888	1,525,048	6,417,701	372,924	27,134	8,542,817	1,781,028	13,459,169	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 Charleston, Mass	210,922	53,056				Buffalo Creek, N.Y	1,600	1,705	1,885		98,798
Buffalo Creek, N.Y		1,489,295				Champlain, N.Y	42,919	1,300			628
Champlain, N.Y		1,362,690				Detroit, Mich		29,458	350		
Detroit, Mich		29,808				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	1,068	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	4,393,062	19,005,704	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	10,891,698	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	17,633,231	227,232	9,276,169	174,104	2,227,422	1,874,162	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	5,736,904	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	12,081,095	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	37,704,048
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	281,309	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	4,345,878	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	4,853,354	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	17,978,200	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	9,659,256	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	21,334,783	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

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, 1893.

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		228,544,055	134,001,399		279,082,902	121,039,394		507,247,757	255,040,793	762,288,550	66·5
1861		201,164,855	134,106,098		179,972,733	69,372,180		381,516,788	203,478,278	584,995,066	65·2
1862		92,274,100	113,497,629		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	123,525,298	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	630,942,660	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	77,502,133	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	72,856,194	206,439,725	1,450,101,807	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	20,178,666	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	19,299,965	2,849,263	22,149,229
1890	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	29,335,201

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	1,666,000	18,005,130
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	1,666,000	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			98,032	341,125	131,690	51,266		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	1,916,172			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	23,239,689

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.	PORT 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		30,600
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			33,586	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 of merchandise, &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.						
	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.
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	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	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

* Apples, meals, all kinds, pease and potatoes.

on all Canals in the State of New York, during a series of Twenty-two Years.

	Heavy Goods.					
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	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	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	201,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,523,358
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150
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	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
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.
503,860	68,064	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	423,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	543,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,535	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.	Per cent.	Per cent.
1869	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436	.....	.....
1870	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2·05	.....
1871	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67·59	.....
1872	.....	330,032	866,169	41,515	73,572	5,900	88	1,317,276	67·50	.....
1873	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82·10	.....
1874	.....	650,161	459,728	3,192	44,079	112	237	1,157,509	47·18	.....
1875	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29·38	.....
1876	231	377,317	356,064	6,334	24,488	12,205	4,691	783,331	.....	0·39
1877	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55·52	.....
1878	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109·08	.....
1879	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99·07	.....
1880	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162·06	.....
1881	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11·75	.....
1882	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9·96	.....
1883	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51·06	.....
1884	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37·18	.....
1885	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14·36	.....
1886	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72·11	.....
1887	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85·64	.....
1888	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,834	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	16,903	4,362	953,397	21·23	.....
1891	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	27·18	.....
1892	2,485	611,177	141,506	37,570	70,363	3,997	3,472	870,570	10·69	.....

* Apples, meals, all kinds, pease and potatoes.

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.	Per cent.	Per cent.
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	.....	50·89
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	54,381	...	10,598	5,222	93,149	..	65·21
1879.	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52·51
1880.	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49·43
1881.	758	25,352	8,064	62,793	200	14,444	4,027	115,638	.....	56·82
1882.	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52·65
1883.	432	22,634	535	32,557	.....	14,384	1,967	72,507	....	73·00
1884.	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885.	519	6,484	22	45,264	.....	4,613	2,945	59,847	...	77·62
1886.	737	9,579	154	42,261	.....	1,671	4,814	59,216	.....	77·88
1887.	790	675	2	44,580	.....	716	1,370	48,133	.....	82·02
1888.	384	2,206	168	6,237	.....	.....	2,196	11,191	.....	95·82
1889.	473	8,002	8,950	40,096	16	1,405	1,003	59,945	.....	77·61
1890.	545	10,378	10,408	26,639	8	4,635	2,356	54,969	.....	79·47
1891.	292	4,298	1,652	27,418	.....	2,130	3,620	39,410	.....	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 undermentioned 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	124,695	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	4,105,594	918,352	59,847	118,203
1886	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891	1,092,355	367,177	3,565,381	1,000,171	39,410	273,444
1892	937,999	527,426	5,913,013	870,570	18,558	244,550

* Fiscal.

Department of Railways and Canals.

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 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		1,680,976		8,987,558		18,126,215		32,188,100
Timber.....Cub. ft.		437,356		2,107,780				159,647		2,704,783
Staves.....No.				75,000		33,741		301,267		410,008

I.—STATEMENT showing the quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VERSELS.				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 ..... Ft. B.M.		5,921,240		5,167,201		10,274,335		14,290,800		35,653,576
Square timber ..... Cub. ft.		1,141,194		3,395,832						4,537,026
Staves ..... No.		12,255		19,947						32,202
Firewood ..... Cords.		15		566						581

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &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		2,159		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.	Name 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	406				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	34 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				203		
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.	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.
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	....	....
do 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				138		
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 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	Argonaut		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				1405					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
do	16	W. J. Averill		42,787				1,199			355	1,554	14	0	Chicago		do	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	Escanabo	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	25
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	Dewar		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					
1892.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.	From.	To.	cts.	H. M.
Oct. 17	W. A. Haskill		11,959		816		335		816	393	1,544	13 8	Chicago	Ogdensburg.	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			7	15		418			371	
do all other		9	5									
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	7,531	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 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 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.												
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	960	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, vegetable	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 earthenware	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.*

Arttcles.	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 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 taken to Montreal in vessels in which it arrived at Kingston	1,942	"

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 1692.

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	sailing	do	do		62,124
69	do	United States	steam	vessels,	total quantity		87,124
20	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 at 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 collected 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	
Agricultural products, not enumerated, vegetable		7	
do do animal		2	
Agricultural implements		9	
Barley	38	52	
Coal		32,598	4,293
Corn	55,552	9,552	53,707
Cattle		1	
Fish		13	
Flour	9,659		1,715
Furniture	10	17	16
Glass, all kinds		10	1
Hay, pressed			13
Horses		2	6
Hides, horns and hoofs			73
Iron, all other		8	40
Kryolite, and chemical ore, and other ore, except iron		10	
Lard and lard oil		2	7
Meal, all kinds		5	8,170
Meats other than pork		28	4
Marble			1
Nails	1		26
Oats	872		9,874
Oil, in barrels	78	354	255
Pease	433		
Pork	318		
Rye	477		
Salt		364	
Stone, intended for cutting		2,059	15
do wrought	317	190	7
Seeds, all kinds		111	511
Sheep			1
Spirits, beer, &c		11	26
Turpentine	1		
Wheat	84,822	2,549	40,975
All other goods and merchandise not enumerated	37	104	480
Barrels, empty	37	3	1
Firewood, in vessels		930	
Lumber, sawn, 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 pork	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 do pipe	184		
do 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 ten was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O.C. 21st 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 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
Oils, in barrels	4	2	.....
Oil cake	798	.....	.....
Potatoes	.....	.....	1
Pork	1,220	114	21
Rye	1,284	634	.....
Salt	.....	316	.....
Stone, for cutting	.....	6,784	.....
do wrought	.....	11	2
do not suitable for cutting	.....	375	1,681
Seeds, all kinds	3	.....	151
Spirits, beer, &c	20	8	190
Tallow	.....	.....	13
Wheat	70,815	7,241	39,229
Wool	.....	.....	452
Merchandise	193	129	1,591
Barrels, empty	.....	.....	173
Lumber, sawn	6,118	4,669	71,055
Masts, spars, &c	.....	220	.....
Railway ties	.....	852	.....
Saw-logs	.....	.....	158
Staves and headings, barrel	.....	4	.....
do pipe	202	304	.....
do West Indies	68	559	.....
Shingles	.....	.....	51
Split posts, &c	.....	17	.....
Timber, square	9,302	70,579	240
Woodenware, &c	.....	.....	2
Total	292,827	130,584	313,574

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal per Order in Council 18th March, 1889.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity 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	
Whisky 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.

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.
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
Whisky, 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.

U.—Comparative Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the South Side of Lake Ontario.
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.

U.—Comparative Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

RECAPITULATION—*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 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.—*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.
1892.	Tons.	Tons.	Tons.
Barley	.....	.....	6,433
Corn	53,689	7,637	131,232
Oats	.....	.....	36,935
Pease	524	.....	.....
Rye	9,119	273	.....
Wheat	104,281	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 were 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.

Department of Railways and Canals.

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	.....	5,229 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	10,973 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
5,346 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	10,119	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
Bricks	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 55	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 19
Split posts and fence rails, in vessels														
Split posts and fence rails, in raft														
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 frieght	7,750	87,642	9,733	32,583	245,332	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 60
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 earthernware														
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														
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														
Traverses														
Woodenware and wood partly manufactured	2				5				7		7	2 80		2 80
Total freight paying tolls.	484	72,590	867	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		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	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									32		32	0 62		0 62
do all other	32													
Iron ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil														
Meal, all kinds														
Meats, other than pork														
Marble														
Manilla														
Molasses									8		8	0 15		0 15
Nails	8									238	238		47 60	47 60
Oats		238						35		35	35		1 75	1 75
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	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 merchandise not enumerated	874	471						1	874	472	1,346	17 20	12 46	29 66
Bark														
Barrels, empty														
Boat knees										4	4		0 25	0 25
Floats		4												
Firewood, 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 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														
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	1 98	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	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 wood 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																
Kyrolite 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	79	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 49
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
Rossin	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										80	80		2 50	2 50
do pipe		80								104	104		3 90	3 90
do W. India		104												
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	6
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
Whisky 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		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				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—*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	2,001		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
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 61	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.—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	104,281			
Whisky, &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 cheminal 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 10
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 22
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	0 10
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												

Kyrolite 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												
Seed, 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	360	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 Tons.
	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, salt 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	$605.49	
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	87,743					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 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	102	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
Saw-logs	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 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.

SUPPLEMENTARY 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 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.—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 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.—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												
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.	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	93
Oats		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.

Department of Railways and Canals.

STATEMENT OF TRAFFIC

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 80	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, vegeta'le	507	24 76	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	20	3 00	408	74 38		
Turpentine			190	12 75	144	14 40
White lead			158	30 82		
Whiting			275	55 96		
Whisky, 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 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	0 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	451 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	0 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	0 55
.....	.....	.....	.....	.....	.....	.....	.....	1,142	11 42
.....	.....	2,560	62 91	40	0 76	.....	.....	50	0 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, Product 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.		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.	
.....	.....	.....	.....	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	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	555	.....	.....	.....	.....	.....
1	0 02	1,429	118 31	.....	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.
		$ cts.		$ cts.		$ cts.
Agricultural Products.						
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	129	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	28	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, whisky, &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.—*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.
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. Johns				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

There were refunded, Welland Canal tolls, on grain, per O. C., 4th April, 1892, to the amount of $35,140.32, and St. Lawrence tolls to the amount of $4,890.51.

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 CANALS.													
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.		
TRENT VALLEY CANAL.													$ cts.
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.		
													$ cts.
CANADIAN VESSELS.													
Steam and Sail.													
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	2,128,100	2,145,654	4,273,760	45,169 01

SUPPLEMENTARY APPENDIX A—*Concluded.*

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.		
1891.												$ cts.
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
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 Canal	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 Canals	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.

Department of Railways and Canals.

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 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, 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

TRENT VALLEY CANALS (O.C., 25TH JULY, 1888).

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	
Fenelon Falls. to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls. to Lakefield.	Whitlaw's to Hastings.
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
$ 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 03¼
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 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 01¾
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 saved 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, 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 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, 1892)	0 15	0 05	.....	0 05	Westward		.....	.....
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17¾
Stone, unwrought, corded and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37½	0 28	0 24	0 77½
Kryolite, iron ore or chemical ore	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice	0 05	0 05	0 05	.....	.....	.....	.....	.....

of the Dominion—*Continued.*

TRENT VALLEY CANALS.

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 00⅛	0 00⅛	0 00⅛	0 00⅛	0 00½	0 00⅛
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 11	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	1 3/4 7/8
Gypsum and manganese, 6 barrels	1	Saw-logs, standard, 1	
Horses, 2	1	Square timber, 50 cubic feet	1
Lard and tallow, 7 barrels or 22 kegs	1	Telegraph poles, 10 or 40 cubic feet	1
Liquors and spirits, 215 gallons	1	Masts and spars, 40 cubic feet	1
Liquors, all others, 215 gallons	1	Railroad ties, 16 or 50 cubic feet	1
Nuts, 9 barrels	1	All other woodenware, or partly 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	1
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne	1
3. From Dunnville to Port Colborne	1
4. From Thorold to St. Catharines or Port Dalhousie	1
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places	1
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson	2
7. From Port Robinson to Allanburg or Thorold	2
8. From Port Robinson to St. Catharines or Port Dalhousie	2
9. From St. Catharines to Port Dalhousie	1
10. From Dunnville to Maitland	1
11. From Port Robinson through the lock and Chippawa Cut	1
12. From Port Colborne to Port Maitland	1
13. From Chippawa Cut through lock to Port Robinson	1
14. From Colborne, Dunnville, Maitland and Marshville to Thorold	2
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines	2
16. Through the Chippawa Cut only	1
17. Through the Port Robinson Lock only	1
ST. LAWRENCE CANALS.	
Sec. **78.** The navigation is divided into four sections, viz , Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through	1
CHAMBLY CANAL.	
Sec. **79.** Vessels and property passing from Sorel to Chambly, to pay	1
Vessels and property passing from Chambly to St. Johns, to pay	1

Department of Railways and Canals.

OTTAWA CANALS.

Sec. **80.** The navigation is divided into three sections, viz., Grenville, Carillon and Ste. Ann's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANALS.

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, Ste. Anne'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, Ste. Anne'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 then 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 once 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.
Steamboats 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.
Steamboats measuring under 50 tons register, each day of 24 hours	40
All other vessels measuring from 25 to 50 tons register, per day of 24 hours	20
All vessels measuring less than 25 tons register, per day of 24 hours	10
Coal, per chaldron	10
Salt, per 100 minots	15
Iron of all kinds, per ton weight	15
Merchandise as in class No. 6 of the tariff of tolls on Dominion Canals	10

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C. June 8, 1860.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARFS 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.

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 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, line, marble, phosphates, sand, salt	10 do
Coal and coke, grain and seeds of all kinds	7½ do
Special.—Bricks, 10 cents per 1000 ; cordwood, 5 cents per cord ; lumber, 10 cents per 1000 feet, board measure.	
Bullion specie	Free.

Note.

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 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	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 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
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.

Department of Railways and Canals.

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 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 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 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 $\frac{1}{3}$ of Rideau Canal rates.
From Perth to Kingston, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.
From Perth to Ottawa Basin, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.
From Perth to River Ottawa, 3 sections, or full Rideau Canal rates.
A portion of a section to be charged as a whole section.

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.

Department of Railways and Canals.

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 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, 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 on 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 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, Privy Council.

The Honourable
The Minister of Railways and Canals.

Department 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, 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 Canal 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, 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, 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 nmmber of yachts through the canals next season to attend the World's Fair in Chicago, and he suggests 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 Mackinac 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 to 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.