# DOMINION OF CANADA

## ANNUAL REPORT

OF THE

# DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST

## FISCAL YEAR FROM 1st JULY, 1893, TO 30th JUNE, 1894

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

*PRINTED BY ORDER OF PARLIAMENT*

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY
1895

[No. 10—1895.] *Price* 40 *cents.*

# 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, 1893, to the 30th June, 1894.

All of which is respectfully submitted,

JOHN HAGGART,
*Minister of Railways and Canals.*

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# Department of Railways and Canals.

# REPORT

## 1893-94.

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, 1894.

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 for the fiscal year ended on the 30th of June, 1894, 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 will be of interest.

The number of railways in actual operation, including the two Government roads, the Intercolonial and the Prince Edward Island Railways, was 140, some of which, however, are amalgamated or leased, making the total number of controlling companies, 72, irrespective of the Government railways.

* 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 25th of October, 1894, and the General Report contains information on points relating to subsidized lines of railways up to the end of December, 1894.

The number of miles of completed railway was 15,768, an increase of 448 miles, besides 2,017 miles of sidings. The number of miles laid with steel rails was 15,368. The number of miles in operation was 15,627.

The paid-up capital amounted to $887,975,020, an increase of $15,818,545. The gross earnings amounted to $49,552,528, and the working expenses aggregated $35,218,433, leaving the net earnings for the year $14,334,095. The gross earnings showed a reduction of $2,489,869, while the working expenses were less by $1,397,600, the net earnings showing a decrease, compared with the previous year, of $1,092,269. The number of passengers carried was 14,462,498, an increase of 844,471; but the freight traffic fell off to the extent of 1,282,483 tons, the quantity carried being 20,721,116 tons. The total number of miles run by trains was 43,770,029, a reduction of 615,924 miles. The accident return shows that 12 passengers were killed.

## 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, 1894:

| | |
|---|---|
| Intercolonial Railway | $47,551,479 85 |
| (a) Eastern Extension Railway (to 1891, inclusive) | 1,324,042 81 |
| (a) Oxford and New Glasgow Railway | 1,945,497 69 |
| (a) Montreal and European Short Line Railway (to 1891, inclusive) | 333,942 72 |
| (a) Cape Breton Railway | 3,859,884 54 |
| (b) Carleton Branch Railway (to 1888, inclusive) | 88,410 48 |
| Prince Edward Island Railway | 3,750,565 38 |
| Canadian Pacific Railway—Works built by the Government and transferred to the Canadian Pacific Railway Company, including payments made under award for works in B.C.; also land purchases | 30,964,954 01 |
| Canadian Pacific Railway—Other expenditure on surveys, explorations, telegraph lines, Dawson Route, Fort Frances Lock, &c | 6,639,581 43 |
| Annapolis and Digby Railway | 618,655 25 |
| | $97,077,014 16 |

### 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 | 11,363,187 44 |
| | $136,465,451 60 |

The expenditure for each year is shown in Appendices 1, 2 and 3.

(a) Now included in the Intercolonial Railway system, under the Act 54-55 Vic., ch. 50 (1891).
(b) Against this is to be credited the sum of $40,000, paid in March, 1893, by the Corporation of St. John, to whom this road was transferred.
(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.

This amount does not include the annual subsidy of $186,600 payable for twenty years, dating from the 30th of June, 1889, to the Atlantic and North-west Railway Company; nor the annual payment of $119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 granted by 47 Vic., ch. 8 (1884), for the line between Ottawa and Quebec. 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):—

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 Edmunston | 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 con-

ditions 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, 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."*

* The date of the company's contract.

For the determination of the questions covered by the foregoing, a special arbitration was authorized by an Order in Council of the 5th of January, 1888. The arbitrators duly made their award, dated the 6th of July, 1891, 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 was $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 remained still to be dealt with two claims in respect of steel rails.

As to these, however, the arbitrators, after hearing evidence, considered that they were 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 them 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 have been dealt with, accordingly, during the past fiscal year, and the sum of $92,471.75, covering both claims, has been refunded to the company.

The total value of the work so executed from the date of the award up to the 31st of August, 1894, as returned by the Government officer in charge, is $289,672.26, making the total expenditure under the award $492,347.46, and leaving the sum of $86,907.74, still to be expended.

It should be noted that for the year ended on the 30th June, 1894, the company had under traffic, in Canada, 6,094 miles of railway, including annual grant in new leased lines, and that its gross earnings were $19,357,098.05 (as against 5,782 miles of railway and receipts $20,795,304.66 the previous year). The total expenditure for working expenses was $12,447,808.03, making the net earnings $6,909,290.02. These figures, which apply only to the traffic in Canada, are taken from the sworn statement of the company, furnished in accordance with the Railway Act. (See Railway Statistics, App. 15.)

## GOVERNMENT RAILWAYS IN OPERATION

The several lines maintained by the Government during the past fiscal year ended the 30th June, 1894, were:—

| | | 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 1893-94, show the following as the financial position of these roads for the fiscal year.

The Intercolonial Railway system comprised 1,142 miles in operation. Its earnings amounted to $2,987,510.27 and the working expenses aggregated $2,981,671.98, leaving a profit of $5,838.29.

The Windsor Branch is maintained, but not operated, by the Government, which takes one-third of the entire receipts. Its length is 32 miles. The Government earnings amounted to $32,975.47, and the expenditure on maintenance was $17,645.09, leaving the profit $15,330.38.

The Prince Edward Island Railway is 211 miles long. Its earnings amounted to $158,533.83, and the working expenses were $226,891.06; the loss on the year's operation being $68,357.23. Deducting the profit made on the Intercolonial and the Windsor Branch from the loss on the Prince Edward Island Railway, the net loss was $47,188.56.

The gross earnings of all the Government roads for the past fiscal year compared with those of the preceding year show a decrease of $83,486.05, and the gross working expenses a reduction of $62,421.49.

## 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 is 1,142 miles, to which is to be added for freight branches 12½ miles, making a total of 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 there was an addition of $437,515.79 to the Capital Account expenditure, making the total expenditure chargeable to " Capital," on the whole road as amalgamated under the Act 54-55 Vic., ch. 50 (1891), up to the 30th of June 1894, $54,680,904.89.

The additions made during the year included $30,821.01 for the extension along the city front at St. John, which is now completed ; $11,251.13, for fitting the automatic air brake to freight cars ; $33,349.19 for the St. Charles Branch, in settlement of land claims ; $22,244.47 for the purchase of locomotives ; $63,463.03 for the train ferry between Cape Breton and the mainland ; $112,382.75 for the Oxford and New Glasgow Railway, and $158,770.61 for the Cape Breton Railway. These last two items were in settlement of land claims and of balances due to contractors for construction.

REVENUE ACCOUNT.

The gross earnings for the year amounted to $2,987,510.27. The expenditure was $2,981,671.98, making the excess of earnings over expenditure $5,838.29.

The expenditure was less than that of the previous year by $63,645.52. Compared with the previous year the passenger traffic produced $958,915.13, a decrease of $43,997.61; the freight traffic amounted to $1,834,126.34, a decrease of $34,697.50, and the mails and sundries produced $194,468.80, an increase of $706.29; total decrease, $77,988.82.

The value of stores, including fuel and steel rails, on hand at the end of the fiscal year was $684,584.87.

The cost per mile of railway was $2,610.92 against $2,666.65 the previous year, and the cost per mile run by trains was 70·94 cents against 69·20 cents.

GENERAL OBSERVATIONS.

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

The number of passengers carried was 1,301,662. The through passenger business shows a decrease of 19,016, but the local increased to the extent of 27,200, making a total increase of 8,184. The freight traffic amounted to 1,342,710 tons, a decrease of 45,370 tons: the through freight increased by 19,144 tons, but the local freight fell off to the extent of 64,514 tons. Of flour there were carried 944,967 barrels, an increase of 88,054. Of grain there were carried 1,304,684 bushels, a decrease of 209,935; of this quantity only 8,026 bushels were for shipment at Halifax. Lumber showed an increase of 19,296,396 feet, the total quantity carried being 200,507,949 feet. There was a decrease of 14,166 in the number of live stock, 79,203 having been conveyed. The carriage of coal from the Nova Scotia collieries showed a decrease of 64,605 tons, the quantity carried being 478,691 tons, of which 120,301 tons were for points west of the railway. Of raw sugar 6,775 tons were carried, a decrease of 3,362 tons; none of this went west of the railway. Of refined sugar a total of 33,581 tons were carried, an increase of 11,958 tons. Of fresh fish there were 6,375 tons, a decrease of 523 tons; the local trade having fallen off, while the through western trade increased. Of salt fish 7,697 tons, an increase of 448 tons, were carried, the increase being due to local trade along the line.

The work of further applying the automatic air brake to freight cars and of heating passenger cars with steam derived direct from the locomotive has during the past year been continued, and there are now 957 freight cars on the road so fitted.

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

The whole road and the rolling stock have been efficiently maintained.

In contrast with the two preceding winters, the snowfall was heavy, and the expense of dealing with it considerable, $68,000 being expended in this direction.

The train ferry service for both passengers and freight across the Strait of Canso between Mulgrave and Point Tupper has been satisfactorily conducted, double track transfer bridges having been built at the heads of the docks on both sides, which are available at all stages of the tide.

# Department of Railways and Canals.

Various statistical and comparative tables and other detailed information will be found in the appended reports of the Chief Engineer of the department, and of the General Manager and other officers of the Intercolonial Railway. (*See* Appendices 4 and 5.)

## 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 operated this line for 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 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 gross earnings of the Government, (one-third of gross receipts) amounted to $32,975.47, a decrease of $1,340.64. The expenses of maintenance amounted to $17,645.09, an increase of $755.14, leaving the total profit to the government $15,330.38.

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

## 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 1893-94, was $618,655.25.

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 17th of January, 1894, an Order in Council was passed authorizing the transfer of this section of road to the Western Counties Railway Company, and on the 1st of February, 1894, the said section of railway was, by deed, conveyed to the company, they having, by a deed dated the 17th of January, 1894, released all claims against the Government.

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

## PRINCE EDWARD ISLAND RAILWAY.

### Length of Line.

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

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

### Capital Account.

The total cost of the road and equipment chargeable to capital account at the close of the fiscal year 1892-93, was $3,750,565.38. There was no addition during the fiscal year 1893-94.

### Revenue Account.

On revenue account the gross earnings amounted to $158,533.83, and the expenditure to $226,891.06, the over expenditure being $68,357.23.

Compared with the previous year, the gross earnings show a total decrease of $4,156.59. The railway carried 123,727 passengers, a decrease of 8,384, producing $64,159.60; 53,577 tons of freight, a decrease of 3,141 tons, producing $74,942.83, and the earnings from mails and sundries amounted to $19,431.40.

Compared with the previous year, the expenditure was greater by the sum of $468.89.

The cost per mile run by trains was 96·92 cents, a reduction of 1·43 cent; and per mile of railway $1,080.43, an increase of $2.25.

The train mileage was 234,093 miles, an increase of 3,886.

The winter was a severe one, and the cost of clearing snow and ice was greater by $8,413.29, than the cost in the previous year.

The value of stores on hand at the close of the fiscal year was $102,778.74.

The road, with its buildings and rolling stock has been maintained in good condition.

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.

# Department of Railways and Canals.

## GOVERNMENT ACTION AS TO SUBSIDIZED LINES.

NOTE.—The numbers within brackets after the title of the company refer to the lists of railways subsidized by Parliament. Appendix 9, p. 187.

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, 1894.

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 |
| do | 1893-94 | do | 1894 | 1,043,285 10 |
| | | | | $11,363,187 44 |
| Add to the above for the six months that have elapsed since, namely, from the 30th of June, 1894, to the 31st December, 1894..... | | | | 509,705 00 |
| Total payments to the 31st December, 1894..... | | | | $11,872,892 44 |

The subsidy for the main line of 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, 1894 (with the above exceptions), is 71.

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, 1893.

A tabulated statement of payments will be found in Appendix 3, page 28, and a list of subsidy agreements entered into during the fiscal year in Appendix 13, page 248.

The several subsidy acts passed in each year from 1882 will be found in Appendix 9, page 187.

**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 Quebec 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.

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 total subsidy for this road, covering the first 70 miles, was $620,000.

Up to the close of the fiscal year 1889-90, payment had been made aggregating $524,175. During the past fiscal year, there has been paid the balance $95,825, covering the 70 miles subsidized and completed. Further work has been done on the remainder of the road for which no subsidy is payable.

**Beauharnois Junction Railway Company.**

(See Nos. 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. Apicet, 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.)

**Boston and Nova Scotia Coal Company.**

(Nos. 251 and 356.)

This company was incorporated by the Acts of the province of Nova Scotia, 56 Vic., ch. 147 (1893), with general powers for railway purchase or construction.

By the Dominion Subsidy Act, 57-58 Vic., ch. 4, 1894, a subsidy to this company limited to $113,600 (in lieu of one previously granted in 1892) was authorized for the construction of $35\frac{1}{2}$ miles of railway from a point on the Cape Breton Railway at or near Orangedale to Broad Cove, on the western side of the Island, and under date the 16th of November, 1894, a contract was entered into with the company for the work subsidized, the date for completion being fixed as the 1st August, 1896.

No payments have been made up to the 31st of December, 1894.

**Brockville, Westport and Sault Ste. Marie Railway Company.**

(See Nos. 48, 181, 193, 240, 267 and 316.)

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, and were further revoted by the Act 57-58 Vic., ch. 4 (1894), the amount not to exceed $88,800.

Up to the close of the fiscal year, 1891-92, payment had been made to the extent of $105,200. Nothing further has been paid up to the 31st of December, 1894.

**Brantford, Waterloo and Lake Erie Railway Company.**

(See Nos. 104 and 318).

By the Act 50-51 Vic., ch. 24 (1887), 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.

By the Subsidy Act of 1894, 57-58 Vic., ch. 4, the unpaid balance of the previous subsidy, not exceeding $4,790, was revoted. No further payments have, however, been made up to the 31st of December, 1894.

**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, a 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. Up to the close of the fiscal year 1890–91, there was paid the sum of $67,020.

By the subsidy Act of 1892, 55-56 Vic., ch. 5, the unpaid balance of the foregoing subsidies was revoted, namely, $35,380, and a contract dated the 3rd of January, 1894, was entered into with the company for the completion of the work thereunder.

During the past fiscal year the sum of $34,580 has been paid, making the total payments $101,600, covering the road as completed, the entire distance being 31 $\frac{75}{100}$ miles.

**Canada Atlantic Railway Company.**

(See Annual Report for 1888-89.)

**Canada Eastern Railway Company.**

Formerly the Northern and Western Railway Company of New Brunswick, for which see Annual Report of 1889-90.

(See Nos. 350 and 370).

This company was originally incorporated by a Provincial Act in 1872, under the name of the Northern and Western Railway Company of New Brunswick.

The railway was declared to be a work for the general advantage of Canada by the Dominion Act, 53 Vic., ch. 74 (1890) and the name was changed as above.

Under its previous name the company received subsidy to the extent of $312,000 for the construction of a line of railway from Chatham to Gibson, opposite Fredericton.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894) the grant of assistance, limited to $32,000, was authorized for two extensions, one 6 miles in length from Chatham to Black Brook, the other a branch to Nelson, 4 miles. A contract was entered into with the company on the 10th of November, for the construction of both works, to be completed by the 31st of October, 1896.

Also by the same Act, a subsidy of $3,200 was authorized for one mile of railway from the western end of the line, to connect with the Canadian Pacific Railway.

The works contemplated by these three subsidies have all been completed and inspected, but no payments were made up to the 31st of December, 1894.

**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 Canadian Pacific Railway 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. No payments were made during the fiscal year, but since that date and up to the 31st of December, 1894, the sum of $28,000, covering the first 10 miles from Revelstoke, has been paid.

**Cape Breton Railway Extension Company.**

(See No. 366.)

This company was incorporated by the Provincial Act of 1890, ch. 72, with powers for the construction of a line of railway from the Gut of Canso to Sydney or Louisburg, with branches to any other railway.

By the Subsidy Act 57-58 Vic., ch. 4 (1894), assistance was authorized to the extent of $96,000 for 30 miles of the company's railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, and on the 21st of September, 1894, a contract was entered into with them for the work, the date for completion being fixed as the 1st of October, 1895.

No portion of the subsidy has been paid up to the 31st of December, 1894.

**Caraquet Railway Company.**

(See Annual Report of 1888-89.)

**Central Railway Company of New Brunswick.**

(See Nos. 40, 143, 156, 205 and 353.)

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 the 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 has been executed, but the contract obligations had not been carried out, and no portion of the subsidy was paid. The subsidy lapsed, but was revived by the Subsidy Act, 52 Vic., ch. 3 (1889).

On the 1st of December, 1890, a new contract was made with the company for his 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 Counell 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.

By the Subsidy Act of 1894, 57-58 Vic., ch. 4, the grant of a subsidy, not exceeding $48,000, to this company was authorized for 15 miles of their railway from Chipman station to the Newcastle coal field.

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, 1894.

**Chatham Branch Railway Company.**

(No. 149)

By the Subsidy Act of 1888, 51 Vic., ch. 3, certain used iron rails of the Intercolonial Railway, loaned to the company, were treated as a subsidy, their value being set

down at $24,439.84, the condition attached was that the company should first lay the road with new steel rails. This condition having been fulfilled, these rails were granted as subsidy in the fiscal year 1891-92.

**Chignecto Marine Transport Company.**

(See No. 5.)

On the 3rd of February, 1882, this company (which received incorporation the same year, by Act 55 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 Tignish 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 clause 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, was promised, provided that the works were actually in progress, and that satisfactory evidence was given that the capital necessary for completion had been obtained. This evidence, however, was not produced, and no action was taken.

**Cobourg, Northumberland and Pacific Railway Company.**

(See Nos. 201, 249 and 275).

This company was incorporated by the Act 52 Vic., ch. 62 (1889), for the construction of a line of railway from Cobourg Harbour to the River Trent, the Ontario and Quebec Railway, and to the mining regions of Marmora and Belmont.

By subsequent legislation in 1891, 1892 and 1894, the company's charter has been revived, and powers given for extension to the mineral lands of the county of Hastings, and for leasing the same to the Canadian Pacific Railway Company; the time for completion being extended to the 9th of July, 1898.

By the Subsidy Act of 1890, assistance to the extent of $96,000 was authorized for 30 miles of the company's railway from Cobourg to the Ontario and Quebec Railway, and by the Subsidy Act of 1892, an additional subsidy of $60,800 was authorized for 19 miles. By the same act the subsidy voted in 1890, was revoted.

A contract for the construction of the 49 miles subsidized was entered into with the company on the 16th of June, 1894, the date for completion being fixed as the 1st of August, 1896.

By an Order in Council of the 28th of December, 1894, approval has been given to an agreement between the company and the Canadian Pacific Railway Company, dated the 30th of June, 1894, for the lease of the road to the latter company, when completed, for a term of 999 years.

No payments have been made up to the 31st of December, 1894.

**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, 1894.

**Dominion Atlantic Railway Company.**

(See Western Counties Railway Company.)

**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.

On the 26th of January, 1894, a contract was entered into with the above company for the work from Bridgeport to Louisburg Harbour. The first 10 miles section from Bridgeport has been completed, but no payment on subsidy account has been made up to the 31st of December, 1894.

**Drummond County Railway Company.**

(See Nos. 99, 175, 214 and 339.)

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.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), authority was given for the grant of a subsidy to this company for 30 miles of railway from St. Leonard westerly towards a junction with the Intercolonial at Chaudiere Junction; the limit being fixed at $96,000, and a contract for the work was made with the company on the 14th of November, 1894.

Up to the close of the fiscal year 1892-93, there had been paid to the company the sum of $195,840. No further payments have been made up to the 31st of December, 1894.

**Elgin, Petitcodiac and Havelock Railway Company.**

(See Annual Reports for 1885-86 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.)

**Grand Trunk, Georgian Bay and Lake Erie Railway Company.**

(Nos. 178 and 306.)

This company was incorporated by the Act of the province of Ontario, 44 Vic., ch. 69 (1881), as being composed of certain amalgamated roads, powers being given for extension to Owen Sound.

By the Dominion Act, 50-51 Vic., ch. 66 (1887), the company received additional powers of amalgamation.

By the Act 56 Vic., ch. 49, it obtained powers to build a branch line from a point on the main line between Invernay and Wiarton, into the town of Owen Sound; the time for completion being fixed as the 1st of July, 1895.

By the Subsidy Act, 56 Vic., ch. 2 (1893), in lieu a previous subsidy authorized in 1889, assistance to this company was voted to the extent of $48,000 for 15 miles of their railway from some point between Tara and Hepworth to Owen Sound, and on the 26th of February, 1894, a contract was entered into with the Grand Trunk Railway Company of Canada, with which the company has been amalgamated under the powers conferred by the Dominion Act, 56 Vic., ch. 47 (1893), for the construction of this branch, namely from Parkhead Station to Owen Sound.

No payments were made during the fiscal year, but the road being subsequently completed and inspected, the full amount of subsidy applicable for the actual distance $12\frac{42}{100}$ miles, $39,744, has since been paid.

**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 $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, 1894. The total amount paid the company being $40,345.

**Great Northern Railway Company.**

(See Nos. 33, 37, 72, 79, 154, 215, 231, 308, 309 and 371.)

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 was authorized, limited to $48,000 for a line from at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, fifteen miles.

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, and a new contract for this work was entered into with the company on the 16th of June, 1894.

Also, by the same Act, the subsidy not exceeding $48,000 granted to the company for 15 miles of their railway from Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, by 53 Vic., ch. 2, was revoted, and a contract for this work was entered into with them on the 16th of June, 1894.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the grant to this company of a subsidy limited to $96,000, was authorized for 30 miles of railway from a junction with the Lower Laurentian Railway near St. Tite, westwards, in lieu of a subsidy previously granted to the Maskinongé and Nipissing Railway Company.

No payments have been made during the past fiscal year, but subsequently there was paid the sum of $32,000 for a ten mile section between the 18th and 28th mile from St. Jérôme, making the total payments to this company $110,688 up to the 31st of December, 1894.

**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.)

**Inverness and Richmond Railway Company.**

(No. 357.)

This company was incorporated by the Act of the province of Nova Scotia, 50 Vic., ch. 60 (1887), with powers for the construction of a line of railway between Hawkesbury and a point in the district of Margaree. By the Act of 1888, ch. 79, the location of the line was authorized as from Port Hawkesbury, through Port Hastings, Judique, Port Hood, Mabou and Margaree, to a point at Eastern Harbour, Chéticamp.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), assistance to the extent of $80,000 was authorized for 25 miles of railway from Port Hawkesbury towards Chéticamp, and the above company was admitted to contract for the work on the 23rd of November, 1894, the time for completion being fixed at the first of December, 1896.

No payments have yet been made.

**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.

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 $32,000 was paid, making the total payments up to the 31st of December, 1894, $64,000, covering the construction of the first 30 miles.

**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 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; the road to be completed by the 1st of December, 1894.

During the past fiscal year the sum of $220,331 has been paid, the road being completed.

**L'Assumption 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, 282 and 324.)

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 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.

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.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the subsidies previously granted were revised, balances unpaid were revoted, and additional subsidy was granted; the whole of the subsidies not to exceed $274,940. Under date the 12th of September, 1894, a new contract was entered into with the company for the work, embracing the distance between Mattawa and Lake Kippewa.

By a separate contract, dated the 1st of June, 1894, the company undertook to build a truss bridge over the River Ottawa, at Mattawa.

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 was made during the fiscal year now past, but since that date payments have been made to the extent of $148,864, making the total payments $201,624, up to the 31st of December, 1894.

**Lotbinière and Megantic Railway Company.**

(See No. 253 and 338.)

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 toward Glen Lloyd.

On the 17th July, 1893, a contract was entered into with the company for the work so subsidized, for which was substituted one dated the 27th of February, 1894, covering the distance from St. Jean Deschaillons to Lyster Station on the Grand Trunk Railway.

By the Subsidy Act 57-58 Vic., ch. 4 (1894), a subsidy for a further distance of 15 miles was authorized, the limit being $48,000.

A contract was entered into with the company on the 19th of November, 1894, covering the distance from Lyster Station to Lyster, 2½ miles, and 12½ miles from the end of the 15 miles built.

During the fiscal year the sum of $35,200 was paid; no further payments have been made up to the 31st of December, 1894, but an additional 12 miles have been completed and inspected.

**Montfort Colonization Railway Company.**

(See No. 245, 310 and 373.)

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. Jérome 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, specifying the gauge as "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.

During the past fiscal year the sum of $35,200 has been paid for the first ten miles section and the balance of the 21 miles has been completed and inspected, but no further payment has been made up to the 31st of December, 1894.

**Montreal and Champlain Junction Railway Company.**

(See Annual Report for 1892-93.)

**Montreal and Lake Maskinongé Railway Company.**

(See Annual Report for 1890-91.)

**Montreal and Sorel Railway Company.**

(See Annual Report for 1892-93.)

**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 $119,486, making the total amount paid to this company $361,270, the whole amount of their subsidy.

**Montreal and Ottawa Railway Company.**

(Formerly the Vaudreuil and Prescott Railway Company.)

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

(See Nos. 97, 186, 237 and 320.)

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 the 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.

By the Subsidy Act, 57-58 Vic. ch. 4 (1894) the unpaid balances of subsidies granted in 1887 and 1890 were revoted.

During the past fiscal year the sum of $23,640 was paid, making the total $73,600 up to the 31st of December, 1894. 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 of 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 (to Lake Sydenham) 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 Sydemham in November, 1893. During the last fiscal year there has been paid the sum of $13,932.80, making the total payments up to the 31st of December, 1894, $208,732.80.

**Nakusp and Slocan Railway Company.**

(See No. 362.)

This company was incorporated by the Dominion Act, 56 Vic., ch. 56 (1893), with powers to construct a railway from a point at or near Nakusp, in British Columbia, to

a point at or near the forks of Carpenter Creek, in the district of West Kootenay, the gauge to be either the standard gauge (4 feet 8½ inches) or a narrow gauge not less than 3 feet; also to run vessels on the lakes and rivers of the province, in connection with their railway. Powers were further conferred for the conveyance or lease of the road to the Canadian Pacific Railway Company.

By the Railway Subsidy Act, 57-58 Vic., ch. 4 (1894), the grant of assistance to the extent of $121,600 was authorized for the said railway, estimated at 38 miles, and on the 23rd of October, 1894, a contract was made with the company for the work, the date for completion being fixed on the 1st of August, 1895, the standard gauge to be adopted.

The whole road has been completed, and in December was inspected, the actual distance being 36·80 miles, and the amount of subsidy applicable being consequently $117,760. Payment of this amount has been authorized by an Order in Council of the 28th of that month, but it was not paid at its close.

The road has been leased to the Canadian Pacific Railway Company for 25 years, under an agreement dated the 9th of August, 1893, approved by an Order in Council of the 18th of July.

**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 12½ miles of railway from Eureka Junction on the Intercolonial Railway, to a point at or near Sunnybrae, including a branch line to the charcoal iron furnace at Bridgeville, was authorized, the limit of aid being $40,000.

Under date the 23rd of November, 1892, the company were admitted to contract for this work.

During the fiscal year there was paid $5,454.16, making the total payments up to the 31st of December, 1894, $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 nor exceeding $108,800. Under an Order in Council of the 16th of September, 1887, the company were admitted to contract on the 17th of October, 1887, the 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 ¾ 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, 39½ miles, starting from a point 33½ miles from Lunenburg, and running to Middleton, on the Windsor and Annapolis Railway; the work to be completed by the 31st of December, 1890.

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 73½ miles. Authority for payment of the said balance of $4,500 has been given by an Order in Council dated the 2nd of July, 1894, but no further payment has been made up to the 31st of December, 1894.

**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 for the subsidy, a contract, dated the 12th of January, 1894, has been entered into with them for the work of building a line from Sand Point towards New Germany, and approval has been given by an Order in Council dated the 25th of August, 1894, to the location of the railway for the whole distance, 75 miles.

No payment has been made up to the 31st of December, 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, Manotick and Franktown, the road to be completed by the first of July, 1888. This subsidy lapsed on the 1st of July, 1888.

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

By the Act 52 Vic., chap. 3 (1889), a subsidy not exceeding $172,400 was authorized to this company for a line from Cornwall to Ottawa, but no contract 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, 1894.

**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 1894.

**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 was 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 during the last fiscal year, the subsidy applicable thereto, $52,800, was paid, making the total payments to this company $84,800, the whole amount applicable.

**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. 35, 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, for which was substituted a contract dated the 20th of September, 1894.

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

The sections between Ottawa and Renfrew, were opened for traffic in September and December, 1893.

During the past fiscal year, payments have been made to the extent of $101,120, and subsequently the further sum of $129,280, making the total payments to the company $230,400, up to the 31st of December, 1894. The distance covered thereby is to the end of the ten miles section west from Barry's Bay, or a total of 62 miles west from Renfrew. On that date the inspection was made of a further length of 20 miles.

**Ottawa and Gatineau Valley Railway Company.**

*Name changed to the* **Ottawa and Gatineau Railway Company** by the Act 57-58 Vic., ch. 87, which consolidated and amended acts relating to the Company.

(See Nos. 8, 26, 58, 151, 305 and 349.)

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, 1883, the unpaid balance, $89,248, was revoted.

By the Subsidy Act, 57-58 Vic., ch. 6. (1894), authority was given for subsidizing to the extent of $64,000, a further distance of 20 miles from the end of the 62 miles already subsidized, but no contract has yet been made for the work.

During the past fiscal year, there has been paid to the company the sum of $53,376, making the total payments up to the 31st of December, 1894, $284,128.

**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, to the extent of $22,400, was authorized for seven miles of this company's railway, extending from Port Oshawa towards Raglan; they were admitted to contract on the 20th of 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.

Entry into contract accordingly has been authorized, but no contract has yet been signed.

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, 1894.

**Parry Sound Colonization Railway Company.**

(See Nos. 153, 312, 342.)

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.

By the Act 57-58 Vic., ch. 4 (1894), the grant of a further subsidy, limited to $64,000, was authorized, for 20 miles of this company's railway east from Parry Sound.

During the past fiscal year no payments were made, but subsequently there was paid the sum of $68,780, making the total payments up to the 31st of December, 1894, $128,000, covering 40 miles of railway built.

**Philipsburg Junction Railway and Quarry Company.**

(See Nos. 255 and 322.)

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, $6\frac{7}{10}$ 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.

By the Subsidy Act, 57-58, Vic., ch. 4 (1894), a subsidy, in part a revote, was authorized for the small difference in length and for a short branch, in all, $2,912.

During the fiscal year, $18,688 was paid, covering the distance, 584 miles, from Stanbridge Station on the Central Vermont Railway to Philipsburg, and subsequently the further sum of $2,912, making a total of $21,600, the full amount of the subsidy.

**Port Arthur, Duluth and Western Railway Company.**

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

(See Annual Report of 1892-93.)

**Pontiac and Renfrew Railway Company.**

(See Annual Report of 1889-90.)

**Pontiac Pacific Junction Railway Company.**

(See Nos. 25, 137, 211, 329, 330 and 331.)

This company was incorporated by the Dominion Act, 43 Vic., ch. 55 (1880), with powers to construct a railway from a point on the line of the Quebec, Montreal, Ottawa and Occidental Railway, at or near Hull or Aylmer, to a point in the county of Pontiac, suitable for crossing the River Ottawa, thence to Pembroke to connect with the Canada Central Railway.

The Act 45 Vic., ch. 69, gave authority for the construction of a bridge across the River Ottawa.

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, Quebec, to Pembroke, crossing the River Ottawa at a point "not east of Lapasse"; the first twenty seven miles to be completed by the 1st of September, 1885, (extended to the 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.

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; and by the special Act of 1892, ch. 56, the time for the commencement of the bridge over the River Ottawa, at or near Ottawa, was extended for 2 years, and its completion for 5 years, from the 9th of July, 1892. The time for the completion of the line to Pembroke was also extended for 4 years from that date.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the subsidies voted in 1888 were revoted, subject to the condition that the entire work subsidized on this railway should be completed within four years. The time for completion is thus extended to the 23rd of July, 1898.

By the same Act the unpaid balance of the subsidy voted by ch. 8 of the Act of 1884, less $24,000 for the 7½ miles from Hull to Aylmer, was revoted, namely $73,172.

By the same Act the sum of $24,000, voted for the road from Hull to Aylmer in 1890, was in effect revoted.

The road is open from Ottawa to Waltham, 70 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 during the fiscal year, but subsequently the sum of $18,750 has been paid, making a total of $193,578.

**Quebec Central Railway Company.**

(See Nos. 22, 142, 219 and 321.)

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.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), authority was given for the payment of the subsidy granted by the Act of 1890, as a cash subsidy, at the present worth $288,000; payment to be made on completion, inspection, and acceptance of the railway. An Order in Council of the 16th of June, 1894, has authorized this mode of settlement of subsidy, but nothing can be paid until an inspection, to be made on completion of the above road, has shown it to be in a satisfactory condition.

It is understood that the first 40 miles have been completed.

There has been no further payment beyond the $60,342 made in 1885-86, up to the 31st of December, 1894.

**Quebec and Lake St. John Railway Company.**

(See Nos. 2, 14, 40, 82, 126, 140, 177, 220, 232, 300 and 347.)

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 of 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.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), a subsidy was voted to this company for 2 miles of their Chicoutimi branch to deep water at Chicoutimi, also for a further distance of 12 miles from the 52nd mile of that branch to Ha! Ha! Bay, in all $44,800.

During the past fiscal year there has been paid the sum of $81,600, making the total payments to the company up to 31st of December, 1894, $1,002,999.50, covering the main line and 50 miles of the Chicoutimi Branch.

**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, Quebec.

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, 1894, but the balance of the 30 miles subsidized has been completed, and was inspected in November.

**Shuswap and Okanagan Railway Company.**

(See No. 167.)

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

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

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

The contract 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 the sum of $640 was paid to the company, and subsequently the further sum of $300, making the total payments up to the 31st of December, 1894, $163,200, the full amount of the subsidy.

This road is leased to the Canadian Pacific Railway for a term of 25 years, under an agreement confirmed by the Act 54-55 Vic., ch. 72 (1891).

**South Norfolk Railway Company.**

(See Annual Report of 1888-89.)

**St. Catharines and Niagara Central Railway Company.**

(See Nos. 96, 176, 190, 265 and 319.)

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 50-51 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.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the grant of a subsidy to this company for 34 miles of their railway from St. Catharines to Hamilton was authorized, the amount not to exceed $108,800.

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, making a total of $38,400 paid to this company. No further payments have been made up to the 31st of December, 1894.

**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 of 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 December, 1894, 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, 1894.

**St. Lawrence and Adirondack Railway Company.**

(See Nos. 218 and 293.)

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

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

In December, 1891, the road was inspected and reported as complete—the actual distance being 12·58 miles. During the past fiscal year there has been paid to the company the sum of $40,256, being the amount applicable to the actual distance of the road.

By the Subsidy Act, 55-56 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 $297.60 as the balance due, making the total payments $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 Montreal and Champlain Junction Railway at Huntingdon.

**St. Lawrence, Lower Laurentian and Saguenay Railway Company.**

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

(See 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 Annual Report for 1892-93.)

**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, $3\frac{1}{4}$ 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 into with the company for this work; the date for completion being fixed as the 1st of August, 1896.

During the past fiscal year the sum of $14,000 was paid, making the total up to the 31st of December, 1894, $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 to 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, and the opening of the whole road, 27·88 miles for traffic was sanctioned in November, 1893.

During the past fiscal year there was paid the sum of $19,341.54, making the total payments to the company up to the 31st of December, 1894, $134,016, the whole amount applicable.

**Toronto, Grey and Bruce Railway Company.**

(See Annual Report for 1887-88.)

**United Counties Railway Company.**

(See No. 297 and 344.)

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.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), a subsidy limited to $102,400 was authorized for a further distance of 32 miles, and on the 23rd of October, 1894 a contract was made with the company for the work, covering the whole distance from St. Hyacinthe to Sorel.

During the fiscal year, the sum of $88,973 was paid, and subsequently a further sum of $41,075, making the total payments $130,048.

**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.)*

*(Name further changed to* **"The Dominion Atlantic Railway Company"** *by 57-58 Vic., ch. 69.)*

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 confirm-

ation, 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.

On the 17th of January, 1894, the company executed a deed of release to the Government in respect of all claims, and on the 1st of February, letters patent were issued, vesting the said section of railway in the company.

The total Government expenditure up to the 31st December, 1894, is $618,655.25.

By the special Act, 57-58 Vic., ch. 69 (1894), authority was given for the purchase of the Yarmouth and Annapolis Railway by the Windsor and Annapolis Railway Company, in accordance with an agreement between the two companies, dated the 12th of October, 1893, and for the change of the names of the companies to "The Dominion Atlantic Railway Company."

**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, 281 and 335.)

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, 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.

A contract, dated the 16th of September, 1892, was made with the company, to construct the 26 miles so subsidized, the date for completion being fixed as the 1st January, 1894.

By the Subsidy Act, 57-58 Vic., ch. 4 (1894), the two subsidies granted in 1887 and 1890 were revoted, namely for 26 miles of railway from Woodstock to the international boundary, $83,200.

By an Order in Council of the 24th of July, 1894, the contract time has been extended to the 1st of August, 1896.

No portion of the subsidy has been paid up to the 31st of December, 1894.

**Yarmouth and Annapolis Railway Company.**

(See Western Counties Railway Company.)

## LAND SUBSIDIES.

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

They are enumerated here because the engineering details have been dealt with by this department, the certificate of whose officer is required prior to handing over to the company concerned any part of the subsidy. (The numbers given refer to the special "land subsidies" list. Appendix 9, p. 187.

**Alberta and Athabasca Railway Company.**

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

**Alberta Railway and Coal Company.**

(See Annual Report for 1892-93.)

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

# Department of Railways and Canals.

### Brandon and South-western Railway Company.

(See No. 19, Land subsidies.)

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. A revised location was approved by an Order in Council of the 3rd of October, 1894.

By the special Act, 57-58 Vic., ch. 65, the company's charter was revived.

By the Land Subsidies Act, 57-58 Vic., ch. 6 (1894), the subsidy authorized in 1890 was revoted.

### Calgary and Edmonton Railway Company.

(See Annual Report for 1892-93.)

### Canadian Pacific Railway Company.

(See Annual Report for 1892-93.)

### Great North-west Central Railway Company.

(See No. 7, Land subsidies.)

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 was 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 Land subsidies Nos. 4 and 6, also Money subsidies No. 358.)

This company was incorporated by the Provincial Act, 43 Vic., ch. 35 (1880), under the name of the Westburne and North-western Railway Company, and received a Dominion Charter by the Act 45 Vic., ch. 80 (1882). In 1883 its name was changed to the Manitoba and North-western Railway Company. Various Acts followed in subsequent years defining and extending the company's powers.

In 1893, however, these were all repealed, being consolidated in an Act 56 Vic., ch. 52. This Act gave specific powers for the construction of (*a*) an extension of the main line from the terminus at Yorkton, to, or near to, Prince Albert (*b*) an extension of the Shell River Branch to the Northern or western boundary of the province, and other branches from the main line. The company was required to construct not less than 20 miles a year, but by a subsequent Act, chap. 79, of 1894, nine years have been allowed for the completion of the extensions authorized, such portion, not exceeding 20 miles a year, to be built each year as may be prescribed by the Governor in Council.

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 Shellmouth, about 26 miles, 6,400 acres per mile.

This grant was made to the company by Order in Council of the 24th of May, 1886. Under Orders in Council of the 10th and 21st of September, 1886, the line was permitted to start from Binscarth, the order first named approving the location to Russell, up to which point the road has been built. This branch, 11½ miles long, is in operation.

By the Subsidy Act of 1894, 57-58 Vic., ch. 4, the grant of a subsidy to this company, limited to $320,000, was authorized for the construction of 100 miles of an extension of the main line towards Prince Albert, the company relinquishing 3,200 acres per mile of their land grant.

The main line is in operation from Portage la Prairie to Yorkton, 223 miles.

**Manitoba and South-eastern Railway Company.**

(See No. 24, Land subsidies.)

This company was subsidized in lands to the extent of 6,400 acres a mile 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, Land subsidies.)

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 53-55 Vic., ch. 79 (1891), the charter of the company was revived and its powers were extended, and by the special Act 57-58 Vic., ch. 80, the time limit for completion was further extended to the 1st of January, 1898.

**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, Land subsidies.)

This company was incorporatod 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.

By an Order in Council of the 28th February, 1894, the time for completion was extended to the 1st of November, 1895.

**Winnipeg and Hudson Bay Railway and Steamship Company.**

(Name changed to **Winnipeg Great Northern Railway Company** by the Act 57-58 Vic. ch. 94 (1894).

(See No. 1, Land subsidies, and Special Act, 54-55 Vic., ch. 81.)

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

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

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

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

By an Act passed in 1886 (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 the 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.

By the special Act, 57-58 Vic., ch. 94 (1894), the name of the company was changed, as above, and an extension of time to the 31st of December, 1896, was granted for the completion of the main line to the River Saskatchewan.

In November, 1894, an application was made by the company for a modification in the terms and nature of the assistance to be given by the Dominion, but no action had been taken in the matter up to the 31st of December.

**Wood Mountain and Qu'Appelle Railway Company.**

(See No. 8, Land subsidies.)

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.

# Department of Railways and Canals.

By the special Act of 1894, 57-58 Vic., ch. 96, the time for completion of the section of railway between the Canadian Pacific Railway and Fort Qu'Appelle was extended to the 30th of October, 1896. The remainder of the road to be completed at the rate of 20 miles a year thereafter.

## 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 proper that a brief record should here be made of the matters submitted to the Committee during the calendar year from January to December, 1894, and the decisions they arrived at. They are as follows :—

Branch line to connect the town of Amherstburg with the Canada Southern Railway.—Sanctioned.

Lake Temiscamingue Colonization Railway Bridge across the Ottawa River at Mattawa.—Approved.

Bridge crossings by the Ottawa, Arnprior and Parry Sound Railway of the St. Lawrence and Ottawa (Canadian Pacific) Railway in the city of Ottawa. and of the Canadian Pacific Railway on lot 5, concession 2, township of Nepean.—Extension of time for completion granted.

Complaint as to the inadequacy of the protection furnished at crossings by the Toronto (Electric Street) Railway of the Grand Trunk and Canadian Pacific Railways in the city of Toronto, owing to the introduction of electricity in the working of the street cars.—Certain additional measures of protection ordered to be provided by the Toronto Railway Company.

Extension of Lansdowne Avenue across tracks of the Grand Trunk and Canadian Pacific Railway Companies in the city of Toronto.—Under consideration.

Application of the St. Clair Tunnel Company to be allowed to close up part of Thistle Street, in he Town of Sarnia, substituting other thoroughfares therefor.—Not granted.

Montreal Street Railway crossings of the Grand Trunk Railway in the city of Montreal and town of St. Henri.—Approved on certain conditions.

Manitoba Central Farmer's Institute. Complaint that Railroad Companies of Manitoba discriminate in their freight and passenger rates against certain points on their line.

Parties did not appear.—Case dismissed.

Dispute between the Canada Southern Railway Company and the township of Tilbury west, respecting the direction to be taken by a drain passing under the railway, and the apportionment of cost.—Order made as to the location of drain, and maintenance and cost thereof.

Complaint of Mayor of Magog of the closing up, and obstruction of streets in that village, by the Canadian Pacific Railway Company.

Parties did not appear.—Case dismissed.

Application of the township of Anderdon, and other parties, for amendment of order of the Committee approving of Amherstburg Branch of the Canada Southern Railway Company.—Not granted.

Complaint of Mr. T. D. Millar, cheese exporter, Ingersoll, of discrimination on the part of the Grand Trunk and Canadian Pacific Railway Companies in their rates for the transport of cheese.

Complainant did not appear.—Case dismissed.

Interlocking signal appliances at crossing by the United Counties Railway of the Canadian Pacific Railway at Iberville.—Approved and trains allowed to pass without stopping.

Interlocking signal appliances at crossing by the Canada Southern Railway of the London and Port Stanley Railway and St Thomas.—Approved and trains allowed to pass without stopping.

Brockville and New York Bridge Company's bridge across the St. Lawrence River at Brockville.—Approved on conditions stated.

Dispute between the Canada Southern Railway Company and the city of Windsor with reference to the accommodation to be afforded by a bridge, carrying Sandwich Street over that railway, proposed to be built in substitution for the present bridge. After a hearing before the Committee the parties came to an agreement.—Company required to submit plans for approval when approved by the city.

Extension of Cedar Avenue, Pointe Claire, across the Grand Trunk and Canadian Pacific Railway tracks.—Under consideration.

Extension of Ste. Elizabeth Street in the town of St. Henri across the tracks of the Grand Trunk Railway Company.—Not approved.

Extension of St. George and Princess Streets in the town of Chatham, Ontario, across the tracks of the Grand Trunk Railway.—Approved.

Opening up of St. George Street.—Approved.

Opening up of Princess Street.—Not approved.

Extension of Hagan Street in the village of Dundalk across the Canadian Pacific Railway.—Not approved.

Change of location of the line of the Grand Trunk Railway Company in the 13th and 14th Concessions of the township of Laurier, district of Parry Sound.—Approved.

Application of the county and township of York, Ontario, for a case to be stated for the opinion of the Supreme Court as to the power of the Committee to order these municipalities to pay a portion of the cost of certain protection required at the Dufferin and Bathurst Street crossings of the Canadian Pacific Railway, Toronto.—Under consideration.

Application of the parish of St. Athanase (Iberville) for rescindment of order authorizing a certain crossing by the United Counties Railway of the Canadian Pacific Railway at Iberville. Applicants did not appear.—Case dismissed.

Application of the Canadian Pacific Railway Company and the city of Toronto for approval of plan and specification of an overhead highway bridge to be constructed along York Street, Toronto, under an agreement, confirmed by 56 Vic., ch. 48.—Pending.

Crossing by the Hamilton, Grimsby and Beamsville Electric Railway of the Grand Trunk on Main Street East, Hamilton.—Approved, on certain conditions.

Regina County Association, Patrons of Industry, N.W.T., complaint of discrimination on the part of the Canadian Pacific Railway Company in their rates for the transport of produce. Case, as stated before the committee, one with which the committee had no power to deal.—Dismissed.

South Shore Railway Bridge across the Richelieu River at Sorel.—Site and plan approved—two openings of not less than 70 feet each, for river traffic, being provided.

Oshawa Railway Company's application for leave to carry their line along certain streets in the town of Oshawa.—Granted.

Pontiac Pacific Junction Railway Company. Application for approval of proposed bridge across the Ottawa River at Nepean Point. Parties did not appear.—Case dismissed.

Change of location of a portion of the Canada Eastern Railway between its junction with the Intercolonial Railway and the present terminus at Chatham.—Approved.

Application from the town of Waterloo for protection to be furnished at certain street crossings of the Grand Trunk Railway in that town.—A watchman ordered to be placed at one of these crossings.

Application from the town of Waterloo for the opening up of certain streets across the Grand Trunk Railway in said town.—Not granted.

Complaint from Mr. Isidore D'Aigle as to state of fences and cattle guards of the Temiscouata Railway fronting on his land.

Complainant did not appear.—Case dismissed.

Complaint of Mr. Edward O'Brien as to danger arising from the non-insulation of wires of the Montmorency Electric Power Company, on the Quebec, Montmorency and Charlevoix Railway.

Complainant did not appear.—Case dismissed.

Dominion Coal Company's Bridgeport and Louisburg Railway Bridge across the Mira Gut, Cape Breton.

Site and plan approved, spans of 40 feet clear being provided.

Application of township of Anderdon, and others, for an overhead highway bridge (in lieu of a level crossing) to be ordered at crossing by Amherstburg Branch of Canada Southern Railway at Amherstburg.—Not granted.

Application from the United Counties Railway Company for leave to use interlocking signal plant at crossing by their railway of the Grand Trunk Railway at St. Hya cinthe without derails.

The postponement of putting in derails, to the 1st December, 1894, authorized.

Oshawa Railway. Occupation of highway in the township of East Whitby.—Authorized.

Application from the Canada Southern Railway Company to be allowed to take up tracks of the Chataugua Branch of their railway at the town of Niagara, the financial disasters to the Niagara Assembly making the branch no longer a necessity.—Granted on certain conditions.

Opening of St. Elizabeth Street across the tracks of the Grand Trunk Railway Company in the town of St. Henri.

Previous order, adverse to the opening of this street, to stand.

Crossing by the United Counties Railway of the Central Vermont Railway, near Iberville.—Pending.

Application of certain companies interested in the navigation of the Richelieu River for variation of order approving of the South Shore Railway Bridge across that River at Sorel, whereby larger openings for river traffic than those required in the order shall be provided. Openings of not less than 100 feet each to be made.—Order varied accordingly.

Petition of certain ratepayers of the town of St. Johns, P.Q., against the granting of an application from the Atlantic and North-west Railway Company for approval of the construction of a siding from their main line to the Chambly Canal.—Pending.

Construction of branch line of the Canada Eastern Railway from Chatham to Black Brook.—Approved.

Petition of the Trades and Labour Council, Toronto, for regulations to be made requiring proper shelter for motormen and others on Electric and other Railway Cars, under the Act 57-58 Vic., ch. 53. Parties did not appear.—Case dismissed.

Application of the Brockville and New York Bridge Company for approval of amended site and plan of their proposed bridge across the River St. Lawrence at Brockville, and rescindment of order approving of plans already submitted.—Granted.

Mr. Emile Dubé's complaint against the Temiscouata Railway Company, of discrimination in their rates for the transport of ties. Charge not sustained.—Dismissed

## RAILWAY LEGISLATION OF THE SESSION OF PARLIAMENT

### 57-58 Victoria (1894).

CHAP.

4 An Act to authorize the granting of subsidies in aid of the construction of the lines of railway therein mentioned.

5 An Act respecting certain subsidies granted to the Government of the province of Quebec by chapter eight of the statutes of 1884.

6 An Act to authorize the granting of subsidies in land to certain railway companies.

7 An Act respecting the land subsidy of the Canadian Pacific Railway Company.

34 An Act to amend the Act to provide for the allowance of drawback on certain articles manufactured in Canada, for use in the construction of the Canadian Pacific Railway.

61 An Act to incorporate the Alberta Southern Railway Company.

62 An Act respecting the Atlantic and North-western Railway Company.

63 An Act respecting the Atlantic and Lake Superior Railway Company.

64 An Act to incorporate the Boynton Bicycle Electric Railway Company.

65 An Act to revive and amend the Act to incorporate the Brandon and South-western Railway Company.

66 An Act respecting the Canada Southern Railway.

67 An Act to incorporate the Cariboo Railway Company.

68 An Act respecting the Cobourg, Northumberland and Pacific Railway Company.

CHAP.

69 An Act to authorize the purchase of the Yarmouth and Annapolis Railway by the Windsor and Annapolis Railway Company, Limited, and to change the name of the latter company to the Dominion Atlantic Railway Company.

70 An Act to incorporate the Duluth, Nepigon and James' Bay Railway Company.

71 An Act to incorporate the Edmonton Street Railway Company.

72 An Act to incorporate the Elgin and Havelock Railway Company.

73 An Act respecting the Erie and Huron Railway Company.

74 An Act to incorporate the Gleichen, Beaver Lake and Victoria Railway Company.

75 An Act respecting the Guelph Junction Railway Company.

76 An Act respecting the Lake Erie and Detroit River Railway Company and the London and Port Stanley Railway Company.

77 An Act to incorporate the Lake Megantic Railway Company.

78 An Act to again revive and further amend the Act to incorporate the Lindsay, Bobcaygeon and Pontypool Railway Company.

79 An Act respecting the Manitoba and North-western Railway Company of Canada.

80 An Act respecting the Medicine Hat Railway and Coal Company.

81 An Act to incorporate the Metis, Matane and Gaspé Railway Company.

82 An Act to amend the Acts relating to the Moncton and Prince Edward Island Railway and Ferry Company.

83 An Act respecting the Montreal Island Belt Line Railway Company.

84 An Act respecting the Montreal Park and Island Railway Company.

85 An Act respecting the Montreal and Ottawa Railway Company.

86 An Act to confirm an agreement between the Ottawa City Passenger Railway Company and the Ottawa Electric Street Railway Company, and an agreement between the said companies and the corporation of the city of Ottawa, and to unite the said companies under the name of "The Ottawa Electric Railway Company."

87 An Act to consolidate and amend certain Acts relating to the Ottawa and Gatineau Valley Railway Company, and to change the name of the Company to the Ottawa and Gatineau Railway Company.

88 An Act to incorporate the Pontiac and Ottawa Railway Company.

89 An Act to again revive and further amend the Act to incorporate the Brockville and New York Bridge Company.

90 An Act to again revive and further amend the Act to incorporate the Red Deer Valley Railway and Coal Company.

91 An Act to revive and amend the Act to incorporate the Rocky Mountain Railway and Coal Company.

92 An Act respecting the St. Catharines and Niagara Central Railway Company.

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

94 An Act respecting the Winnipeg and Hudson Bay Railway Company, and to change the name thereof to the Winnipeg Great Northern Railway Company.

95 An Act to incorporate the Wolseley and Fort Qu'Appelle Railway Company.

96 An Act respecting the Wood Mountain and Qu'Appelle Railway Company.

97 An Act to amend the Acts respecting the Clifton Suspension Bridge Company.

98 An Act to empower the Niagara Falls Suspension Bridge Company to issue debentures, and for other purposes.

99 An Act respecting the Niagara Grand Island Bridge Company.

CHAP.

100 An Act respecting the River St. Clair Railway Bridge and Tunnel Company.
101 An Act respecting the Canada and Michigan Tunnel Company.
102 An Act to incorporate the Welland Power and Supply Canal Company, Limited.
103 An Act to incorporate the Montreal, Ottawa and Georgian Bay Canal Company.
104 An Act to incorporate the St. Clair and Erie Ship Canal Company.
113 An Act to incorporate the New York, New England and Canada 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, Cape Breton.

### 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, 1894 :—

| | |
|---|---|
| Lachine Canal | $9,751,029 65 |
| Beauharnois Canal | 1,611,690 26 |
| Soulanges Canal (under construction) | 987,952 95 |
| Williamsburg Canals (being enlarged) | 3,438,941 36 |
| Cornwall Canal (being enlarged) | 5,054,564 57 |
| St. Lawrence River and Canals, surveys, &c | 956,900 02 |
| Murray Canal | 1,247,470 26 |
| Welland Canal | 23,763,866 39 |
| Sault Ste. Marie Canal (under construction) | 2,791,873 74 |
| Ste. Anne Canal | 1,170,215 63 |
| Carillon and Grenville Canals | 4,025,938 55 |
| Culbute Canal | 379,494 46 |
| Rideau Canal (including the Perth branch) | 4,560,285 60 |
| Trent Canal | 1,091,896 19 |
| St. Ours Lock | 121,537 65 |
| Chambly Canal | 637,206 76 |
| St. Peter's Canal | 646,431 99 |
| Total | $62,237,296 03 |

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

| | |
|---|---|
| Renewals | 2,050,414 46 |
| Repairs | 4,730,432 10 |
| Staff and maintenance | 5,903,107 86 |
| Making the total expenditure | $74,921,250 45 |

The total revenue received for the same period amounts to $10,238,367.53.

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 on the 30th of June, 1894, was as follows:—

| | |
|---|---|
| Construction, charged to capital | $ 3,027,085 69 |
| Renewals, (charged to income) | 129,141 49 |
| Repairs | 188,398 17 |
| Staff and maintenance | 346,022 02 |
| | $ 3,690,647 37 |

The total revenue for the fiscal year was $387,421.37, less refunds $1,882.20, leaving the revenue $385,539.17; compared with a total revenue for 1892-93 of $398,234.10, less refunds $41,144.23, leaving the actual revenue $357,089.87. The increase amounted to $28,449.30. The system of granting refunds on through shipments of grain and other food products was discontinued at the beginning of 1893, the through rate being fixed at ten cents a ton by an Order in Council of the 13th of February, 1893.

The total expenditure on staff and maintenance, repairs and renewals, amounted for the year to $663,539.68; the total receipts, including $329,664.27 from tolls, amounted to $385,539.17; the amount of expenditure in excess of receipts being $258,000.51.*

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, 1894. Details will be found in Appendix No. 2, p. 14.

| Name of Canal. | Tolls. | Wharfage and Storage. | Fines. | Other Receipts. | Hydraulic Rents, &c. | Total. |
|---|---|---|---|---|---|---|
| | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. |
| Welland | 190,441 20 | ..... | 61 50 | 93 25 | 8,411 80 | 199,007 75 |
| St. Lawrence | 71,188 27 | 2,456 44 | 100 00 | 15,910 10 | 28,934 11 | 118,588 92 |
| Chambly | 22,279 43 | ..... | 10 00 | 42 83 | 120 00 | 22,451 26 |
| Ottawa | 35,341 65 | ..... | 4 00 | 8 00 | 36 00 | 35,389 65 |
| Rideau | 6,128 02 | 151 38 | ..... | 271 54 | 993 65 | 7,544 59 |
| Trent | 1,033 41 | ..... | ..... | 98 50 | 54 00 | 1,185 91 |
| St. Peter's | 2,603 88 | ..... | ..... | ..... | ..... | 2,603 88 |
| Murray | 648 41 | ..... | ..... | ..... | ..... | 648 41 |
| Total | 329,664 27 | 2,607 82 | 175 50 | 16,424 22 | 38,549 56 | 387,421 37 |
| Less—Refunds of tolls | | | | | | 1,882 20 |
| | | | | | | 385,539 17 |

* The report of the Inspector (Appendix No. 7 p. 180,) shows a somewhat larger total. The difference is due to the fact that he includes in his returns amounts paid by vessel owners for damages caused to the canal works, the moneys having passed through the hands of the collectors; while the department, in dealing with them, credits the appropriation which has been charged with the cost of repairing such damages, with the amount received, or else places the sum to "Casual Revenue".

Details relating to the Canals Revenue and various commercial statistics for the *season of navigation* of the year 1893, will be found in the appendix, "Canals' Revenue and Statistics," No. 14, p. 250.

The following features of the principal canal traffic during the season of navigation of 1893, will be found of interest:—

On the Welland Canal, 1,294,823 tons of freight were moved, of which 806,672 tons were agricultural products, and 184,692 tons produce of the forest, 1,013,240 tons passing eastwards and 281,583 tons westwards. 995,501 tons passed east through the whole length of the canal. Of this quantity Canadian vessels carried 247,161 tons, and United States vessels 748,340 tons. The total freight passed eastwards and westwards through this canal from United States ports to United States ports was 631,667 tons, an increase of 90,602 tons compared with the year 1892, and an increase of 437,494 tons compared with 1881, in fact, far larger than in any year since 1874. The quantity of grain passed down this canal and the St. Lawrence Canals to Montreal was 501,806 tons, of which 71,445 tons were transhipped at Ogdensburg, as against 261,954 tons carried down in 1892, of which 4,341 tons were transhipped at Ogdensburg.

On the St. Lawrence canals a total of 1,158,386 tons of freight were moved, of which 703,892 tons were east bound through freight and 38,296 tons west bound through freight. 634,501 tons were agricultural products and 344,015 tons were merchandise.

No cargoes were taken down to Montreal direct, transhipments being made at either Kingston or Ogdensburgh.

On the River Ottawa canals the total quantity of freight moved was 581,521 tons, of which 563,193 tons were produce of the forest.

On the Chambly canal 312,870 tons were moved, of which 189,014 tons were produce of the forest.

On the Rideau canal 101,409 tons were carried, of which 77,725 tons were produce of the forest.

On St. Peters's canal 47,606 tons were carried, of which 4,831 tons were produce of the forest.

On the Murray canal 16,340 tons were passed, of which 5,896 tons were produce of the forest.

On the Trent Valley canal 31,219 tons were moved, of which 30,248 tons were the produce of the forest.

During the season a steamer from Bergen, Norway, passed up through the St. Lawrence and Welland canals with a cargo of 464 tons of fish from Norway to Chicago, returning with a cargo of 237 tons of flour and 450 tons of wheat.

## RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle 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 Three Rivers where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Erie, are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Galops and Welland. Their aggregate length is 70½ miles; total lockage (or height directly overcome by locks) 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.

It seems desirable here as indicating the immense extent of the existing and rapidly increasing traffic of the Great Lakes, and the commercial interests involved in the provision and maintenance of ample means of canal communication surmounting the rapids at the Sault Ste. Marie, communication, up to the present time, entirely dependent on the operation of one American lock, that information from official sources should be afforded, so that the considerable expenditure incurred in the construction of the Canadian canal and lock at this point may carry immediate justification. A summary of this traffic, and of the present, and the contemplated means of accommodating it has accordingly been prepared, and will be found in the note which appears below.*

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* From the report of the Chief of Engineers of the United States Army, dated the 19th of September, 1893, for the *fiscal year* ended the 30th of June, 1893, the latest available, the following details are compiled relating to the operation of the existing, and the construction of the new lock to the south of the River St. Mary.

The new lock in progress occupies the site of the two old locks built in 1855, the intention being to afford a navigable depth of 20 feet, the present canal to be deepened to correspond with that depth. The dimensions of the new lock will be:—length, 800 feet between gates, width, 100 feet throughout, depth, 21 feet on the mitre sills, and a single lift corresponding to 18 feet. The estimated cost of the work, including the deepening of the canal, is set down at $4,738,865. The first appropriation, $250,000, was made by Congress in August, 1886. The total expenditure up to the 30th of June, 1892, was $818,103.38, and during the fiscal year 1892-93 there was expended the further sum of $624,464.42, making a total, up to the 30th of June, 1893, of $1,442,567.80. The amount set down as to be expended profitably in the fiscal year ending on the 30th of June, 1895, is $300,000.

From the same report and its appendices, it appears that during the *fiscal year* 1892-93, the canal was open to navigation 220 days. It was closed for the winter on the 6th of December, 1892, and reopened on the 1st of May, 1893. 12,160 vessels, aggregating 10,226,971 registered tons and carrying 10,846,404 tons of freight, and 23,919 passengers, passed through in 5,611 lockages, at a cost, per lockage of $7.56, per vessel of $3.48 and per freight ton of 3·91 mills. The total cost of the operation and care of the canal was $41,828.07.

The staple articles transported were 2,771,667 tons of coal, 73,606 tons of copper, 5,627,778 barrels of flour, 40,959,960 bushels of wheat, 2,446,159 bushels of grain other than wheat, 4,668,807 tons of iron ore, 620,531,000 feet B.M. of lumber, 47,176 tons of building stone and 371,350 tons of miscellaneous freight.

Statistics relating to the *season of navigation* of the calendar year 1892 are given in a special report. From this it appears that the length of the season was 233 days as against 225 in 1891; the average number of vessels passed per diem was 54. 12,580 vessels, in all, passed in 5,867 lockages, carrying 11,214,333 net tons of freight, an increase of 2,325,744 tons, and 25,896 passengers, the total valuation of the freight being $135,117,267.10, such valuation being based on the estimated values used in 1885, except in the case of meat, flour, and grain, when the prices of 1892 have been used in determing the unit of value. These were lower than the prices of 1885, and if those had been employed the total valuation would, it is stated, have been $150,664,211.30. Notwithstanding this reduction of unit values, the increase over the valuation of the previous season was $6,939,058.59.

The total number of registered craft using the canal during the season was 735, valued at $38,328,800, against 652 the previous season. Of these 460 were steamers and 275 sailing vessels. Besides these there were 519 passages by unregistered craft, which carried in all, 11,415 tons. Of the registered craft there were 121 propellors carrying in their largest single cargo 2,000 tons and upwards, as against 101 the previous season, 37 carried 2,500 tons and upwards,—the largest single

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 is 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. The work is under contract.

*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 work of excavating a channel 300 feet wide and 16 feet deep has been placed under contract.

*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 are nearing completion with the exception of the construction of the dams for the utilization of the north channel of the river opposite Sheiks Island, which is being actively carried on.

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cargo being 3,580 : 24 sail vessels carried 2,000 tons and upwards, and of whaleback tow barges rated in reports as sail vessels, 12 carried 2,500 tons and upwards, their average single cargo being 2,746 tons. The largest single cargo carried by a sail vessel (so rated)—was 3,354 net tons. The total amount of freight paid was $12,072,850.88, an increase of $2,223,828.07, compared with the previous season. The total mile-tons (the number of miles run, multiplied by the freight tonnage) was 9,222,773,938, and the cost per mile per ton (found by dividing the total amount of the freight by the total of the mile tons) was, consequently, 1·31 mills. The average distance freight was carried was 822·4 miles, and the average cost per ton for transport to its destination was $1.08. It is stated with regard to these figures that the data on which they are based is such as to include the cost of loading and unloading.

The principal items of freight were as follows :—Wheat, 40,994,780 bushels, an increase of 2,178,210 ; grain other than wheat, 1,666,690 bushels, an increase of 634,586 ; flour, 5,418,135 barrels, an increase of 1,637,992 ; iron ore, 4,901,132 net tons, an increase of 1,340,919 ; coal, 2,904,266 net tons, an increase of 396,734 ; lumber, 512,844 M. ft., B.M., an increase of 146,539. With the exception of copper and building stone, all articles of freight showed an increase.

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, the practical limit of which was formerly to vessels drawing not more than 6 feet. 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 United States engineers, quoted, at $2,659,115. The expenditure during the fiscal year ended the 30th of June, 1893, was $345,357.34, making a total expenditure of $1,455,163.43. It is stated that for the fiscal year ending on the 30th of June, 1895, the sum of $150,000 can be profitably expended.

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

*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 lift-lock and other works, now completed, give access from the river.

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, but beyond survey, and the preparation of plans nothing has yet been done.

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

*Sault Ste. Marie Canal.*—This canal is practically completed with the exception of the approaches, which are dredged out for a depth of 18 feet of water at extreme low water, in place of a 20 feet navigation to which the lock and canal are adapted.

## 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.

The canal was closed on the 30th of November, 1893, and opened on the 23rd of April, 1894.

As reported last year, investigation has been made into the expenditure on the two new bridges (railway and ordinary traffic) over the canal at Wellington Street, Montreal, built during the winter of 1892-3, such investigation being conducted, in the first instance, by a special commission, and, secondly, by the Public Accounts Committee of the House of Commons, last session.

The evidence obtained was conclusive as to the perpetration of frauds, and the abuse of the exigencies of the work, which had compelled its execution within a limited time and at an inclement season.

In making payment for the works in question, the department has endeavoured, to, at any rate, avoid the recognition of absolutely fraudulent claims, and accordingly, in dealing with the accounts of the contractor for labour, in respect of which the main excess of cost was incurred, withheld a considerable sum, over $63,000, from the amount remaining unpaid on the completion of the work. A suit brought by him in the Exchequer Court resulted in a judgment dismissing his claim with costs. A criminal action has been entered against him by the Government for having obtained moneys from it through falsified pay-lists.

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

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. 6, p. 127.)

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 |

## 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, 1893, and was reopened for traffic on the 23rd of April, 1894.

During the season, navigation was twice interrupted by accidents to lock gates, the total delay amounting to 62 hours.

Details of repairs, &c., will be found in Appendix 6, pp. 129 and 139.

A satisfactory trial was made at one of the locks of a system of operating lock gates by means of electricity.

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

| | |
|---|---|
| Construction, chargeable to capital | $ Nil. |
| Renewals, chargeable to income | 6,547 72 |
| Repairs | 13,903 46 |
| Staff and maintenance | 20,574 53 |
| Total | $41,025 71 |

## CORNWALL CANAL.

| | |
|---|---|
| Length of canal | 11½ statute miles. |
| Number of locks | 6 |
| Dimensions of locks (five) | 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 9th of December, 1893, and reopened on the 23rd of April, 1894.

A delay of 21 hours was caused during the season by the breaking of a lock gate.

The season was an unusually busy one. Details of repairs and operation will be found in Appendix No. 6, pp. 155 and 168.

### New Works.

The two locks at the new lower entrance (taking the place of three on the old line) were completed in 1882, and the remaining three are now 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 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 estimated cost of the enlargement of this canal is $4,000,000, of which there had been paid up to the 1st of October, 1894, $3,210,679.

The work of the year is described in detail in the appendices to the present report. (See Appendix 6, page 156.)

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

| | |
|---|---|
| Construction, chargeable to capital | $404,990 22 |
| Renewals, chargeable to income | Nil |
| Repairs | 7,733 54 |
| Staff and maintenance | 15,344 02 |
| Total | $428,067 78 |

## WILLIAMSBURG CANALS.

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

The canals were closed on the 13th of December, 1893, and reopened on the 23rd of April, 1894.

No accidents occurred, and navigation is stated to have been maintained in a satisfactory manner.

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

| | |
|---|---|
| Construction, chargeable to capital | $498,390 23 |
| Renewals, chargeable to income | Nil. |
| Repairs | 7,029 95 |
| Staff and maintenance | 10,230 09 |
| Total | $ 516,650 27 |

For details of work see Appendix 6, page 158.

## 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 4, p. 51, and Appendix 6, p. 159.

## 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. The estimated cost of enlargement is $1,600,000, of which, up to the 1st of October, 1894, there had been paid, $1,049,122. (See Appendix 4, page 51 and Appendix 6, page 159.)

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. Both locks are completed, and the water was admitted to them in October, 1894. The balance of the work is in progress. Out of the estimated cost of this enlargement, $1,300,000, there had been paid up to the 1st of October, 1894, the sum of $1,163,118.

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, being 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 contractors have been settled with under a judgment of the Court of Exchequer in their favour.

Since the formation of the new channel it has been navigated by 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. The buoys by which the channel was indicated were not placed in position during the past season and it has not been used.

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 4, page 52, and Appendix 6, page 162.)

## 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 7 inches, and the lowest a depth of 12 feet 2 inches.

The canal was closed on the 3rd of December, 1893, and reopened on the 1st of April, 1894.

Navigation was maintained satisfactorily and without accident. (Appendix 6, page 164.)

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

| | |
|---|---|
| Construction, chargeable to capital | Nil. |
| Renewals, chargeable to income | Nil. |
| Repairs | 5,295 57 |
| Staff and Maintenance | 5,667 52 |
| Total | $10,963 09 |

## 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<br>1 " 200 x 45<br>1 tidal) 230 x 45<br>24 locks 150 x 45 | 270 feet x 45 feet. |
| Total rise, or lockage | 326¾ feet. | 326¾ feet. |
| Depth of water on sills | 10¼ 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 |
| Dimension 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.<br>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 11th of December, 1893, and reopened on the 19th of April, 1894.

A number of accidents occurred during the year, the most important being the carrying away by an upward bound steamer of the four gates of lock No. 1 of the old canal, on the 30th of May, 1894, which interrupted navigation on the new canal until the evening of the 3rd of June, and on the old canal until the 9th. Particulars respecting this will be found in the report of the superintending engineer. (Appendix 6, p. 172.)

The staff of the canal was considerably reduced at the opening of navigation, and placed on a sound working basis.

Tables will be found on page 177 showing the highest and lowest depth of water of 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 4, p. 57, and 6, p. 172.)

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

| | |
|---|---|
| Construction, chargeable to capital | $ 1,571 78 |
| Renewals, chargeable to income | 13,430 20 |
| Repairs | 53,053 71 |
| Staff and maintenance | 102,018 80 |
| Total | $170,074 49 |

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 wall 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 10th 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 has a width at low water level of 152 feet, and a bottom width of 145 feet. The depth is made suitable to navigation at extreme low water level by vessels drawing 20 feet.

This canal is now practically completed. The water was let in on the 15th of October, 1894, and the steam tug "Rooth" was locked through by hand, the machinery for operating the valves and gates not being ready for use. The approaches have not yet been dredged out to the full depth contemplated, namely the 20 feet navigation afforded by the canal and lock. The depth so far available is 18 feet at extreme low water. It must be borne in mind that these figures are those of the canal and its approaches, and do not represent the available depth of the river below, the navigable limit of which is at present governed by certain shoals, in the American channel, and, at Sailor's Encampment, reducing the depth to 16 feet at mean water level.

The expenditure on this work during the past fiscal year amounted to $1,316,529.29, making the total expenditure up to the 30th of June, 1894, $2,791,873.74. Up to the 1st of October, 1894, the total payments aggregated, $2,823,498.

Details of the works will be found in the appendices. (See Appendix 4, page 47 and Appendix 6, page 120.

## MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine Canal, the navigation section of the lower River Ottawa, and the Ottawa River Canals, to the city of Ottawa; thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of $245\frac{5}{8}$ miles.

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

| | |
|---|---|
| The Ste. Anne's Lock<br>Carillon Canal<br>Grenville Canal<br>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 | ¾ | 51⅜ |
| From Carillon Canal to Grenville Canal | 6¼ | 57⅝ |
| The Grenville Canal | ¾ | 63⅜ |
| From the Grenville Canal to entrance Rideau navigation | 56 | 119⅜ |
| Rideau navigation, ending at Kingston | 126¼ | 245⅝ |

* 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 | ⅛ mile. | ⅛ mile. |
| Number of locks | 1 | 1 |
| Dimensions of lock | 190 x 45 feet. | 200 x 45 feet. |
| Total rise, or lockage | 3 feet. | 3 feet. |
| Depth of water on sills | 6 " | 9 " |

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

This lock was closed to navigation on the 27th of November, 1893, and reopened on the 21st of April, 1894.

Navigation has been conducted without interruption during the year.

Both the old and the new locks are available. (See Appendix 6, pp. 129 and 140.)

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

| | |
|---|---|
| Construction, chargeable to capital | $ Nil. |
| Renewals, chargeable to income | 3,497 56 |
| Repairs | 2,799 63 |
| Staff and maintenance | 2,640 00 |
| Total | $8,937 19 |

## THE CARILLON CANAL.

| | |
|---|---|
| Length of canal | ¾ mile. |
| Number of locks | 2 |
| Dimensions of locks | 200 by 45 feet. |
| Total rise, or lockage | 16 feet. |
| Depth of water on sills | 9 " |
| Breadth of canal at bottom | 100 " |
| Breadth of canal at water surface | 110 ' |

This canal overcomes the Carillon Rapids.

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

The canal was closed on the 30th of November, 1893, and reopened on the 23rd of April, 1894.

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, and is now completed. (See Appendix 6, pp. 130 and 141.)

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 of November, 1893, and reopened on the 23rd of April, 1894. (See Appendix pp. 130 and 141).

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

| | |
|---|---|
| Construction, chargeable to capital | $ 385 55 |
| Renewals, chargeable to income | 20,034 94 |
| Repairs | 11,620 09 |
| Staff and maintenance | 14,144 98 |
| | $46,185 56 |

Tables showing the depth of water at the above canals during the past fiscal year will be found in Appendix 6, p. 141.

## UPPER OTTAWA RIVER.

### Culbute Docks 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 at Rocher Fendu and Grand Calumet, 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 anticipated benefits to trade from the construction of these works have not been realized.

There is practicaly no traffic, and the abandonnent of this work, and the removal of the dams, which has been authorized, is about to be carried out. (See Appendix 4, p. 56 and Appendix 6, p. 131.)

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

| | |
|---|---|
| Construction, chargeable to capital | Nil. |
| Renewals, chargeable to income | $2,540 14 |
| Repairs | 494 43 |
| Staff and maintenance | 730 00 |
| Total | $3,764 57 |

## 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 on the 30th of November, 1893, and at Kingston Mills, on the 23rd, and recommenced at Ottawa on the 1st of May, 1894, and at Kingston Mills on the 30th April.

The requisite depth of water for navigation was maintained throughout the season. There was no interruption to navigation.

Details of repairs and other works will be found in the appendices. (See Appendix 6, p. 154.)

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

| | | |
|---|---|---|
| Construction, chargeable to capital | $ | Nil. |
| Renewals, chargeable to income | | 14,485 11 |
| Repairs | | 16,939 47 |
| Staff and maintenance | | 34,943 35 |
| Total | | $66,367 93 |

## RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the River 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 sland 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 26th of November, 1893, and reopened on the 12th of April, 1894.

Nothing occurred to hinder navigation during the season. (See Appendix 6, pp. 132 and 147.

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

| | |
|---|---|
| Construction, chargeable to capital | $ Nil. |
| Renewals, chargeable to income | Nil. |
| Repairs | 924 55 |
| Staff and maintenance | 2,216 68 |
| | $ 3,141 23 |

## CHAMBLY CANAL.

| | | |
|---|---|---|
| Length of canal | 12 miles | |
| Number of locks | 9 | |
| Dimensions of locks :— | | |
| Guard Lock, No. 1, at St. Johns | 122 feet | From 22½ to 24 feet wide. |
| Lift " 2, | 124 " | |
| " " 3, 4, 5, 6 | 118 " | |
| " " 7, 8, 9 combined | 125 " | |
| Total rise, or lockage | 74 " | |
| Depth of water on sills | 7 " | |
| Breadth of canal at bottom | 36 " | |
| " surface of water | 60 " | |

This canal succeeds the 32 miles of navigable water between St. Ours Lock and Chambly Basin. The canal overcomes the rapids between Chambly and St. Johns.

The canal was closed to navigation on the 30th of November, 1893, and was reopened on the 2nd of May, 1894.

Navigation was uninterrupted throughout the season.

A description of the several works of repairs and improvement executed during the year will be found in the appendices. (See Appendix 6, pp. 131 and 142.

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

| | |
|---|---|
| Construction, chargeable to capital | $ Nil. |
| Renewals, chargeable to income | 8,567 78 |
| Repairs | 11,920 74 |
| Staff and maintenance | 19,040 93 |
| Total | $ 29,529 45 |

## 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 Peterborough..... | 51¾ | |
| " Peterboro' to Lakefield..... | | 9½ |
| " Lakefield to a point across Balsam Lake..... | 61 | |
| | 132¼ | 32¾ |
| Total distance, Bay of Quinté to Balsam Lake..... | | 165 |
| From Sturgeon Point on Sturgeon Lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog..... | | 27½ |

The 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 Peterborough, 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 satisfactorily maintained.

The construction of the railway swing bridge on the line of the Grand Trunk at Fenelon Falls has opened up navigation from Lakefield to Balsam Lake, a distance of about 70 miles.

Navigation closed on the 27th of November, 1893, and reopened on the 5th of April, 1894.

Details of the several repairs executed wil be found in the appendices. (Appendix 6, p. 149.)

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

| | |
|---|---|
| Construction, chargeable to capital..... | $ 3,412 32 |
| Renewals, chargeable to income..... | 20,403 93 |
| Repairs..... | 4,988 59 |
| Staff and maintenance..... | 3,785 47 |
| Total..... | $32,590 21 |

## ST. PETER'S CANAL, CAPE BRETON.

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

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

Navigation was closed on the 6th of January, 1894, and opened on the 28th of April, 1894.

The repairs and improvements carried out are described in the appendices. (See Appendix 6, p. 179.)

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

| | |
|---|---|
| Construction, chargeable to capital | $ 437 05 |
| Renewals, chargeable to income | 3,852 21 |
| Repairs | 1,986 70 |
| Staff and maintenance | 2,935 94 |
| Total | $9,211 90 |

## 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 Soulanges locks will be those of the enlarged system, namely, length 270 feet, width 45 feet, depth of water on sills 14 feet. The estimated cost of the work is $4,750,000. The works of construction of the canal proper and bridge and lock masonry have been placed under contract, and are in progress.

Further information will be found in the report of the chief engineer, and in that of the engineer in charge. (See Appendix 4, page 48, and Appendix 6, page 123.)

The expenditure on this work for the past fiscal year was $723,380.95, making a total of $987,952.95 up to the 30th of June, 1894. Since that date, there has been expended a further sum of $507,695.54, making the total expenditure up to the 31st of December, 1894, $1,495,648.49.

I have the honour to be,

Your Excellency's most obedient servant,

JOHN HAGGART,

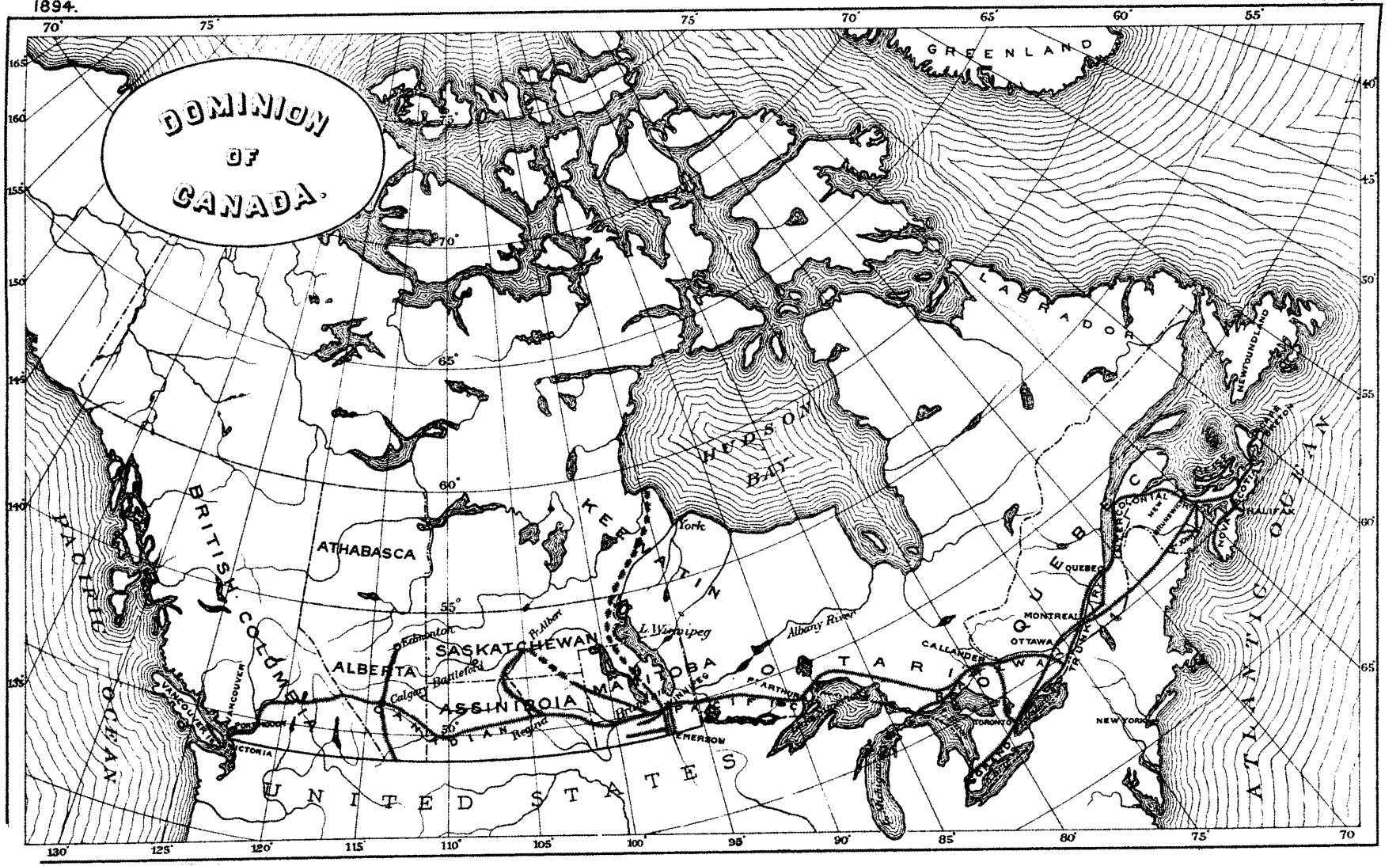
*Minister of Railways and Canals.*

31st December, 1894.

10—1

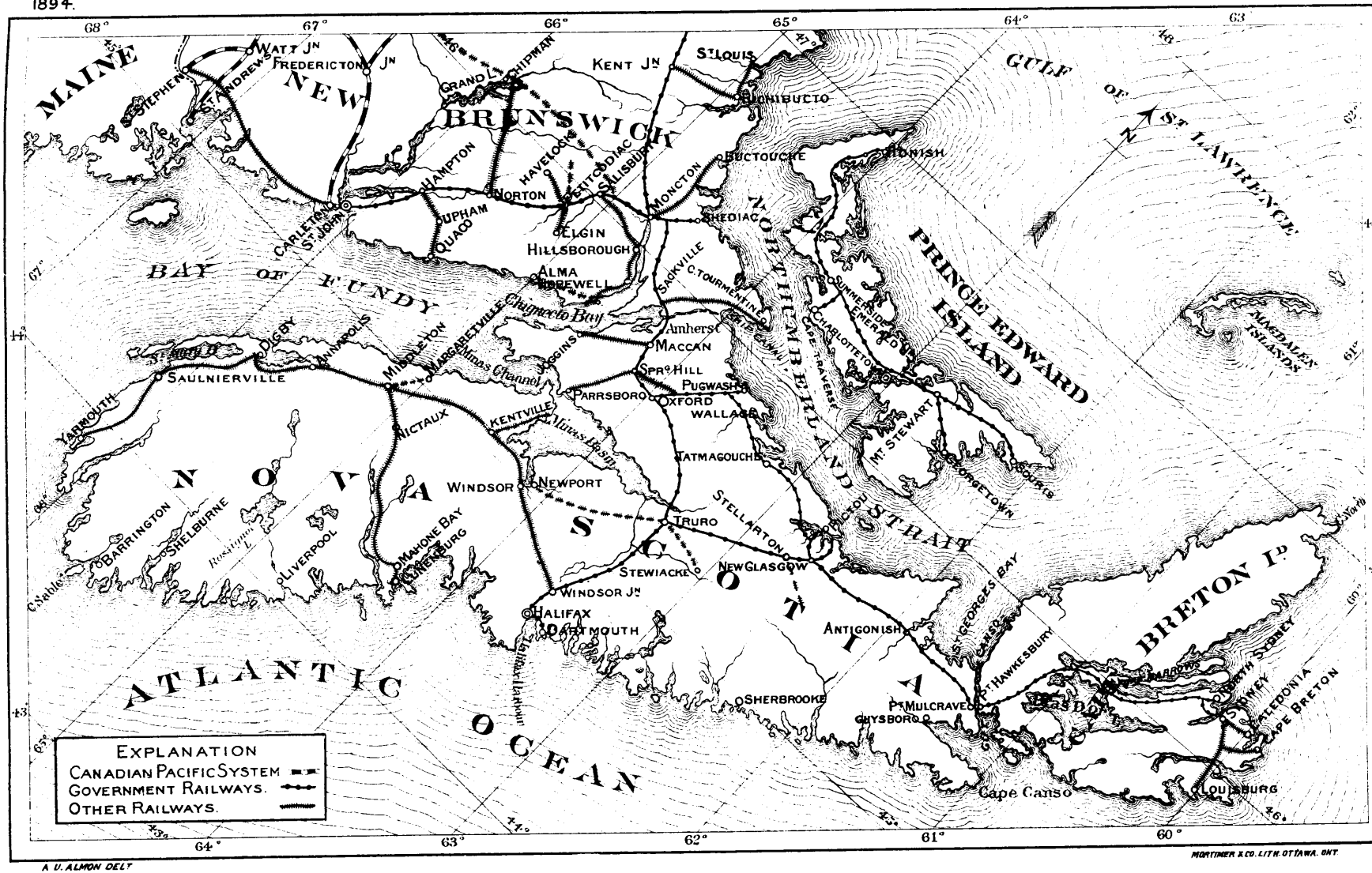
1894.

No 1.


DOMINION OF CANADA.
GREENLAND
LABRADOR
NEWFOUNDLAND
HUDSON BAY
ATLANTIC OCEAN
PACIFIC OCEAN
BRITISH COLUMBIA
ATHABASCA
KEEWATIN
ALBERTA
SASKATCHEWAN
ASSINIBOIA
MANITOBA
ONTARIO
QUEBEC
NOVA SCOTIA
NEW BRUNSWICK
PRINCE EDWARD ISLAND
UNITED STATES
York
Albany River
L. Winnipeg
Edmonton
Fort Albert
Battleford
Calgary
Regina
Brandon
Portage
Emerson
Vancouver
Victoria
Port Arthur
Toronto
Ottawa
Montreal
Quebec
Halifax
New York
L. Michigan
L. Superior
CANADIAN PACIFIC RAILWAY
INTERCOLONIAL RAILWAY
CALLANDER & OTTAWA RAILWAY
70° 75° 75° 70° 65° 60° 55°
165° 160° 155° 150° 145° 140° 135°
40° 45° 50° 55° 60° 65°
130° 125° 120° 115° 110° 105° 100° 95° 90° 85° 80° 75° 70

1894.

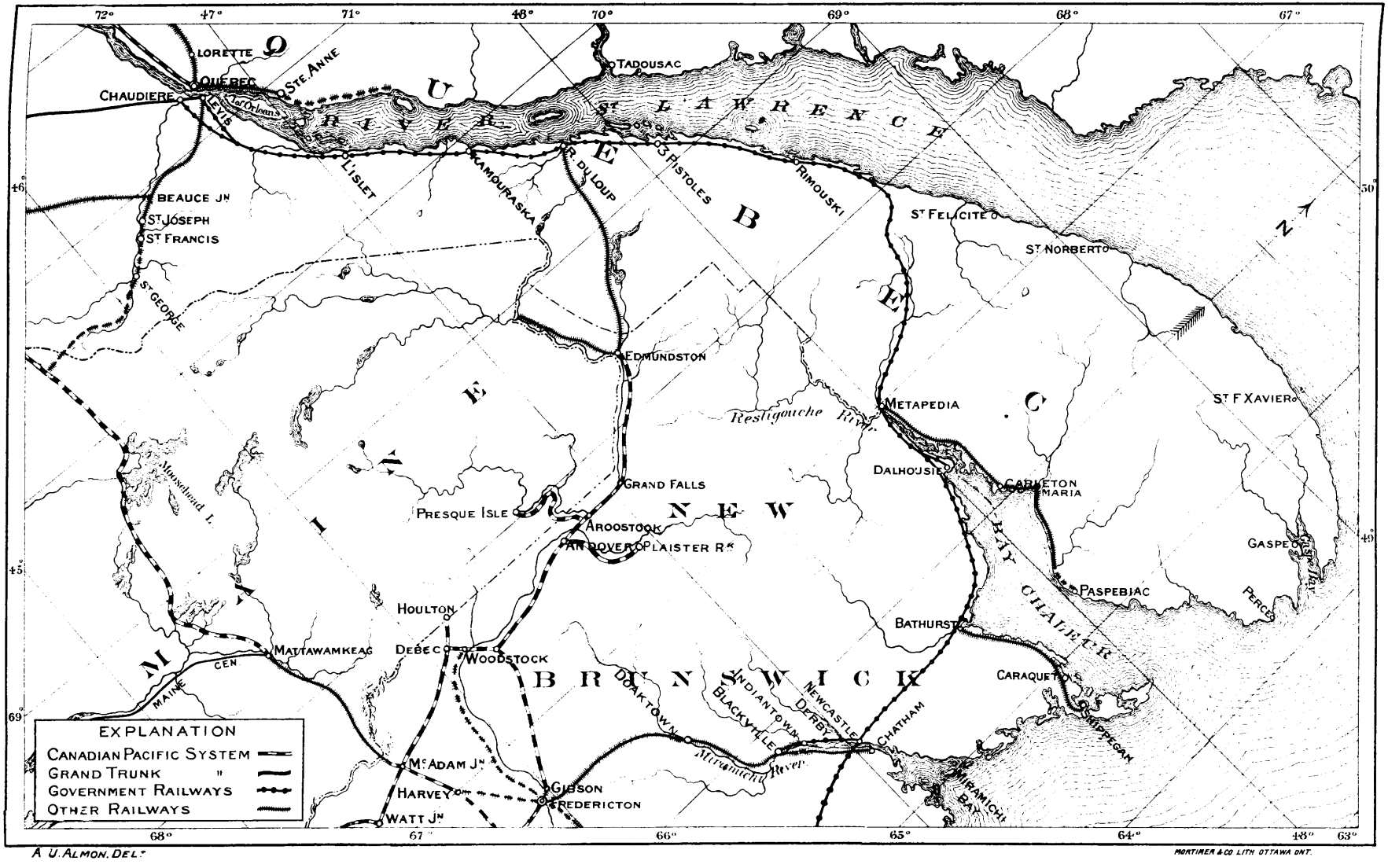
No 2




A. U. Almon Delt.

Mortimer & Co. Lith. Ottawa, Ont.

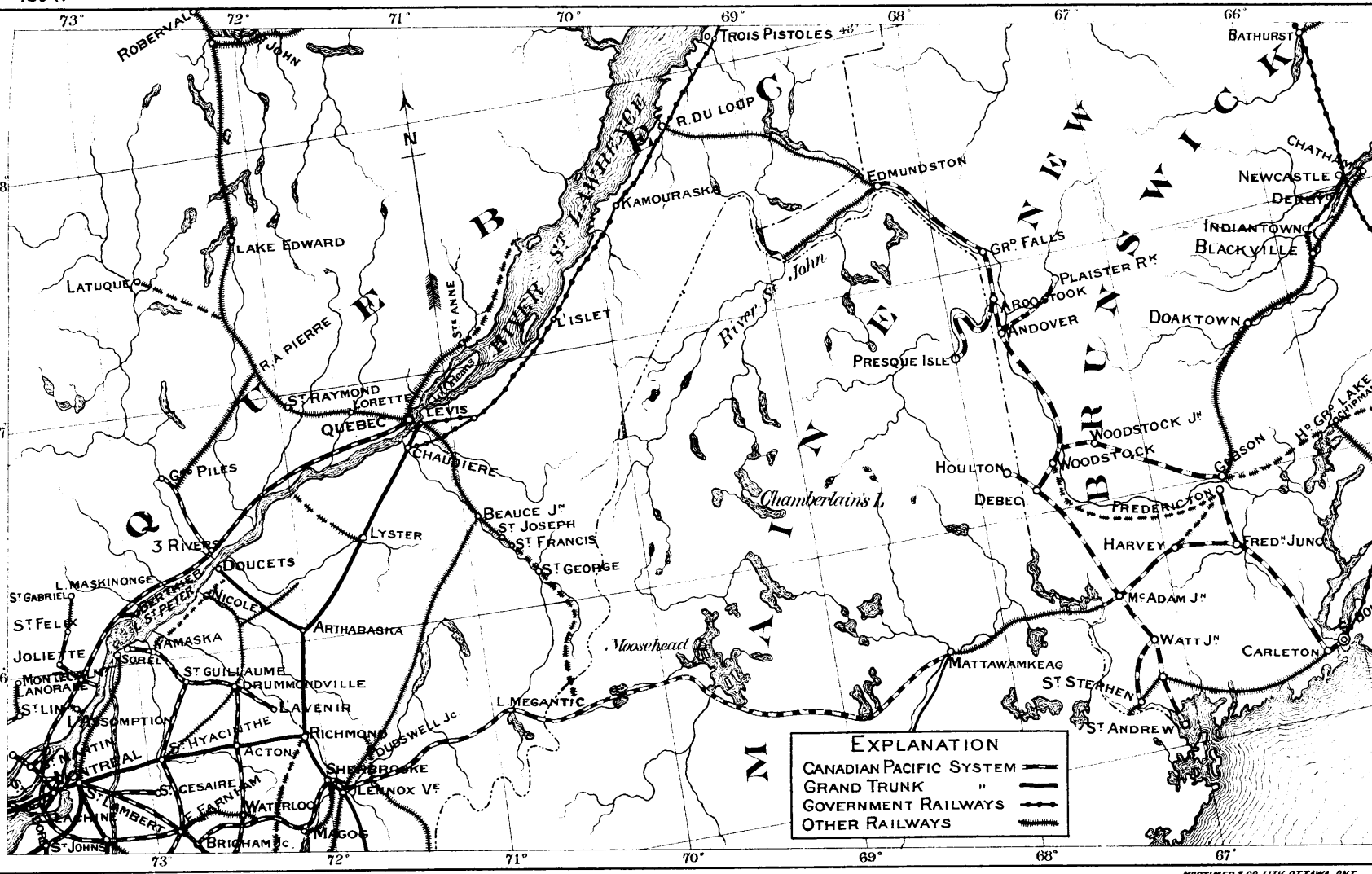
1894. No 3.




A U. ALMON, DEL.

MORTIMER & CO LITH OTTAWA ONT.

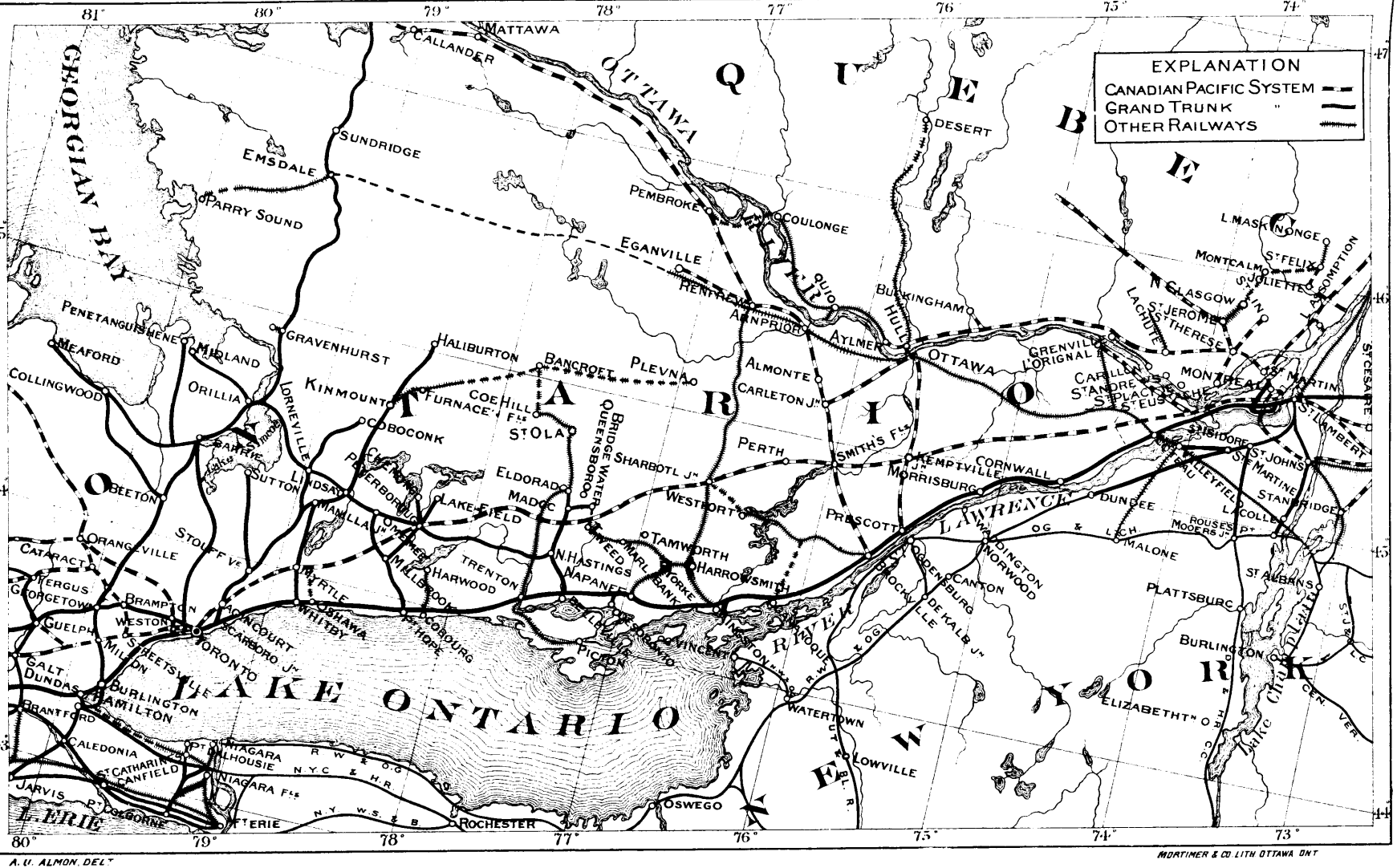
1894. No 4




A. U. ALMON DEL^T

MORTIMER & CO. LITH. OTTAWA. ONT.

1894. No 5.

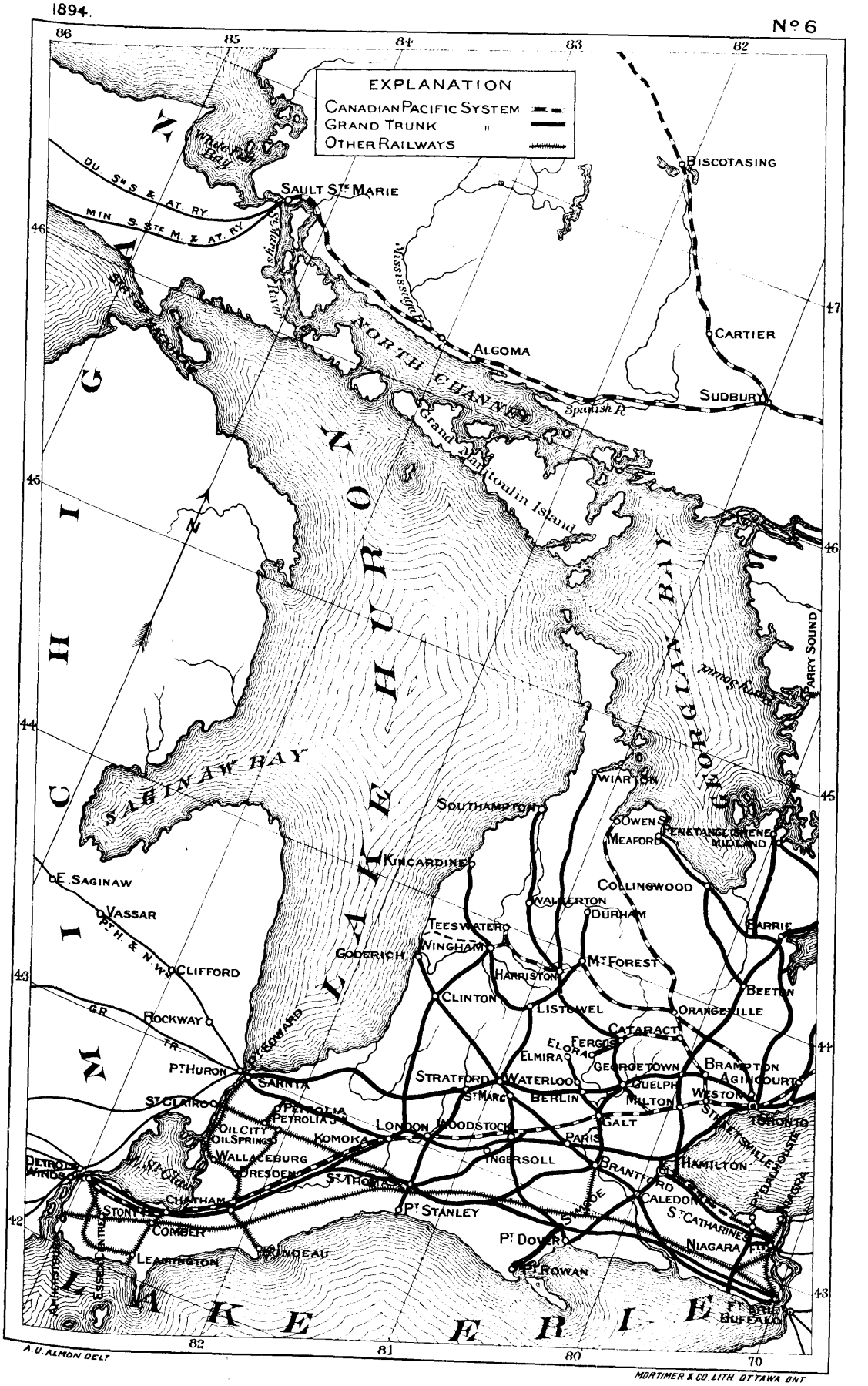


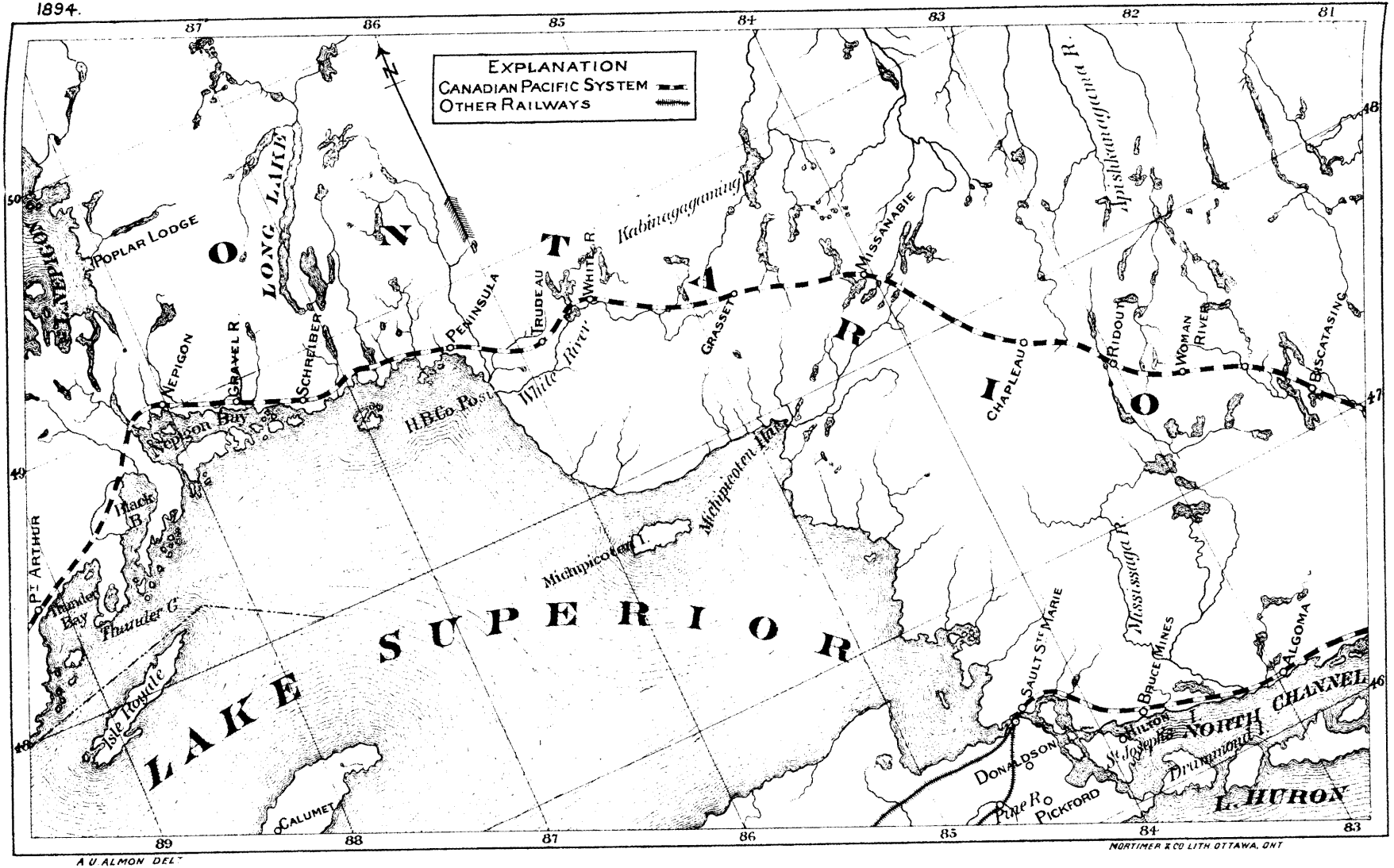

A. U. ALMON. DEL.

MORTIMER & CO. LITH OTTAWA ONT

1894.

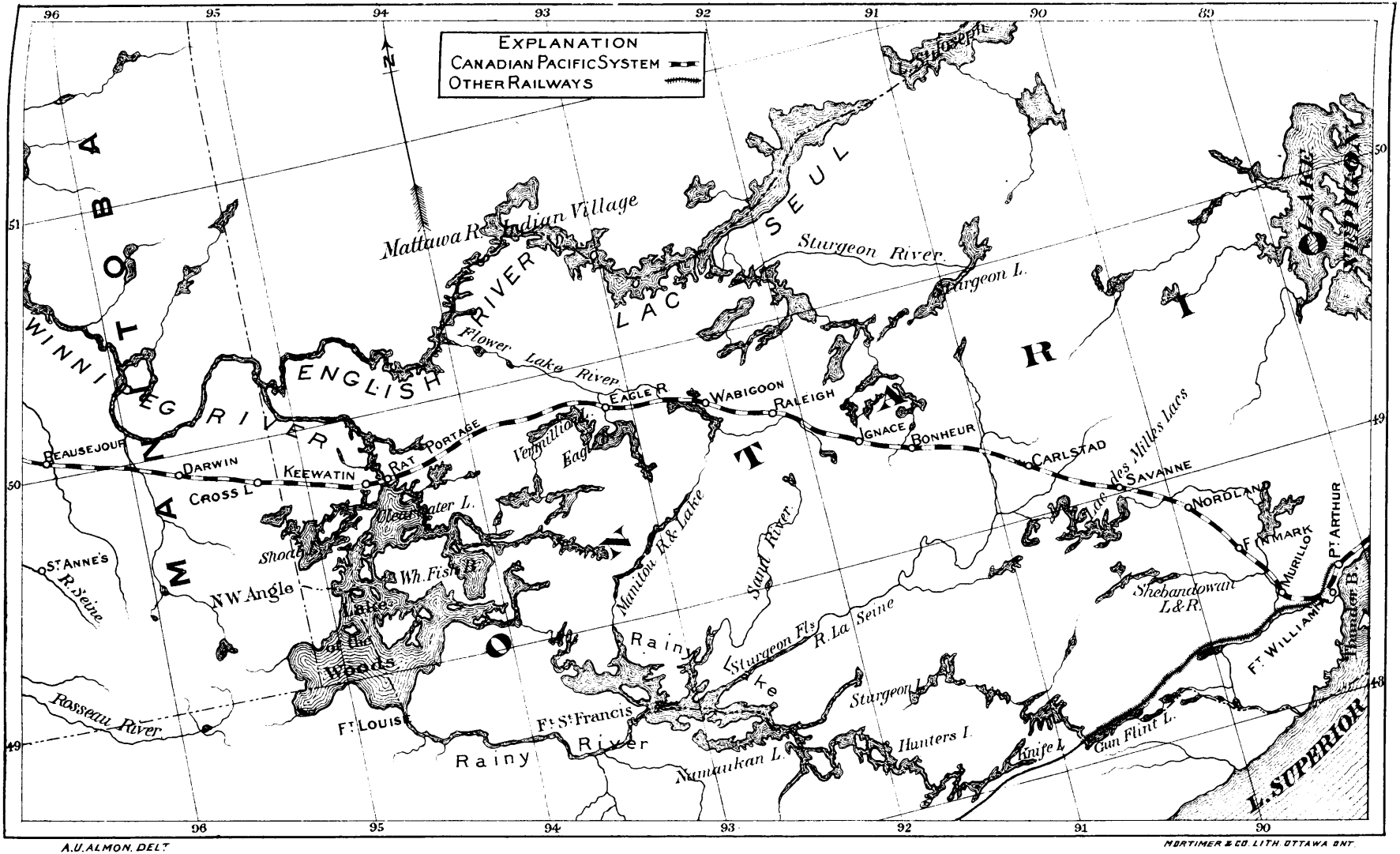
No 6


EXPLANATION
CANADIAN PACIFIC SYSTEM
GRAND TRUNK "
OTHER RAILWAYS
86
85
84
83
82
81
80
70
46
45
44
43
42
41
47
N
Nipigon Bay
DU. S.Ste S. & AT. RY.
MIN. S. Ste M. & AT. RY.
SAULT Ste MARIE
St Marys River
Mississagi R.
BISCOTASING
CARTIER
ALGOMA
SUDBURY
NORTH CHANNEL
Spanish R.
Grand Manitoulin Island
LAKE HURON
GEORGIAN BAY
Pimms River
PARRY SOUND
SAGINAW BAY
E. SAGINAW
VASSAR
P.H. & N.W.
CLIFFORD
GR
TR
ROCKWAY
Pt HURON
SARNIA
St CLAIR
DETROIT
WINDSOR
St Clair
CHATHAM
STONY PT
COMBER
LEAMINGTON
PELEE I.
DETROIT R.
PETROLIA
OIL CITY
OIL SPRINGS
WALLACEBURG
KOMOKA
DRESDEN
SOUTHAMPTON
Pt STANLEY
Pt DOVER
Pt ROWAN
LONDON
WOODSTOCK
INGERSOLL
PARIS
GALT
BRANTFORD
HAMILTON
CALEDONIA
St CATHARINES
NIAGARA
Pt ERIE
BUFFALO
NIAGARA R.
WELLAND CANAL
WELLAND R.
LAKE ERIE
STRATFORD
WATERLOO
ST MARYS
BERLIN
GUELPH
MILTON
GEORGETOWN
ELMIRA
FERGUS
ELORA
CATARACT
BRAMPTON
AGINCOURT
WESTON
TORONTO
STREETSVILLE
TORONTO & NIPISSING
TORONTO & NIAGARA
HARRISTON
CLINTON
LISTOWEL
ORANGEVILLE
BEETON
BARRIE
COLLINGWOOD
WALKERTON
DURHAM
TEESWATER
WINGHAM
GODERICH
KINCARDINE
M.t FOREST
WIARTON
OWEN S.
MEAFORD
PENETANG
PENE & MIDLAND
A. U. ALMON DELT
MORTIMER & CO. LITH OTTAWA ONT




A U ALMON DEL.

MORTIMER & CO LITH OTTAWA, ONT

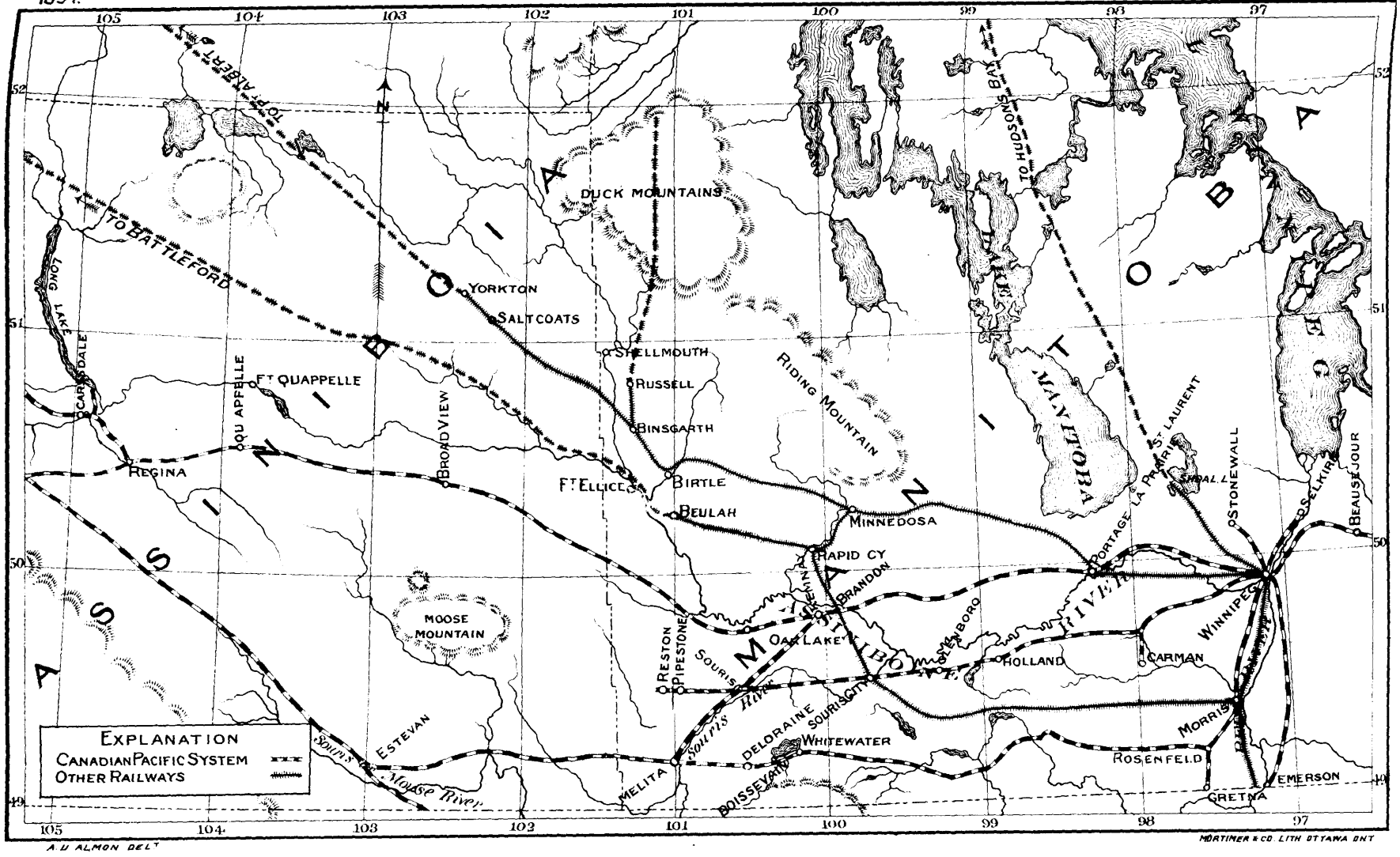



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MORTIMER & CO. LITH. OTTAWA ONT.

1894.

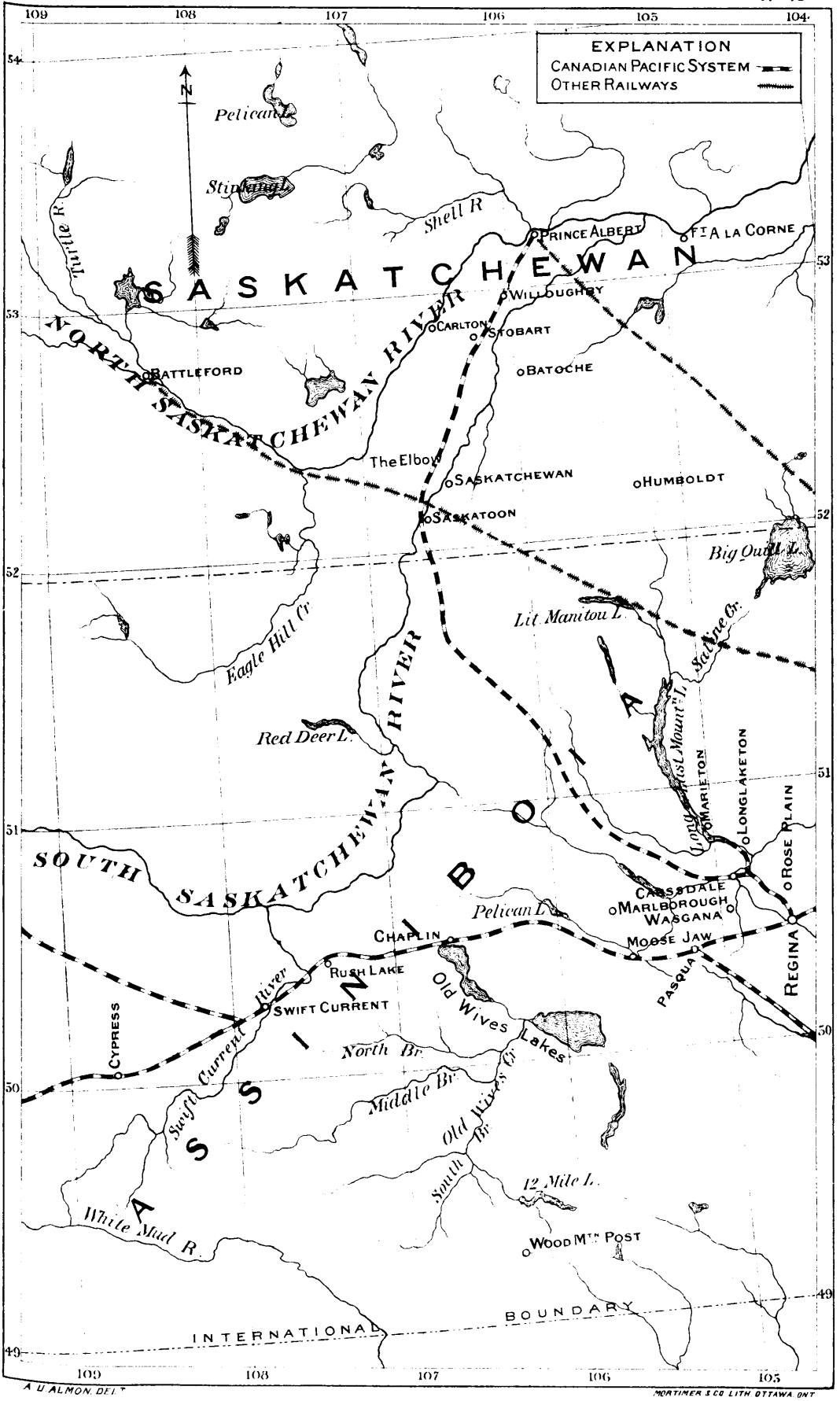
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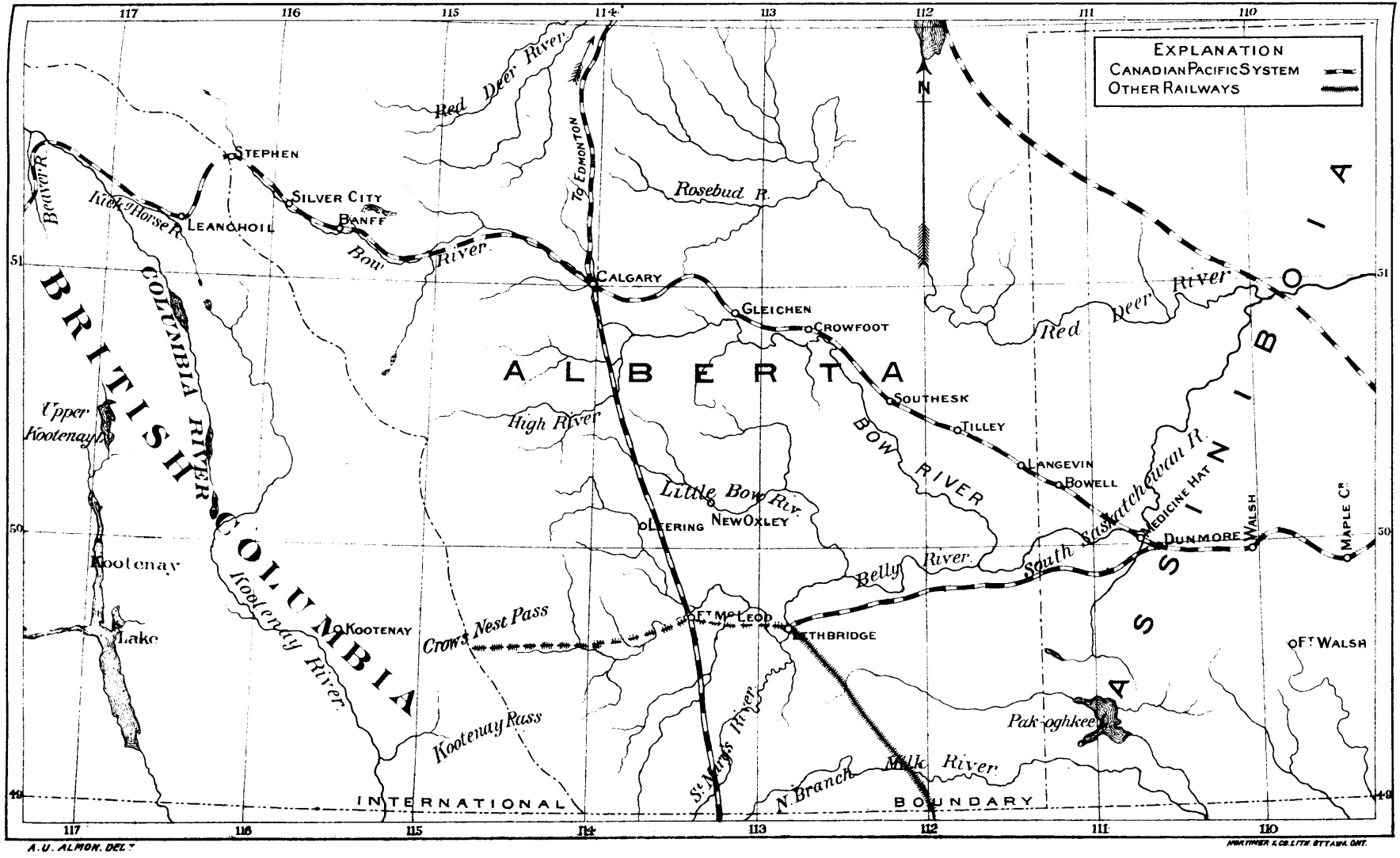
MORTIMER & CO. LITH OTTAWA ONT

1894. No 10

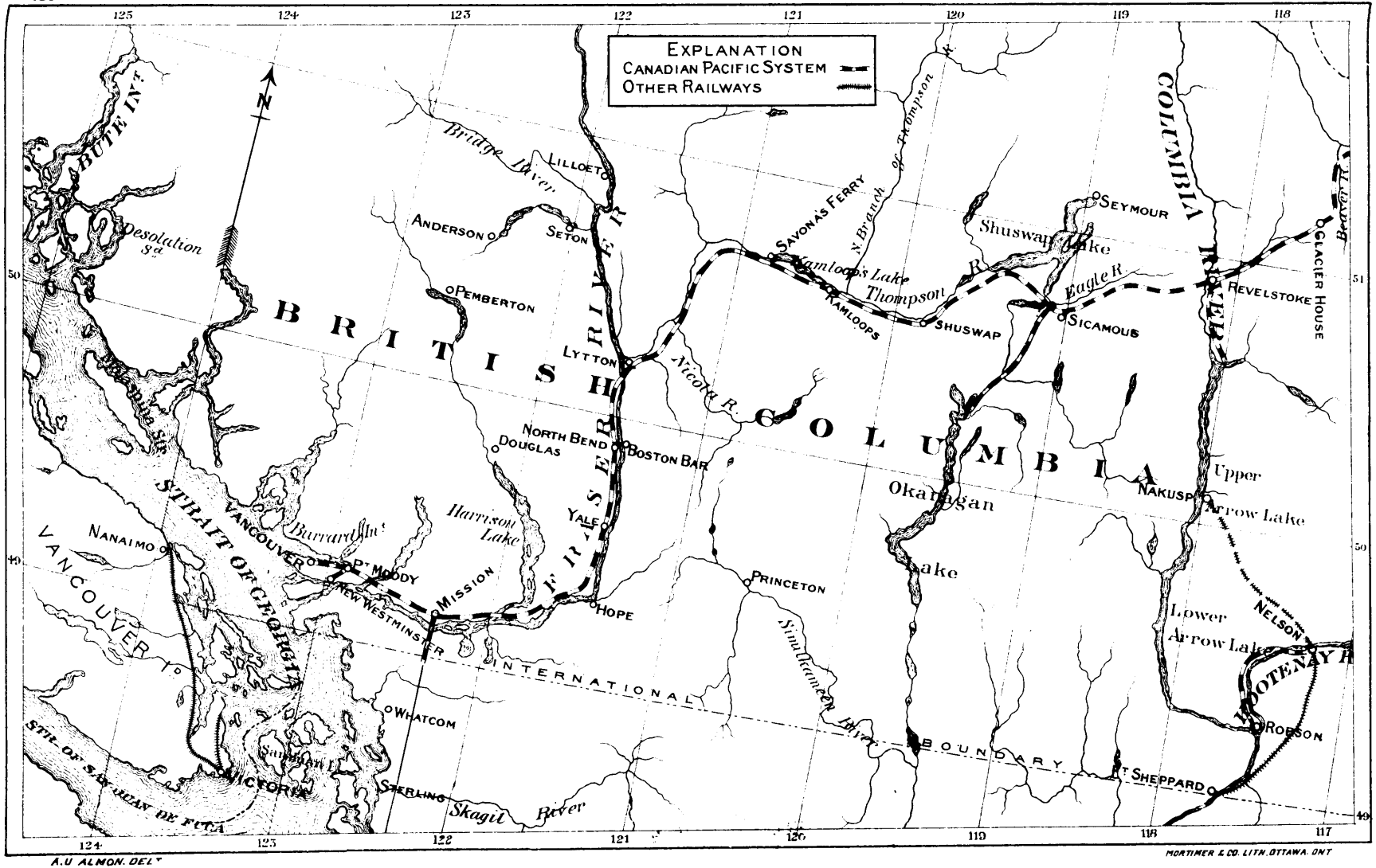



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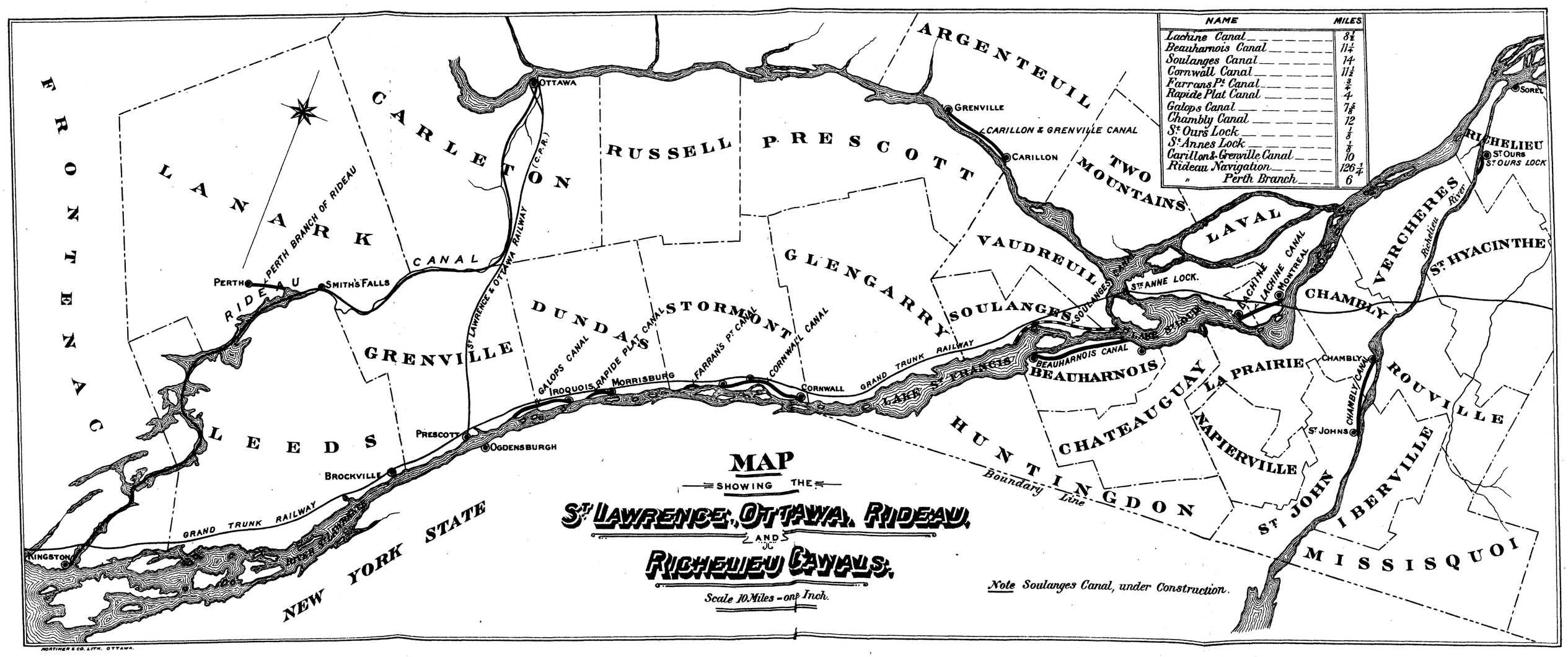



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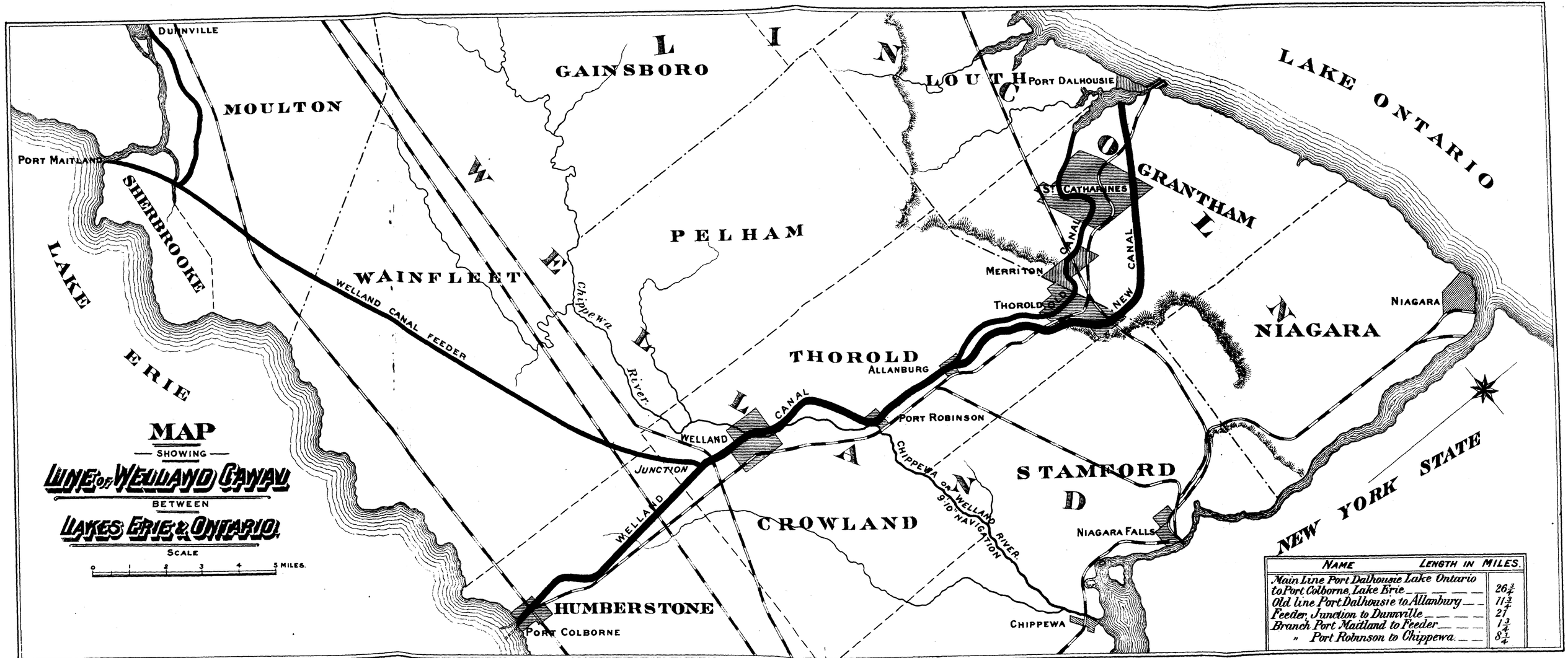



A.U. ALMON. DEL.

MORTIMER & CO. LITH. OTTAWA. ONT.




MORTIMER & CO. LITH. OTTAWA.




| NAME | LENGTH IN MILES. |
|---|---|
| Main Line Port Dalhousie Lake Ontario to Port Colborne, Lake Erie | 26 3/4 |
| Old line Port Dalhousie to Allanbury | 11 3/4 |
| Feeder, Junction to Dunnville | 21 |
| Branch Port Maitland to Feeder | 1 3/4 |
| " Port Robinson to Chippewa. | 8 1/4 |

MORTIMER & CO. LITH. OTTAWA.

# MAP
SHOWING
# TRENT NAVIGATION AND MURRAY CANAL.

*Scale 10 Miles = Inch.*

MURRAY CANAL *length* $5\frac{1}{6}$ *Miles.*

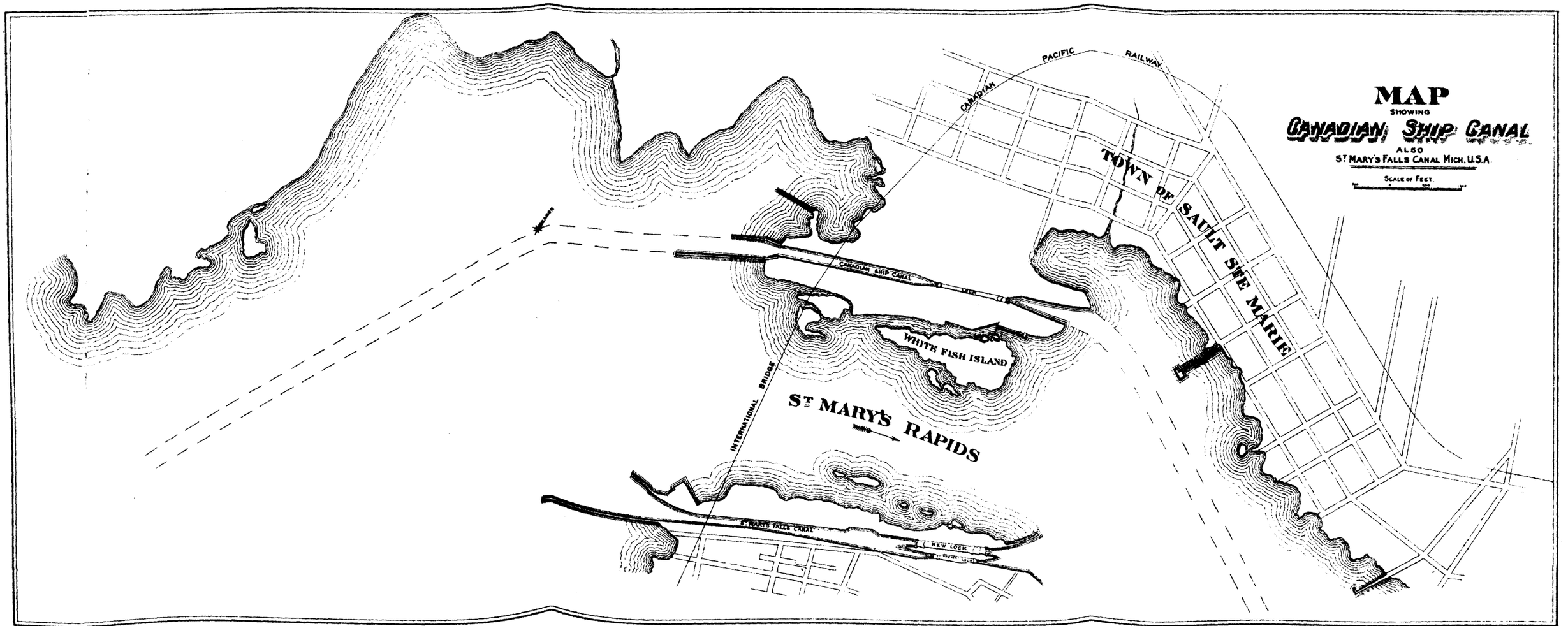
*Constructed*
*Under Contract*
*Survey*

SIMCOE
VICTORIA
DURHAM
NORTHUMBERLAND
HASTINGS
ADDINGTON
LENNOX
PRINCE EDWARD
YORK
ONTARIO

LAKE SIMCOE
LAKE ONTARIO
Severn River
Talbot River
Otonabee R.
Trent River
MURRAY CANAL
KAWARTHA LAKES
RICE LAKE
BAY OF QUINTE

ORILLA
BARRIE
KIRKFIELD
ROSEDALE
LOCK. Ontario Gov.
2 LOCKS & DAM
FENELON FALLS
BOBCAYGEON
1. LOCK & DAMS
1. LOCK & DAM
Buckhorn
Lovesick
1. LOCK & 3 DAMS
Burleigh Falls
2 LOCKS 2 DAMS.
Youngs Pt
DAM.
DAM
LAKEFIELD
DAM
LINDSAY
LOCK. Ontario Gov.
PETERBOROUGH
1. LOCK & DAM
HASTINGS
1. LOCK & DAM.
Trent.
CAMPBELLFORD
DAM.
Healys Falls.
1. LOCK & DAM.
Chisholms Rapids
FRANKFORD
BELLEVILLE
TRENTON
BRIGHTON
PORT HOPE
COBOURG
WHITBY
OSHAWA
BOWMANVILLE

MORTIMER & CO LITH, OTTAWA.




MORTIMER & CO. 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, 1894.

| Name of Work. | Capital. | Income. | Staff. | Repairs. |
|---|---|---|---|---|
| CANALS. | $ cts. | $ cts. | $ cts. | $ cts. |
| Lachine..... $67,345 14 | | | | |
| Less refunds previous years. 3,000 00 | | | | |
| | 64,345 14 | 15,856 74 | 60,174 03 | 40,939 70 |
| Soulanges | 723,380 95 | | | |
| Cornwall | 404,990 22 | | 15,344 02 | 7,733 54 |
| Rapide Plat, Galops ..... Williamsburg Canals | 274,397 42<br>223,992 81 | | 10,230 09 | 7,029 95 |
| Beauharnois | | 6,547 72 | 20,574 53 | 13,903 16 |
| Welland | 1,571 78 | 13,430 20 | 102,018 80 | 53,053 71 |
| Murray | | | 5,667 52 | 5,295 57 |
| Trent | 3,412 32 | 20,403 93 | 3,785 47 | 4,988 59 |
| Carillon | | 20,034 94 | 14,144 98 | 11,620 09 |
| Grenville | 385 55 | | | |
| St. Peter's | 437 05 | 3,852 21 | 2,935 94 | 1,986 70 |
| Sault Ste. Marie | 1,316,529 29 | | | |
| St. Lawrence River and Canals | 13,721 66 | | | |
| Chambly | | 8,567 78 | 19,040 93 | 11,920 74 |
| Rideau | | 14,485 11 | 34,943 35 | 16,939 47 |
| Culbute | | 2,540 14 | 730 00 | 494 43 |
| Ste. Anne's | | 3,497 56 | 2,640 00 | 2,799 63 |
| St. Ours | | | 2,216 68 | 924 55 |
| Miscellaneous works not provided for | | 1,296 15 | 1,390 53 | |
| Arbitrations and awards | | 540 70 | | |
| Surveys and inspections | | 1,046 26 | | |
| Salaries of extra clerks and copyists | | 666 31 | | |
| Salaries of engineers, draughtsmen and extra clerks | | 15,080 00 | | |
| Lachine Canal Commission | | 1,295 74 | | |
| Dredge vessels | | | | 2,187 79 |
| do Rideau | | | | 5,975 68 |
| Salaries and contingencies of canal officers | | | 39,134 60 | |
| Sunday labour | | | 11,050 55 | |
| Compensation to H. Martial for injuries received when working on Chambly Canal | | | | 500 00 |
| Compensation to D. Fugère for time laid up from injuries received, St. Peter's Canal | | | | 26 07 |
| Total on Canals | 3,027,164 19 | 129,141 49 | 346,022 02 | 188,319 67 |
| RAILWAYS. | | | | |
| Intercolonial | 166,362 43 | | 2,981,671 98 | |
| Windsor Branch | | | 17,645 09 | |
| Prince Edward Island | | | 226,891 06 | |
| Canadian Pacific | 146,539 87 | | | |
| Cape Breton | 158,770 61 | | | |
| Oxford and New Glasgow | 112,382 75 | | | |
| Annapolis and Digby | 1,675 36 | | | |
| Montreal and European Short Line | 17 99 | | | |
| Surveys and inspections | | 4,452 53 | | |
| Railway statistics | | 176 23 | | |
| Railway subsidies | 1,043,285 10 | | | |
| Reporting evidence before Railway Committee of Privy Council | | 226 35 | | |
| Total on Railways | 1,629,034 11 | 4,855 11 | 3,226,208 13 | |
| Total on Railways and Canals | 4,656,198 30 | 133,996 60 | 3,572,230 15 | 188,319 67 |

Total amount expended, $8,550,744.72.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
*Accountant.*

# 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, 1894.

ST. PETER'S CANAL.

| — | Year ending 30th June. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|---|---|---|---|---|
| | | $ cts. | $ cts. | $ cts. | $ cts. |
| Government expenditure prior to Confederation | ... | 156,523 32 | ..... ..... | ... ..... | ..... |
| do since do .. | 1868 | 21,519 72 | ..... | ..... | ..... |
| do do do .. | 1869 | 70,719 80 | ..... | ..... ..... | ..... ..... |
| do do do .. | 1870 | ..... ... | 46,193 57 | ... ..... | ..... |
| do do do .. | 1871 | ..... | ..... | 225 36 | 555 78 |
| do do do .. | 1872 | ..... ..... | ..... ..... | 280 00 | 6,122 07 |
| do do do .. | 1873 | ..... | ..... ... | 343 32 | 6,539 58 |
| do do do .. | 1874 | ..... | ..... .... | 725 93 | 1,558 57 |
| do do do .. | 1875 | 20 97 | ..... | 560 00 | 889 35 |
| do do do .. | 1876 | 11,125 00 | ..... | 641 55 | ..... ..... |
| do do do .. | 1877 | 63,330 18 | ..... | 600 00 | 17 45 |
| do do do .. | 1878 | 26,511 51 | ..... | 600 00 | ..... ..... |
| do do do .. | 1879 | 107,337 75 | ..... | 631 50 | ..... |
| do do do .. | 1880 | 80,120 54 | ..... .... | 400 00 | ..... |
| do do do .. | 1881 | 69,434 76 | ..... . | 959 58 | ..... ... |
| do do do .. | 1882 | 484 00 | ..... ..... | 1,920 54 | 200 63 |
| do do do .. | 1883 | ..... .. | ..... . . | 2,089 19 | 232 42 |
| do do do .. | 1884 | 2,471 40 | ..... | 2,601 47 | 367 85 |
| do do do .. | 1885 | 16,820 15 | ..... | 1,929 11 | 183 11 |
| do do do .. | 1886 | 2,316 85 | ... ..... | 2,360 67 | 297 81 |
| do do do .. | 1887 | 1,087 75 | 750 00 | 2,777 13 | 343 23 |
| do do do .. | 1888 | ..... | ... ..... | 3,217 77 | 1,588 40 |
| do do do .. | 1889 | ..... | 500 00 | 3,085 29 | 353 38 |
| do do do .. | 1890 | ..... | ..... | 3,110 15 | 255 34 |
| do do do .. | 1891 | 972 65 | 510 53 | 3,255 30 | 312 02 |
| do do do .. | 1892 | 14,387 00 | 30,936 82 | 3,007 70 | 1,461 24 |
| do do do .. | 1893 | 811 59 | 9,987 78 | 2,938 15 | 1,856 30 |
| do do do .. | 1894 | 437 05 | 3,852 21 | 2,935 94 | 1,986 70 |
| Total..... ..... | ..... | 646,431 99 | 92,730 91 | 41,195 65 | 25,121 23 |

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

# 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 | | 14,948 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 | | |
| do do do | 1894 | | |
| Total | | | 44,387 53 |

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

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

LACHINE CANAL.

| —— | Year ending 30th June. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|---|---|---|---|---|
| | | $ cts. | $ cts. | $ cts. | $ cts. |
| Expenditure by Imperial Government | .... | 40,000 00 | . . .... | ..... | ..... |
| Government expenditure prior to Confederation | ..... | 2,547,532 85 | ..... | ..... | ..... |
| do since do .. | 1868 | ..... | 1,852 70 | 13,742 05 | 16,431 51 |
| do do do .. | 1869 | 2,000 00 | ..... .. | 14,209 02 | 12,085 84 |
| do do do .. | 1870 | ..... | ..... | 15,834 49 | 13,302 39 |
| do do do .. | 1871 | ..... .. . | 12,231 40 | 17,478 52 | 15,093 25 |
| do do do .. | 1872 | 36,708 15 | ..... | 16,076 93 | 12,334 69 |
| do do do .. | 1873 | 7,824 28 | 35,158 21 | 23,601 03 | 34,300 60 |
| do do do .. | 1874 | 158,618 35 | ..... .. | 25,811 07 | 22,828 66 |
| do do do .. | 1875 | 197,420 52 | ..... ..... | 28,592 01 | 30,057 34 |
| do do do .. | 1876 | 327,769 39 | ..... | 33,797 73 | 29,103 65 |
| do do do .. | 1877 | 1,439,375 73 | ..... | 33,148 86 | 19,824 33 |
| do do do .. | 1878 | 1,484,619 63 | ..... ..... | 39,062 97 | 13,646 41 |
| do do do .. | 1879 | 958,053 30 | .. ..... | 42,338 84 | 12,400 78 |
| do do do .. | 1880 | 369,566 74 | ..... | 38,950 90 | 10,223 62 |
| do do do .. | 1881 | 292,165 51 | ..... | 39,027 99 | 19,888 33 |
| do do do .. | 1882 | 252,821 33 | 2,978 66 | 41,158 90 | 17,116 46 |
| do do do .. | 1883 | 396,496 96 | 1,859 68 | 45,554 91 | 18,199 59 |
| do do do .. | 1884 | 188,266 18 | ..... | 48,624 51 | 19,683 24 |
| do do do .. | 1885 | 111,215 23 | ..... . | 49,004 85 | 20,199 78 |
| do do do .. | 1886 | 210,509 42 | ..... .... | 50,969 10 | 19,199 18 |
| do do do .. | 1887 | 28,772 52 | 12,981 59 | 53,113 97 | 22,567 81 |
| do do do .. | 1888 | 19,414 34 | 7,996 38 | 52,229 61 | 19,999 64 |
| do do do .. | 1889 | 76,032 96 | 972 71 | 54,110 67 | 22,957 71 |
| do do do .. | 1890 | 7,448 03 | 8,238 46 | 53,114 34 | 22,999 38 |
| do do do .. | 1891 | 217 53 | 16,155 75 | 50,721 69 | 36,292 98 |
| do do do .. | 1892 | 87,852 35 | 27,480 80 | 52,729 37 | 67,499 62 |
| do do do .. | 1893 | 445,983 21 | 50,937 40 | 53,185 00 | 51,616 79 |
| do do do .. | 1894 | 64,345 14 | 15,856 74 | 60,174 03 | 40,939 70 |
| Total ..... | .... | 9,751,029 65 | 194,700 48 | 1,046,363 36 | 634,793 28 |

BEAUHARNOIS CANAL.

| | | | | | |
|---|---|---|---|---|---|
| Government expenditure prior to Confederation | ..... | 1,611,424 11 | ..... | ..... | ..... |
| do since do .. | 1868 | ..... | 63,193 75 | 9,349 99 | 6,216 98 |
| do do do .. | 1869 | . . ..... | 55 00 | 9,626 99 | 6,498 57 |
| do do do .. | 1870 | ..... ... | 27 50 | 10,117 57 | 6,384 81 |
| do do do .. | 1871 | .. .. ..... | ..... | 12,316 53 | 5,722 36 |
| do do do .. | 1872 | ..... | 27 50 | 11,792 46 | 15,733 38 |
| do do do .. | 1873 | .... ..... | 5,122 50 | 12,210 73 | 9,882 06 |
| do do do .. | 1874 | .... ..... | 26 00 | 15,392 51 | 10,990 56 |
| do do do .. | 1875 | ..... . | 36 00 | 14,399 32 | 12,253 01 |
| do do do .. | 1876 | ..... | ..... | 14,465 86 | 17,170 83 |
| do do do .. | 1877 | ..... | . . ..... | 14,377 63 | 15,207 36 |
| do do do .. | 1878 | .. . ..... | ..... .. | 14,383 37 | 9,861 05 |
| do do do .. | 1879 | .... ..... | .... . . | 15,015 86 | 10,370 71 |
| do do do .. | 1880 | 266 15 | ... ..... | 15,362 61 | 8,997 34 |
| do do do .. | 1881 | ..... | .... ..... | 17,659 93 | 10,770 67 |
| do do do .. | 1882 | ..... ... | ..... | 18,804 53 | 20,813 86 |
| do do do .. | 1883 | ..... .... | 6,727 44 | 18,287 77 | 15,826 71 |
| do do do .. | 1884 | ..... | 3,277 98 | 19,107 38 | 16,232 61 |
| do do do .. | 1885 | ..... | 7,999 79 | 18,960 40 | 14,637 70 |
| do do do .. | 1886 | .. . ..... | 8,491 80 | 19,228 90 | 14,356 00 |
| do do do .. | 1887 | ... ..... | 3,633 57 | 18,867 45 | 14,999 88 |
| do do do .. | 1888 | ..... .. . | 14,411 97 | 19,325 05 | 14,285 98 |
| do do do .. | 1889 | ..... | 10,993 52 | 20,019 11 | 14,982 54 |
| do do do .. | 1890 | ..... ... | ..... . | 19,847 42 | 14,999 20 |
| do do do .. | 1891 | . ..... | 17,085 68 | 18,886 86 | 12,537 39 |
| do do do .. | 1892 | ..... | 1,696 23 | 20,050 01 | 14,999 80 |
| do do do .. | 1893 | .... ... .. | .... .. .... | 20,348 34 | 14,107 11 |
| do do do .. | 1894 | ..... | 6,547 72 | 20,574 53 | 13,903 46 |
| Total ..... | ... | 1,611,690 26 | 149,353 95 | 438,779 11 | 342,741 93 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
*Accountant.*

# Department of Railways and Canals.

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 | |
| do do do | 1894 | 13,721 66 | |
| Total | | 956,900 02 | 98,378 46 |

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

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 do | 1868 | | 2,786 00 | 11,244 47 | 3,774 18 |
| do do do do | 1869 | 10,692 04 | | 10,347 91 | 3,859 14 |
| do do do do | 1870 | | 17,780 05 | 10,368 16 | 7,145 42 |
| do do do do | 1871 | | 7 50 | 11,848 39 | 8,891 61 |
| do do do do | 1872 | | 10,000 21 | 10,594 30 | 8,163 70 |
| do do do do | 1873 | | 1,011 75 | 13,042 25 | 12,467 65 |
| do do do do | 1874 | | | 13,405 20 | 7,610 70 |
| do do do do | 1875 | 1,780 00 | | 13,351 91 | 7,097 34 |
| do do do do | 1876 | | | 13,320 61 | 6,423 67 |
| do do do do | 1877 | 49,211 37 | | 13,375 70 | 6,440 54 |
| do do do do | 1878 | 145,015 45 | | 13,825 50 | 4,935 21 |
| do do do do | 1879 | 143,092 05 | | 13,817 96 | 4,983 15 |
| do do do do | 1880 | 109,454 95 | | 14,440 33 | 9,735 76 |
| do do do do | 1881 | 53,948 14 | | 15,173 60 | 5,524 10 |
| do do do do | 1882 | 44,587 61 | | 15,052 20 | 6,634 62 |
| do do do do | 1883 | 21,728 93 | | 18,283 67 | 8,361 71 |
| do do do do | 1884 | 23,018 13 | | 18,475 48 | 9,007 73 |
| do do do do | 1885 | 62,034 90 | 16,298 96 | 15,988 96 | 12,368 51 |
| do do do do | 1886 | 57,820 83 | 6,960 95 | 15,994 80 | 11,832 83 |
| do do do do | 1887 | 46,966 43 | | 17,520 54 | 12,100 29 |
| do do do do | 1888 | 67,945 74 | | 16,938 54 | 13,942 64 |
| do do do do | 1889 | 163,9 3 85 | | 17,890 55 | 58,205 26 |
| do do do do | 1890 | 365,038 01 | 2,000 00 | 17,063 49 | 12,758 18 |
| do do do do | 1891 | 599,001 85 | 1,459 98 | 16,077 72 | 9,830 05 |
| do do do do | 1892 | 398,555 25 | 2,345 26 | 15,596 66 | 9,864 36 |
| do do do do | 1893 | 352,536 13 | | 15,173 01 | 9,668 14 |
| do do do do | 1894 | 404,990 22 | | 15,344 02 | 7,733 54 |
| Total | | 5,054,564 57 | 60,650 66 | 393,555 93 | 279,360 03 |

WILLIAMSBURG CANALS.

| | | | | | |
|---|---|---|---|---|---|
| Government expenditure prior to Confederation | | 1,320,655 54 | | | |
| do since do do | 1868 | | | 5,745 97 | 6,442 41 |
| do do do do | 1869 | | | 5,769 81 | 5,670 88 |
| do do do do | 1870 | | | 5,573 13 | 6,546 16 |
| do do do do | 1871 | | | 6,382 17 | 5,308 41 |
| do do do do | 1872 | | 1,077 00 | 5,542 94 | 3,230 07 |
| do do do do | 1873 | | | 6,424 49 | 7,347 75 |
| do do do do | 1874 | | | 6,857 19 | 7,395 92 |
| do do do do | 1875 | | | 6,547 62 | 4,110 29 |
| do do do do | 1876 | | | 7,418 39 | 11,690 98 |
| do do do do | 1877 | | | 7,388 08 | 10,053 61 |
| do do do do | 1878 | | | 7,430 11 | 4,449 78 |
| do do do do | 1879 | | | 7,517 20 | 3,549 71 |
| do do do do | 1880 | | | 7,590 15 | 3,999 77 |
| do do do do | 1881 | | | 7,572 35 | 5,020 73 |
| do do do do | 1882 | | | 7,589 44 | 7,447 69 |
| do do do do | 1883 | 13 19 | | 7,423 48 | 7,299 39 |
| do do do do | 1884 | 2,473 44 | | 7,757 04 | 7,349 37 |
| do do do do | 1885 | 103,237 12 | | 7,696 67 | 8,198 03 |
| do do do do | 1886 | 149,835 71 | | 7,671 54 | 7,847 05 |
| do do do do | 1887 | 115,853 00 | | 7,635 54 | 7,904 76 |
| do do do do | 1888 | 70,128 29 | 1,613 67 | 7,646 79 | 8,190 13 |
| do do do do | 1889 | 59,867 26 | | 7,485 28 | 8,794 61 |
| do do do do | 1890 | 139,078 37 | | 8,954 53 | 8,191 69 |
| do do do do | 1891 | 230,670 60 | | 8,678 25 | 7,987 40 |
| do do do do | 1892 | 376,545 32 | 797 83 | 9,458 33 | 8,551 32 |
| do do do do | 1893 | 372,193 29 | 3,675 00 | 8,676 03 | 8,347 97 |
| do do do do | 1894 | 498,390 23 | | 10,230 09 | 7,029 95 |
| Total | | 3,438,941 36 | 7,163 50 | 200,662 61 | 187,955 83 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
*Accountant.*

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

WELLAND CANAL.

| —— | Year ending 30th June. | Capital. | Renewals Chargeable to Income. | Staff. | Repairs. |
|---|---|---|---|---|---|
| | | $ cts. | $ cts. | $ cts. | $ cts. |
| Imperial Government | ..... | 222,220 00 | ..... | ..... | ..... |
| Government expenditure prior to Confederation | ..... | 7,416,019 83 | ..... | ..... | ..... |
| do since do .. | 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 | 65,009 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 04 | 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 |
| do do do .. | 1894 | 1,571 78 | 13,430 20 | 102,018 80 | 53,053 71 |
| Total | ..... | 23,763,866 39 | 336,419 23 | 2,086,461 49 | 1,914,780 89 |

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 | 1,750 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 |
| do do do .. | 1894 | ..... | 3,497 56 | 2,640 00 | 2,799 63 |
| Total | .... | 1,170,215 63 | 53,571 00 | 58,612 08 | 67,323 43 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

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 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 |
| do do do .. | 1894 | 385 55 | 20,034 94 | 14,144 98 | 11,620 09 |
| Total..... | ..... | 4,025,938 55 | 136,522 95 | 376,058 92 | 266,036 23 |

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 |
| do do do .. | 1894 | ..... | 2,540 14 | 730 00 | 494 43 |
| Total ..... | ..... | 379,494 46 | 53.853 61 | 11,071 43 | 6,501 87 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
*Accountant.*

# Department of Railways and Canals.

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 .. | 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 16 | 26,815 44 | 22,957 40 |
| do do do .. | 1875 | 9,310 85 | ..... | 26,553 37 | 19,699 81 |
| do do do .. | 1876 | 2,163 96 | ..... | 26,430 77 | 14,428 25 |
| do do do .. | 1877 | 214 11 | ..... | 25,959 56 | 14,198 18 |
| do do do .. | 1878 | ..... | ..... | 26,651 51 | 11,034 22 |
| do do do .. | 1879 | 7,703 88 | ..... | 26,042 52 | 7,134 55 |
| do do do .. | 1880 | ..... | ..... | 26,463 88 | 11,434 05 |
| do do do .. | 1881 | ..... | 133 50 | 26,024 71 | 8,627 00 |
| do do do .. | 1882 | ..... | ..... | 26,915 29 | 13,860 28 |
| do do do .. | 1883 | ..... | 70 65 | 27,322 81 | 23,524 84 |
| do do do .. | 1884 | ..... | 4,597 50 | 26,938 95 | 19,245 02 |
| do do do .. | 1885 | ..... | 2,098 76 | 26,971 32 | 18,189 55 |
| do do do .. | 1886 | ..... | 550 00 | 27,045 95 | 35,648 04 |
| do do do .. | 1887 | ..... | 20,823 96 | 29,440 46 | 18,565 34 |
| do do do .. | 1888 | ..... | 18,889 48 | 33,458 83 | 25,478 87 |
| do do do .. | 1889 | ..... | 6,665 22 | 33,801 77 | 18,106 36 |
| do do do .. | 1890 | ..... | 21,124 10 | 34,270 57 | 18,025 21 |
| do do do .. | 1891 | ..... | 20,967 25 | 34,641 98 | 21,537 56 |
| 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 |
| do do do .. | 1894 | ..... | 14,485 11 | 34,943 35 | 16,939 47 |
| Total ..... | ..... | 4,084,156 87 | 213,919 36 | 742,682 28 | 486,216 30 |

## ST. OURS LOCK.

| | | | | | |
|---|---|---|---|---|---|
| Government expenditure prior to Confederation | ..... | 121,537 65 | ..... | ..... | ..... |
| do since do .. | 1868 | ..... | ..... | 1,532 75 | 753 74 |
| do do do .. | 1869 | ..... | ..... | 1,755 15 | 1,399 18 |
| do do do .. | 1870 | ..... | ..... | 1,458 09 | 1,006 22 |
| do do do .. | 1871 | ..... | ..... | 1,414 48 | 1,210 98 |
| do de do .. | 1872 | ..... | ..... | 1,565 80 | 1,263 19 |
| do do do .. | 1873 | ..... | ..... | 2,076 50 | 1,575 10 |
| do do do .. | 1874 | ..... | ..... | 2,219 13 | 2,363 42 |
| do do do .. | 1875 | ..... | ..... | 1,362 22 | 1,245 69 |
| do do do .. | 1876 | ..... | ..... | 1,403 92 | 1,601 71 |
| do do do .. | 1877 | ..... | ..... | 1,533 40 | 750 80 |
| do do do .. | 1878 | ..... | ..... | 1,556 65 | 283 77 |
| do do do .. | 1879 | ..... | ..... | 1,581 55 | 456 07 |
| do do do .. | 1880 | ..... | ..... | 1,614 01 | 705 54 |
| do do do .. | 1881 | ..... | ..... | 1,741 97 | 1,299 77 |
| do do do .. | 1882 | ..... | ..... | 2,002 71 | 1,902 41 |
| do do do .. | 1883 | ..... | 17,230 32 | 2,361 65 | 2,188 08 |
| do do do .. | 1884 | ..... | 5,279 17 | 2,315 37 | 1,494 99 |
| do do do .. | 1885 | ..... | 4,700 64 | 2,271 57 | 3,652 63 |
| do do do .. | 1886 | ..... | ..... | 2,311 70 | 4,143 47 |
| do do do .. | 1887 | ..... | ..... | 2,175 37 | 5,864 78 |
| do do do .. | 1888 | ..... | ..... | 2,216 04 | 2,801 17 |
| do do do .. | 1889 | ..... | 17,964 45 | 2,421 14 | 2,002 63 |
| do do do .. | 1890 | ..... | 24,571 96 | 2,138 40 | 1,935 44 |
| do do do .. | 1891 | ..... | 21,696 74 | 2,011 08 | 4,460 16 |
| do do do .. | 1892 | ..... | 3,585 34 | 2,168 44 | 1,944 33 |
| do do do .. | 1893 | ..... | ..... | 2,136 66 | 1,994 34 |
| do do do .. | 1894 | ..... | ..... | 2,216 68 | 924 55 |
| Total ..... | ..... | 121,537 65 | 95,028 62 | 51,562 43 | 51,224 16 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

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 | 1876 | | | 10,593 14 | 13,273 56 |
| do do do | 1877 | 80 00 | | 10,281 78 | 10,111 32 |
| do do do | 1878 | | | 10,413 99 | 6,022 96 |
| do do do | 1879 | | | 11,301 53 | 8,809 77 |
| do do do | 1880 | | | 11,516 22 | 12,377 74 |
| do do do | 1881 | | | 13,950 47 | 20,705 17 |
| do do do | 1882 | | 31,796 41 | 16,686 78 | 16,843 60 |
| do do do | 1883 | | 21,332 36 | 15,904 38 | 15,182 24 |
| do do do | 1884 | | 41,640 77 | 18,448 85 | 12,003 34 |
| do do do | 1885 | | 21,049 23 | 18,378 55 | 13,046 95 |
| do do do | 1886 | | 14,547 27 | 19,501 28 | 11,999 77 |
| do do do | 1887 | | 17,911 17 | 19,053 62 | 20,071 37 |
| do do do | 1888 | | 65,536 64 | 20,073 60 | 11,823 74 |
| do do do | 1889 | | 51,437 87 | 19,679 22 | 19,392 18 |
| do do do | 1890 | | 23,221 48 | 19,655 38 | 14,399 93 |
| do do do | 1891 | | 43,344 41 | 19,204 76 | 11,399 93 |
| 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 |
| do do do | 1894 | | 8,567 78 | 19,040 93 | 11,920 74 |
| Total | | 637,206 76 | 408,182 28 | 392,455 83 | 386,746 91 |

MURRAY CANAL.

| | | | | | |
|---|---|---|---|---|---|
| Government expenditure prior to Confederation | | | | | |
| do since do | 1868 | | 400 00 | | |
| do do do | 1869 | | | | |
| do do do | 1870 | | | | |
| do do do | 1871 | | | | |
| do do do | 1872 | | | | |
| do do do | 1873 | | | | |
| do do do | 1874 | | | | |
| do do do | 1875 | | | | |
| do do do | 1876 | | | | |
| do do do | 1877 | | | | |
| do do do | 1878 | | | | |
| do do do | 1879 | | | | |
| do do do | 1880 | | | | |
| do do do | 1881 | | | | |
| do do do | 1882 | 7,135 63 | | | |
| do do do | 1883 | 84,071 68 | | | |
| do do do | 1884 | 118,187 43 | | | |
| do do do | 1885 | 148,902 66 | | | |
| do do do | 1886 | 179,704 52 | | | |
| do do do | 1887 | 142,563 66 | | | |
| do do do | 1888 | 146,754 37 | | | |
| do do do | 1889 | 215,326 46 | | | |
| do do do | 1890 | 106,760 35 | | 494 31 | |
| do do do | 1891 | 61,260 49 | | 5,137 03 | 173 53 |
| do do do | 1892 | 5,964 22 | | 5,803 48 | 3,505 15 |
| do do do | 1893 | 30,838 79 | | 5,499 62 | 5,341 34 |
| do do do | 1894 | | | 5,667 52 | 5,295 57 |
| Total | | 1,247,470 26 | 400 00 | 22,601 96 | 14,315 59 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
*Accountant.*

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 .. | 1868 | ..... | ..... | ..... | ..... |
| do do do .. | 1869 | ..... | ..... | ..... | ..... |
| do do do .. | 1870 | ..... | ..... | ..... | ..... |
| do do do .. | 1871 | ..... | ..... | ..... | ..... |
| do do do .. | 1872 | ..... | ..... | ..... | ..... |
| do do do .. | 1873 | ..... | ..... | ..... | ..... |
| do do do .. | 1874 | ..... | ..... | ..... | ..... |
| do do do .. | 1875 | ..... | ..... | ..... | ..... |
| do do do .. | 1876 | ..... | ..... | ..... | ..... |
| do do do .. | 1877 | ..... | ..... | ..... | ..... |
| do do do .. | 1878 | ..... | ..... | ..... | ..... |
| do do do .. | 1879 | ..... | ..... | ..... | ..... |
| do do do .. | 1880 | 561 50 | ..... | 1,188 92 | 3,568 89 |
| do do do .. | 1881 | ..... | ..... | 2,489 93 | 2,233 50 |
| do do do .. | 1882 | ..... | 5,836 51 | 2,011 92 | 8,115 50 |
| do do do .. | 1883 | 40,767 16 | 9,303 66 | 2,235 50 | 3,047 42 |
| do do do .. | 1884 | 120,393 91 | 6,198 57 | 2,208 64 | 5,264 35 |
| do do do .. | 1885 | 121,382 84 | ..... | 3,303 87 | 4,653 50 |
| do do do .. | 1886 | 75,103 30 | ..... | 1,639 75 | 5,917 88 |
| do do do .. | 1887 | 179,541 63 | ..... | 1,938 08 | 6,008 88 |
| do do do .. | 1888 | 114,879 35 | ..... | 1,770 29 | 5,151 42 |
| do do do .. | 1889 | 47,592 13 | 29,677 92 | 3,242 05 | 5,935 94 |
| do do do .. | 1890 | 58,644 50 | 11,522 65 | 3,450 99 | 730 55 |
| do do do .. | 1891 | 9,826 49 | 3,164 81 | 3,803 66 | 4,888 98 |
| do do do .. | 1892 | 4,457 28 | 6,506 97 | 3,695 85 | 4,721 85 |
| do do do .. | 1893 | 5,962 47 | 10,838 90 | 3,739 86 | 2,087 17 |
| do do do .. | 1894 | 3,412 32 | 20,403 93 | 3,785 47 | 4,988 59 |
| Total..... | ..... | 1,091,896 19 | 103,453 92 | 40,504 78 | 67,314 42 |

TAY CANAL.

| | | | | | |
|---|---|---|---|---|---|
| Government expenditure since Confederation. | 1868 | ..... | ..... | ..... | ..... |
| do do do .. | 1869 | ..... | ..... | ..... | ..... |
| do do do .. | 1870 | ..... | ..... | ..... | ..... |
| do do do .. | 1871 | ..... | ..... | ..... | ..... |
| do do do .. | 1872 | ..... | ..... | ..... | ..... |
| do do do .. | 1873 | ..... | ..... | ..... | ..... |
| do do do .. | 1874 | ..... | ..... | ..... | ..... |
| do do do .. | 1875 | ..... | ..... | ..... | ..... |
| do do do .. | 1876 | ..... | ..... | ..... | ..... |
| do do do .. | 1877 | ..... | ..... | ..... | ..... |
| do do do .. | 1878 | ..... | ..... | ..... | ..... |
| do do do .. | 1879 | ..... | ..... | ..... | ..... |
| do do do .. | 1880 | ..... | ..... | ..... | ..... |
| do do do .. | 1881 | ..... | ..... | ..... | ..... |
| do do do .. | 1882 | ..... | 748 65 | ..... | ..... |
| do do do .. | 1883 | 4,831 80 | ..... | ..... | ..... |
| do do do .. | 1884 | 50,878 12 | ..... | ..... | ..... |
| do do do .. | 1885 | 92,473 97 | ..... | ..... | ..... |
| do do do .. | 1886 | 65,561 51 | ..... | ..... | ..... |
| do do do .. | 1887 | 49,617 92 | ..... | ..... | ..... |
| do do do .. | 1888 | 54,166 57 | ..... | ..... | ..... |
| do do do .. | 1889 | 89,486 18 | ..... | ..... | ..... |
| do do do .. | 1890 | 22,226 23 | ..... | * | * |
| do do do .. | 1891 | 17,114 78 | ..... | * | * |
| do do do .. | 1892 | 29,771 65 | ..... | * | * |
| do do do .. | 1893 | ..... | ..... | * | * |
| do do do .. | 1894 | ..... | ..... | * | * |
| Total..... | ..... | 476,128 73 | 748 65 | ..... | ..... |

* Included in Rideau Canal.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

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 | | | |
| do do do .. | 1894 | 1,316,529 29 | | | |
| Total | | 2,791,873 74 | 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 | | | |
| do do do .. | 1894 | 723,380 95 | | | |
| Total | | 987,952 95 | | | |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

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 |
| do do .... | 1894 | 3,027,164 19 | 109,216 33 | 294,446 34 | 179,630 13 | 387,788 97 |
| Total .... | | 62,237,296 03 | 2,050,414 46 | 5,903,107 86 | 4,730,432 10 | 10,238,367 53 |

LEONARD SHANNON,
*Accountant.*

Department of Railways and Canals,
Ottawa, 1st November, 1894.

CANALS,

DR. COLLECTORS of Canal Tolls

| Balance due by Collectors, 1st July, 1893. | Canal Revenue. | | | | Total Canal Revenue accrued. | Hydraulic Rents, &c | Total. |
|---|---|---|---|---|---|---|---|
| | Tolls. | Wharfage and Storage. | Fines. | Other Receipts. | | | |
| $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. |
| 136 99 | 129,763 37 | | 20 00 | | 129,783 37 | 168 54 | 130,088 90 |
| | 59,222 02 | | 4 00 | 84 00 | 59,310 02 | 1,972 00 | 61,282 02 |
| | 346 72 | | | | 346 72 | 350 00 | 696 72 |
| | 17 05 | | | | 17 05 | | 17 05 |
| 129 51 | 384 47 | | | | 384 47 | 726 00 | 1,239 98 |
| | 676 51 | | 37 50 | 9 25 | 723 26 | 5,190 26 | 5,913 52 |
| 5 80 | 31 06 | | | | 31 06 | 5 00 | 41 86 |
| 272 30 | 190,441 20 | | 61 50 | 93 25 | 190,595 95 | 8,411 80 | 199,280 05 |
| | 1,381 87 | | 65 00 | 4 00 | 1,450 87 | 2,402 00 | 3,852 87 |
| 358 36 | 30,892 01 | | | | 30,892 01 | 2,275 00 | 33,525 37 |
| | 716 24 | | 35 00 | | 751 24 | 700 00 | 1,451 24 |
| 16 00 | 2,831 16 | 21 09 | | 1,187 98 | 4,040 23 | | 4,056 23 |
| | 27,542 79 | 2,435 35 | | 14,718 12 | 44,696 26 | 23,557 11 | 68,253 37 |
| 246 66 | 7,824 20 | | | | 7,824 20 | | 8,070 86 |
| 621 02 | 71,188 27 | 2,456 44 | 100 00 | 15,910 10 | 89,654 81 | 28,934 11 | 119,209 94 |
| | 9,123 35 | | | 42 83 | 9,166 18 | 70 00 | 9,236 18 |
| | 12,293 93 | | 10 00 | | 12,303 93 | 50 00 | 12,353 93 |
| 52 87 | 862 15 | | | | 862 15 | | 915 02 |
| 52 87 | 22,279 43 | | 10 00 | 42 83 | 22,332 26 | 120 00 | 22,505 13 |
| | 19,859 57 | | | | 19,859 57 | | 19,859 57 |
| 288 05 | 13,953 55 | | | | 13,953 55 | 13 00 | 14,254 60 |
| 9 93 | 60 60 | | | 8 00 | 68 60 | 23 00 | 101 53 |
| 130 64 | 1,467 93 | | 4 00 | | 1,471 93 | | 1,602 57 |
| 428 62 | 35,341 65 | | 4 00 | 8 00 | 35,353 65 | 36 00 | 35,818 27 |
| | 4,134 84 | 151 38 | | 271 00 | 4,557 22 | 521 75 | 5,078 97 |
| 81 62 | 1,406 26 | | | | 1,406 26 | 415 00 | 1,902 88 |
| | 586 92 | | | 54 | 587 46 | 56 90 | 644 36 |
| 81 62 | 6,128 02 | 151 38 | | 271 54 | 6,550 94 | 993 65 | 7,626 21 |
| 73 75 | 2,603 88 | | | | 2,603 88 | | 2,677 63 |
| 73 75 | 2,603 88 | | | | 2,603 88 | | 2,677 63 |
| 105 76 | 648 41 | | | | 648 41 | | 754 17 |
| 105 76 | 648 41 | | | | 648 41 | | 754 17 |

# Department of Railways and Canals.

1893-94.

in Account with Revenue. CR.

| COLLECTION DIVISIONS. | DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL. | | Balance due by Collectors, 1st July, 1894. | Total. | Memorandum of Expenses and Repairs. | Remarks. |
|---|---|---|---|---|---|---|
| | On account of Canal Revenue. | On account of Hydraulic Rents, &c. | | | | |
| | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | |
| *Welland Canal* | | | | | 158,484 56 | Maintenance and repairs, including Sunday labour. |
| Port Colborne | 129,920 36 | 168 54 | 0 01 | 130,088 90 | 3,477 76 | |
| Port Dalhousie | 59,310 01 | 1,972 00 | | 61,282 02 | 2,307 13 | |
| Dunville | 346 72 | 350 00 | | 696 72 | 782 50 | |
| Port Maitland | 17 05 | | | 17 05 | 574 96 | |
| Port Robinson | 513 98 | 726 00 | | 1,239 98 | 753 08 | |
| St. Catharines | 1,723 26 | 5,190 26 | | 5,913 52 | 204 51 | |
| Chippewa | 36 86 | 5 00 | | 41 86 | 130 04 | |
| Totals | 190,868 24 | 8,411 80 | 0 01 | 199,280 05 | 166,714 54 | |
| *St. Lawrence Canals* | | | | | 182,401 82 | do |
| Beauharnois | 1,450 87 | 2,402 00 | | 3,852 87 | 1,527 92 | |
| Cornwall | 31,250 37 | 2,275 00 | | 33,525 37 | 2,167 56 | |
| Cardinal | 751 24 | 700 00 | | 1,451 24 | 1,302 04 | |
| Lachine | 4,056 23 | | | 4,056 23 | 2,111 55 | |
| Montreal | 44,696 26 | 23,557 11 | | 68,253 37 | 9,005 06 | |
| Kingston | 8,070 86 | | | 8,070 86 | 1,207 81 | |
| Totals | 90,275 83 | 28,934 11 | | 119,209 94 | 199,723 76 | |
| *Chambly Canal* | | | | | 34,602 90 | Maintenance and repairs. |
| Chambly | 9,166 18 | 70 00 | | 9,236 18 | 1,594 21 | |
| St. Johns | 12,303 93 | 50 00 | | 12,353 93 | 1,762 59 | |
| St. Ours | 915 02 | | | 915 02 | 614 50 | |
| Totals | 22,385 13 | 120 00 | | 22,505 13 | 38,574 20 | |
| *Ottawa Canals* | | | | | 31,204 70 | do |
| Ottawa | 19,859 57 | | | 19,859 57 | 2,416 71 | |
| Grenville | 14,241 60 | 13 00 | | 14,254 60 | 1,163 29 | |
| Carillon | 78 53 | 23 00 | | 101 53 | 840 96 | |
| St. Anne's Lock | 1,602 57 | | | 1,602 57 | 845 04 | |
| Totals | 35,782 27 | 36 00 | | 35,818 27 | 36,470 70 | |
| *Rideau Canal* | | | | | 52,487 62 | Maintenance and repairs, including Sunday labour. |
| Ottawa | 4,557 22 | 521 75 | | 5,078 97 | | |
| Kingston Mills | 1,435 38 | 467 50 | | 1,902 88 | 441 61 | |
| Smith's Falls | 587 46 | 56 90 | | 644 36 | 348 24 | |
| Totals | 6,580 06 | 1,046 15 | | 7,626 21 | 53,277 47 | |
| *St. Peter's Canal* | 2,677 63 | | | 2,677 63 | 4,948 71 | Maintenance and repairs. |
| | | | | | 239 59 | |
| | 2,677 63 | | | 2,677 63 | 5,188 30 | |
| *Murray Canal* | | | | | 11,053 09 | Maintenance and repairs, including Sunday labour. |
| Brighton | 754 17 | | | 754 17 | 235 42 | |
| Totals | 754 17 | | | 754 17 | 11,288 51 | |

CANALS,

DR. COLLECTORS of Canal Tolls,

| Balance due by Collectors, 1st July, 1893. | CANAL REVENUE. | | | | Total Canal Revenue accrued. | Hydraulic Rents, &c. | Total. |
|---|---|---|---|---|---|---|---|
| | Tolls. | Wharfage and Storage. | Fines. | Other Receipts. | | | |
| $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. |
| 14 18 | 112 03 | | | 25 | 112 28 | | 126 46 |
| 51 29 | 559 74 | | | 96 00 | 655 74 | | 707 03 |
| 4 96 | 22 81 | | | 2 25 | 25 06 | 50 00 | 80 02 |
| 3 80 | 50 19 | | | | 50 19 | | 53 99 |
| 18 52 | 201 36 | | | | 201 36 | 4 00 | 223 88 |
| 7 80 | 87 28 | | | | 87 28 | | 95 08 |
| 100 55 | 1,033 41 | | | 98 50 | 1,131 91 | 54 00 | 1,286 46 |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| 1,736 49 | 329,664 27 | 2,607 82 | 175 50 | 16,424 22 | 348,871 81 | 38,549 56 | 389,157 86 |
| | | | | | 1,882 20 | | |
| | | | | | 346,989 61 | | |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

1893-94—*Concluded.*

in Account with Revenue. CR.

| Collection Divisions. | Deposited to the Credit of the Receiver General. | | Balance due by Collectors, 1st July, 1894. | Total. | Memorandum of Expenses and Repairs. | Remarks. |
|---|---|---|---|---|---|---|
| | On account of Canal Revenue. | On account of Hydraulic Rents, &c. | | | | |
| | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | |
| *Trent Valley Canal* | | | | | 8,774 06 | |
| Burleigh | 126 46 | | | 126 46 | | |
| Bobcaygeon | 707 03 | | | 707 03 | 41 77 | |
| Fenelon Falls | 30 02 | 50 00 | | 80 02 | | |
| Hastings | 53 99 | | | 53 99 | 2 22 | |
| Peterboro' | 219 88 | 4 00 | | 223 88 | 4 05 | |
| Buckhorn | 95 08 | | | 95 08 | | |
| Totals | 1,232 46 | 54 00 | | 1,286 46 | 8,822 10 | |
| Culbute | | | | | 1,224 43 | |
| Dredge vessels | | | | | 8,241 97 | |
| Inspection | | | | | 2,300 44 | |
| Department of Public Printing and Stationery | | | | | 1,097 80 | |
| General | | | | | 1,495 97 | |
| | | | | | 14,360 61 | |
| Grand Total of totals | 350,555 79 | 38,602 06 | 0 01 | 389,157 86 | 534,420 19 | |
| Less Refunds | | | | | | |

LEONARD SHANNON,
*Accountant.*

## HYDRAULIC AND OTHER RENTS.

*Dr.* No. 2.—SUMMARY Statement of Lessees' Accounts. *Cr.*

| Balance due 1st July, 1893. | Accrued during the year ended 30th June, 1894. | Total. | NAME OF WORK. | Abatement. | Paid into hands of Collectors. | Balance. | | Total. |
|---|---|---|---|---|---|---|---|---|
| $ cts. | $ cts. | $ cts. | | $ cts. | $ cts. | $ cts. | | $ cts. |
| 29,599 49 | 7,419 90 | 37,019 39 | ....Welland Canal..... | ..... | 8,337 96 | 28,681 43 | .... ..... | 37,019 39 |
| 2,606 62 | 1,039 00 | 3,645 62 | ....Williamsburg Canal . ..... .... | .. . .... | 700 00 | 2,945 62 | .. . ..... | 3,645 62 |
| 772 50 | 3,205 00 | 3,977 50 | ....Cornwall do ..... . ..... | ..... .... | 2,275 00 | 1,702 50 | ..... | 3,977 50 |
| 7,224 00 | 3,349 50 | 10,573 50 | ....Beauharnois do . ... ..... | ... . ..... | 2,402 00 | 8,171 50 | ... ... .... | 10,573 50 |
| 27,185 28 | 24,239 39 | 51,424 67 | ....Lachine do ..... .... ..... | 14 58 | 23,555 11 | 27,854 98 | ..... .. | 51,424 67 |
| 251 84 | 145 00 | 396 84 | ....Chambly do ..... .. | ..... | 120 00 | 276 84 | .. ..... | 396 84 |
| 4,757 29 | 986 40 | 5,743 69 | ....Rideau do ..... ..... | ..... | 993 65 | 4,750 04 | ... ..... | 5,743 69 |
| 78 00 | 94 00 | 172 00 | .. Sundry.... ..... ..... ..... .. ... | ..... | 92 00 | 80 00 | .... ..... | 172 00 |
| 354 18 | ..... | 354 18 | ....Land sales.. .... ..... ..... | .... .... | ..... | 354 18 | ..... | 354 18 |
| 72,829 20 | 40,478 19 | 113,307 39 | .....Totals .... . . ..... | 14 58 | 38,475 72 | 74,817 09 | ..... | 113,307 39 |

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894

# Department of Railways and Canals.

## STATEMENT SHOWING REFUNDS CANALS TOLLS PAID DURING THE YEAR 1893–94.

| Date. | To whom paid. | Refunds of Tolls on. | Canal. | Amount. | Total. |
|---|---|---|---|---|---|
| 1893. | | | | $ cts. | $ cts. |
| Aug. 23 | James Richardsons & Sons | Wheat | St. Lawrence Canals | 40 50 | |
| do 23 | Æ. D. Mackay's Sons | Cement | do | 49 35 | |
| do 23 | Ottawa Transportation Co. | Rye | do | 18 26 | |
| do 23 | Steamer "Alaska" | Excursion | do | 4 88 | |
| Sept. 2 | Æ. D. Mackay's Sons. | Cement and iron | do | 68 70 | |
| 1894. | | | | | |
| Jan. 2 | J. B. Fairgrieve & Son | do | do | 46 35 | |
| do 20 | W. A. Geddes | Str. "Ocean" | do | 19 50 | |
| Feb. 6 | Montreal Transportation Co. | Corn | do | 61 60 | |
| Mar. 22 | Kingston and Montreal Forwarding Co. | do | do | 77 93 | |
| June 7 | Montreal Transportation Co. | Cement | do | 4 84 | |
| do 7 | do do | Rails and fish plates. | do | 24 08 | |
| do 26 | do do | Cement | do | 56 44 | |
| do 30 | do do | do | do | 9 68 | |
| | | | | | 482 11 |
| 1893. | | | | | |
| Sept. 2 | Prosper La Plante | Stone | Lachine | 23 04 | |
| Oct. 21 | Montreal Transportation Co. | Cement | do | 27 00 | |
| do 24 | O. Gillespie. | Str. "Rocket" | do | 8 85 | |
| Nov. 11 | Hugh McLennan | Grain | do | 25 00 | |
| Dec. 15 | Æ. D. Mackay's Sons | Cement | do | 65 40 | |
| do 15 | Prosper La Plante | Stone | do | 12 80 | |
| 1894. | | | | | |
| Jan. 2 | Montreal Transportation Co. | Cement | do | 99 04 | |
| do 2 | Æ. D. Mackay's Sons. | do and mdse. | do | 5 75 | |
| | | | | | 266 88 |
| 1893. | | | | | |
| Sept. 2 | do do | Cement and iron | Welland | 75 | |
| 1894. | | | | | |
| Jan. 20 | W. Dunbar | Barges "Lina" & "Rice" | do | 2 50 | |
| do 20 | J. B. Fairgrieve & Son | Cement and iron | do | 15 11 | |
| April 14 | J. & T. Conlon | do | do | 220 22 | |
| June 30 | Kingston and Montreal Forwarding Co. | Corn | do | 26 25 | |
| do 30 | Ogdensburg Transit Co. | Grain | do | 237 70 | |
| | | | | | 502 53 |
| 1893. | | | | | |
| Sept. 13 | John Heney | Cord wood | Rideau | 493 92 | |
| | | | | | 493 92 |
| Dec. 22 | Poupore & Fraser | Timber | Ottawa Riv. | 132 01 | |
| 1894. | | | | | |
| May 21 | W. G. Craig | Chemical ore | do | 4 75 | |
| | | | | | 136 76 |
| | | | | | 1,882 20 |

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.



10—2½

## 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 00 |
| do do do .... | 1886 | 544,958 17 | 2,508,473 10 | 2,406,858 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 79 | 3,062,207 45 | 3,099,815 20 |
| do do do .... | 1894 | 166,362 43 | 2,999,317 07 | 3,020,485 74 |
| Total..... | ..... | *47,848,352 75 | 54,612,147 53 | 48,187,654 69 |

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

Total cost of construction as above ..... $47,848,352 75

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, 1893-94, page xiv..... $47,551,479 85

| | |
|---|---|
| Intercolonial Railway, as above..... | $47,551,479 85 |
| Cape Breton Railway, page 23..... | 3,859,884 54 |
| Oxford and New Glasgow Railway, page 23..... | 1,945,497 69 |
| Eastern Extension Railway, page 22..... | 1,324,042 81 |
| Total Capital cost of Intercolonial Railway System..... | $54,680,904 89 |

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

# Department of Railways and Canals.

## 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 | | * | † |
| do do do | 1894 | | * | † |
| 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 | | |

* 56 Victoria, cap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of $40,000 which sum was paid in March, 1893, to the Receiver General.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

LEONARD SHANNON,
*Accountant.*

## 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 po | 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 | |
| do do do | 1894 | 158,770 61 | |
| Total | | 3,859,884 54 | |

* 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 | |
| do do do | 1894 | 112,382 75 | |
| Total | | 1,945,497 69 | |

* Included in Intercolonial Railway working expenses.

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

# Department of Railways and Canals.

## 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 | ..... | ..... | ..... |
| do do do ..... | 1894 | 17 99 | ..... | ..... |
| Total..... | ..... | 333,942 72 | ..... | ..... |

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894,

PRINCE EDWARD ISLAND RAILWAY.

| —— | Year. | Construction. | Working Expenses. | Revenue received. |
|---|---|---|---|---|
| | | $ cts. | $ cts. | $ cts. |
| 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 |
| ds do do ..... | 1892 | 8,300 49 | 289,706 38 | 157,442 69 |
| do do do ..... | 1893 | ..... | 226,422 17 | 162,690 42 |
| do do do ..... | 1894 | ..... | 226,891 06 | 158,533 83 |
| Total..... | ..... | 3,750,565 38 | 4,405,676 58 | 2,821,005 74 |

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

# 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 | ..... | ..... |
| do do do ... | 1894 | 146,539 87 | ..... | ..... |
| Total.... ..... | ..... | 62,604,535 44 | 318,216 30 | 396,473 75 |

* Agrees with Public Accounts balance sheet, 1893-94, 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, 1st November, 1894.

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 | |
| do do do | 1894 | 1,675 36 | |
| Total | | 618,655 25 | |

LEONARD SHANNON,
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

# 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 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 | 712,917 44 | 3,288,629 62 | 3,262,505 62 |
| do do do | 1894 | 585,749 01 | 3,226,208 13 | 3,179,019 57 |
| Total . . . ..... | ..... | *122,373,887 06 | 59,874,134 47 | 51,866,599 86 |

* Total amount paid on construction ..... $122,373,887 06

Less amount received from the city of St. John, N.B., as purchase of the Carleton Branch Railway ..... 40,000 00

Total cost of construction ..... $122,333,887 06

LEONARD SHANNON,

*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1894.

# APPENDIX

STATEMENT showing Subsidies voted for Railways as to which contracts

| Subsidies voted. | | Railways. | 1883-84. | 1884-85. | 1885-86. |
|---|---|---|---|---|---|
| Authority. | Amount. | | | | |
| | $ cts. | | $ | $ | $ |
| 46 Vic., cap. 25<br>53 do 2 | 156,800 00 | International Railway, Quebec | 144,000 | | |
| 45 do 14 | 384,000 00 | | | | |
| 46 do 25 | 80,000 00 | | | | |
| 48-49 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 | Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Railway, Ontario | | | |
| 50-1 do 24 | 12,800 00 | | | | |
| 52 do 3 | 32,000 00 | | 32,000 | 57,600 | |
| 55-6 do 5 | 64,000 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 | 660,000 00 | | | | |
| 46 do 26 | 660,000 00 | Northern and Pacific Junction Ry., Ontario | | 154,440 | 1,051,590 |
| 53 do 2 | | | | | |
| 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<br>51 do 3 | 60,342 00 | Quebec Central Railway, Quebec | | | 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<br>47 do 8<br>52 do 3 | 320,000 00<br>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 the 30th June, 1894.

| Payments. | | | | | | | | Total to 30th June, 1894. |
|---|---|---|---|---|---|---|---|---|
| 1886-87. | 1887-88. | 1888-89. | 1889-90. | 1890-91. | 1891-92. | 1892-93. | 1893-94. | |
| $ | $ cts. | $ 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 | 81,600 00 | 1,002,999 50 |
| ..... | ..... | ..... | 95,744 00 | 7,600 00 | ..... | 1,856 00 | 13,932 80 | 208,732 80 |
| 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 | ..... | ..... | ..... | 95,825 00 | 620,000 00 |
| 97,440 | 16,000 00 | ..... | ..... | ..... | ..... | ..... | ..... | 113,440 00 |

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

| Subsidies voted. | | Railways. | | | |
|---|---|---|---|---|---|
| Authority. | Amount. | | 1883-84. | 1884-85. | 1885-86. |
| | $ 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. | | | |
| 50-51 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. | | | |
| 50-51 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 | Lac 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 | | | | |
| 57-8 do 4 | 96,000 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 | | | |
| 55-6 do 5 | 224,000 00 | | | | |
| 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, 1894. |
|---|---|---|---|---|---|---|---|---|
| 1886-87. | 1887-88. | 1888-89. | 1889-90. | 1890-91. | 1891-92. | 1892-93. | 1893-94. | |
| $ | $ cts. | $ 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 | 64,000 00 |
| 40,480 | 20,573 57 | ..... | 4,366 00 | 1,600 43 | ..... | ..... | 34,580 00 | 101,600 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 | ..... | ..... | ..... | 220,331 00 | 338,731 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 | ..... | ..... | ..... | 14,000 00 | 24,400 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 | ..... | ..... | 23,640 00 | 73,600 00 |
| ..... | ..... | ..... | ..... | 42,670 00 | 2,130 00 | ..... | ..... | 44,800 00 |
| ..... | ..... | ..... | ..... | 87,582 00 | 38,790 00 | 104,380 00 | 53,376 00 | 284,128 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.S. | | | |
| 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 Ry. Co., N.B. | | | |
| 53 do 2 | 35,200 00 | | | | |
| 55-6 do 5 | 9,600 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 Ry. Co., Que. | | | |
| 53 do 2 | 57,600 00 | St. Lawrence and Adirondack Ry. Co., Que. | | | |
| 55-6 do 5 | 25,024 00 | | | | |
| 51 do 3 | 24,439 84 | Chatham Branch By. Co., N.B. | | | |
| 55-6 do 5 | 40,000 00 | New Glasgow Iron, Coal and Ry. Co., N.S. | | | |
| 56 do 2 | 102,400 00 | United Counties Ry. Co., Que. | | | |
| 55-6 do 5 | 21,600 00 | Philipsburg Junction Ry. Quarry Co., Que. | | | |
| 55-6 do 5 | 430,400 00 | Ottawa, Arnprior & Parry Sound Ry. Co., Ont | | | |
| 56 do 2 | 67,200 00 | Montfort Colonization Ry. Co., Que. | | | |
| 55-6 do 5 | 48,000 00 | Lotbinière and Mégantic Ry. Co., Que. | | | |
| 57-8 do 4 | 48,000 00 | | | | |
| | | | 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, 1st November 1894.

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

| Payments. | | | | | | | | Total to 30th June, 1894. |
|---|---|---|---|---|---|---|---|---|
| 1886-87. | 1887-88. | 1888-89. | 1889-90. | 1890-91. | 1891-92. | 1892-93. | 1893-94. | |
| $ | $ cts. | $ 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 | 119,486 00 | 361,270 00 |
| ..... | ..... | ..... | ..... | ..... | 30,400 00 | 28,820 00 | ..... | 59,220 00 |
| ..... | ..... | ..... | ..... | ..... | 162,260 00 | ..... | 640 00 | 162,900 00 |
| ..... | ..... | ..... | ..... | ..... | 73,000 00 | 41,674 46 | 19,341 54 | 134,016 00 |
| ..... | ..... | ..... | ..... | ..... | 88,800 00 | ..... | ..... | 88,800 00 |
| ..... | ..... | ..... | ..... | ..... | 32,800 00 | ..... | ..... | 32,800 00 |
| ..... | ..... | ..... | ..... | ..... | 32,000 00 | ..... | 52,800 00 | 84,800 00 |
| ..... | ..... | ..... | ..... | ..... | 40,256 00 | 24,448 00 | 297 60 | 65,001 60 |
| ..... | ..... | ..... | ..... | ..... | 24,439 84 | ..... | ..... | 24,439 84 |
| ..... | ..... | ..... | ..... | ..... | ..... | 32,945 84 | 5,454 16 | 38,400 00 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 88,973 00 | 88,973 00 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 18,688 00 | 18,688 00 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 101,120 00 | 101,120 00 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 32,000 00 | 32,000 00 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | 35,200 00 | 35,200 00 |
| 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 | 1,043,285 10 | 11,363,187 44 |

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, 25th October, 1894.

SIR,—I have the honour to submit my annual report for the fiscal year ended 30th June, 1894, which covers:—

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; also a list of the Railway Subsidy Acts.

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 1893, compiled by Mr. Teakles.

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

This report will deal with the operations of the Government railways and canals up to 30th June last, and the works of construction up to date.

TABLE showing the length of the Government railways on the 30th June, 1894:—

## 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.

| | | Miles. | Total miles. |
|---|---|---|---|
| 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 Branch | | 1 | |
| | | | 12½ |
| Total length of the Intercolonial Railway | | | 1,154½ |

WINDSOR BRANCH.

| | | |
|---|---|---|
| Windsor Branch 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 | 2,987,510 27 | | |
| | | Working expenses | 2,981,671 98 | 5,838 29 | |
| Windsor Branch Railway | 32 | ½ earnings | 32,975 47 | | |
| | | Maintenance | 17,645 09 | 15,330 38 | |
| Prince Edward Island Railway | 211 | Earnings | 158,533 83 | | |
| | | Working expenses | 226,891 06 | | 68,357 23 |
| | | | | 21,168 67 | 68,357 23 |
| | | Deduct profit from loss | | | 21,168 67 |
| Total miles | 1,385 | Net loss | | | 47,188 56 |

The road and rolling stock have been efficiently maintained and the traffic has been well conducted.

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

| —— | 1892-93. | 1893-94. |
|---|---|---|
| | $ cts. | $ cts. |
| Intercolonial Railway | 3,065,499 09 | 2,987,510 27 |
| Windsor Branch Railway | 34,316 11 | 32,975 47 |
| Prince Edward Island Railway | 162,690 42 | 158,533 83 |
| Total | 3,262,505 62 | 3,179,019 57 |

Showing a slight falling off in the traffic, the gross earnings showing a decrease of $83,486.05.

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

| —— | 1892-93. | 1893-94. |
|---|---|---|
| | $ cts. | $ cts. |
| Intercolonial Railway | 3,045,317 50 | 2,981,671 98 |
| Windsor Branch Railway | 16,889 95 | 17,645 09 |
| Prince Edward Island Railway | 226,422 17 | 226,891 06 |
| Total | 3,288,629 62 | 3,226,208 13 |

Showing a reduction in working expenses for the year, compared with the previous year, of $62,421.49. This is made up of the following :—

| —— | 1892-93. | 1893-94. | Difference. | |
|---|---|---|---|---|
| | | | Increase. | Decrease. |
| | $ cts. | $ cts. | $ cts. | $ cts. |
| Locomotive power | 1,113,683 53 | 1,139,245 50 | 25,561 97 | |
| Car expenses | 691,605 47 | 710,681 32 | 19,075 85 | |
| Maintenance of way and works | 877,123 19 | 774,183 33 | ..... | 102,939 86 |
| Station expenses | 400,207 50 | 395,972 08 | ..... | 4,235 42 |
| General charges | 206,009 93 | 206,125 90 | 115 97 | |
| | 3,288,629 62 | 3,226,208 13 | 44,753 79 | 107,175 28 |
| | | | | 44,753 79 |
| Net decrease | ..... | ..... | ..... | 62,421 49 |

## INTERCOLONIAL RAILWAY.

The ocean-borne traffic both in passenger and freight via the port of Halifax was much lighter during the winter season of 1893-94 than during the corresponding season of the year previous, as will be seen by the figures given on the following page :

COMPARATIVE STATEMENT of ocean-borne passenger business done at the port of Halifax during the winter seasons of 1892-93 and 1893-94.

| Name of Steamer. | 1892-93. No. of Passengers. | | | Name of Steamer. | 1893-94. No. of Passengers. | | |
|---|---|---|---|---|---|---|---|
| | 1st Class. | 2nd Class. | Total. | | 1st Class. | 2nd Class. | Total. |
| Mongolian | 41 | 1,369 | 1,410 | Carthagenian | 7 | 273 | 280 |
| Labrador | 65 | 1,057 | 1,122 | Oregon | 37 | 273 | 310 |
| Sardinian | 55 | 1,054 | 1,109 | Markomonia | 9 | 41 | 50 |
| Vancouver | 51 | 1,812 | 1,863 | Numidian | 52 | 436 | 488 |
| Assyrian | 4 | 118 | 122 | Stubbenhuk | ..... | 255 | 255 |
| Numidian | 66 | 1,936 | 2,002 | Labrador | 65 | 667 | 732 |
| Carthagenian | 14 | 273 | 287 | Assyrian | 7 | 33 | 40 |
| Oregon | 19 | 616 | 635 | Gremin | ..... | 225 | 225 |
| Parisian | 68 | 1,029 | 1,097 | Mongolian | 27 | 290 | 317 |
| Sarnia | 25 | 569 | 594 | Lake Winnipeg | 11 | 334 | 345 |
| Prussian | 1 | 201 | 202 | Vancouver | 34 | 342 | 376 |
| Baunwall | ..... | 378 | 378 | Corean | 1 | 42 | 43 |
| Lake Superior | 9 | 408 | 417 | Laurentian | 15 | 240 | 255 |
| Lake Ontario | 1 | 346 | 347 | Lake Ontario | 16 | 144 | 160 |
| Hungarian | ..... | 372 | 372 | Lake Superior | 6 | 132 | 138 |
| Peruvian | 1 | 424 | 425 | Lake Nepigon | 1 | 43 | 44 |
| Slavonia | ..... | 442 | 442 | Pomeranian | 4 | 55 | 59 |
| State of Nebraska | ..... | 247 | 247 | Parisian | 22 | 423 | 445 |
| Buenos Ayres | 2 | 579 | 581 | Sarnia | 13 | 420 | 433 |
| Total | 422 | 13,230 | 13,652 | Total | 327 | 4,668 | 4,995 |

Of these 13,652 passengers, in 1892-93, 8,887 travelled via St. John by the Canadian Pacific Railway, and 4,765 travelled via Chaudière by the Grand Trunk Railway.

Of the 4,995 passengers, in 1893-94, 3,303 travelled via St. John by the Canadian Pacific Railway, and 1,692 travelled via Chaudière by the Grand Trunk Railway.

COMPARATIVE STATEMENT of the ocean-borne freight traffic during the winter seasons of 1892-93 and 1893-94.

| Name of Line of Steamers. | WINTER OF 1892-93. | | | Name of Line of Steamers. | WINTER OF 1893-94. | | |
|---|---|---|---|---|---|---|---|
| | Measurement tons. | Weight. | Total tons. | | Measurement tons. | Weight. | Total tons. |
| Allan Line from Liverpool | 1,478 | 1,038 | 2,516 | Allan Line from Liverpool | 2,280 | 1,536 | 3,816 |
| Dominion Line from Liverpool | 821 | 424 | 1,245 | Canada and Newfoundland from Liverpool | 134 | 360 | 494 |
| Beaver Line from Liverpool | 194 | 99 | 293 | Furness Line from London | 1,183 | 817 | 2,000 |
| Halifax, Liverpool & London Line from Liverpool | 150 | 370 | 520 | Dominion Line from Liverpool | 673 | 133 | 806 |
| Furness Line from London | 1,756 | 2,226 | 3,982 | Donaldson Line from Glasgow | 10 | 213 | 223 |
| Furness Line from Hamburg | 45 | 1,262 | 1,307 | Hansa Line from Antwerp | 1 | ..... | 1 |
| Hansa Line from Hamburg | 24 | 28 | 52 | Beaver Line from Liverpool | 101 | 121 | 222 |
| Donald Line from Glasgow | 477 | 4,347 | 4,824 | | | | |
| Allan Line from Glasgow | 2,871 | 2,104 | 4,975 | | | | |
| Total | 7,816 | 11,898 | 19,714 | Total | 4,382 | 3,180 | 7,562 |

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to 30th June, 1894 :—

| | 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. | | | | | | | | |
| | 204 | 15 | 92 | 7 | 94 | 24 | 99 | 2,071 | 2,209 | 999 | 44 | 10 | 21 | 2 |
| | | 5 | .... | .... | .... | 39 | .... | 103 | .... | 418 | | | | |
| | | | | | | | | | | 768 | | | | |
| Total..... | 204 | 20 | 92 | 7 | 94 | 63 | 99 | 2,174 | 2,209 | 2,185 | 44 | 10 | 21 | 2 |

One second-class passenger car was converted into a second-class sleeper, and sixty-seven coal cars have been converted into platform cars during the year ended 30th June, 1894.

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended 30th June, 1894, 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. | | | | | | | | |
| | 5 | ..... | .... | .... | 1 | .... | .... | 210 | 59 | 74 | 1 | .... | .... | .... |

NOTE.—One 2nd class car rebuilt as a 2nd class sleeper ; of the 74 coal cars rebuilt, 58 were rebuilt as platform cars.

# Department of Railways and Canals.

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

| Year. | Average Miles in Operation. | Working Expenses. | Gross Earnings. | Profit. | Loss. | Tons of Freight carried. | No. of Passengers carried. |
|---|---|---|---|---|---|---|---|
| | | $ cts. | $ cts. | $ cts. | $ cts. | | |
| 1876-77 | 714 | 1,661,673 55 | 1,154,445 33 | | 507,228 22 | 421,327 | 613,420 |
| 1877-78 | 714 | 1,816,273 56 | 1,378,946 78 | | 432,326 78 | 522,710 | 618,957 |
| 1878-79 | 714 | 2,010,183 22 | 1,294,009 69 | | 716,083 53 | 510,861 | 640,101 |
| 1879-80 | 829 | 1,603,429 71 | 1,506,298 48 | | 97,131 23 | 561,924 | 581,483 |
| 1880-81 | 840 | 1,759,851 27 | 1,760,393 92 | 542 65 | | 725,777 | 631,245 |
| 1881-82 | 840 | 2,069,657 48 | 2,079,262 66 | 9,605 18 | | 838,956 | 779,994 |
| 1882-83 | 840 | 2,360,373 27 | 2,370,910 10 | 10,547 83 | | 970,961 | 878,600 |
| 1883-84 | 887 | 2,377,433 62 | 2,384,414 92 | 6,981 30 | | 1,009,237 | 944,636 |
| 1884-85 | 941 | 2,519,751 56 | 2,441,203 66 | | 78,547 90 | 989,936 | 957,228 |
| 1885-86 | 946 | 2,583,999 67 | 2,450,093 88 | | 133,905 79 | 1,023,788 | 932,880 |
| 1886-87 | 966 | 2,922,369 62 | 2,660,116 93 | | 262,252 69 | 1,143,020 | 942,784 |
| 1887-88 | 971 | 3,366,781 74 | 2,983,336 05 | | 383,445 69 | 1,288,823 | 1,040,163 |
| 1888-89 | 971 | 3,244,647 73 | 2,967,801 00 | | 276,846 73 | 1,218,877 | 1,136,272 |
| 1889-90 | 971 | 3,560,575 74 | 3,012,739 87 | | 547,835 87 | 1,368,819 | 1,219,233 |
| 1890-91 | 1,094 | 3,662,341 94 | 2,977,395 38 | | 684,946 56 | 1,304,534 | 1,298,304 |
| 1891-92 | 1,142 | 3,439,377 00 | 2,945,441 97 | | 493,935 03 | 1,264,575 | 1,297,732 |
| 1892-93 | 1,142 | 3,045,317 50 | 3,065,499 09 | 20,181 59 | | 1,388,080 | 1,292,878 |
| 1893-94 | 1,142 | 2,981,671 98 | 2,987,510 27 | 5,838 29 | | 1,342,710 | 1,301,062 |

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 |
| 1893-94 | 102,273 | 8,028 | 367,390 | 478,691 |

It thus appears that the largest tonnage of coal carried over the road for the west was in the year 1886-87, when it reached 220,407, 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 | ..... | ..... | ..... | 1885-86 | 389,122 | ..... | 389,122 |
| 1877-78 | ..... | ..... | ..... | 1886-87 | 575,880 | ..... | 575,880 |
| 1878-79 | ..... | ..... | ..... | 1887-88 | 69,021 | ..... | 69,021 |
| 1879-80 | ..... | ..... | ..... | 1888-89 | 129,725 | ..... | 129,725 |
| 1880-81 | ..... | ..... | ..... | 1889-90 | 502,012 | ..... | 502,012 |
| 1881-82 | ..... | ..... | ..... | 1890-91 | 148,803 | 69,534 | 218,337 |
| 1882-83 | 31,011 | ..... | 31,011 | 1891-92 | 745,997 | 519,500 | 1,265,497 |
| 1883-84 | 73,389 | ..... | 73,389 | 1892-93 | 155,306 | 197,669 | 352,975 |
| 1884-85 | 300,901 | ..... | 300,901 | 1893-94 | Nil. | 8,026 | 8,026 |
| Carried forward | 405,301 | ..... | 405,301 | Total | 3,121,167 | 794,729 | 3,915,896 |

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 | 1893-94 | 944,967 |

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 | 1893-94 | 1,304,684 |

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 | 1893-94 | 200,507,949 |

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 | 1893-94 | 79,203 |

TABLE showing the number of tons of ocean-borne goods 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. | Via Chaudière for the West. | Via 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 |
| 1893-94 | 3,023 | 204 | 13,455 | 16,682 |

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 |
| 1893-94 | Nil. | Nil. | 6,775 | 6,775 | 17,729 | 6,967 | 8,885 | 33,581 |

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 |
| 1893-94 | 1,959 | 2,192 | 2,224 | 6,375 | 2,921 | 1,814 | 2,962 | 7,697 |

Twenty-seven miles of the 56-lb. steel rails have been lifted and replaced at the cost of revenue by 2,943 tons of 67-lb. steel rails, and 262,927 ties have been renewed.

CAPITAL ACCOUNT.

Total cost of road and equipment up to 30th June, 1894 :—

| | |
|---|---|
| Road, &c | $46,893,281 32 |
| Rolling stock | 7,787,623 57 |
| Total | $54,680,904 89 |

The train ferry established across the Strait of Canso between Mulgrave and Point Tupper stations is doing good work, and is a great improvement to the service.

Both the road and rolling stock have been maintained 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 | ..... |
| 1893-94.. | 32 | 41,834 70 | 8,859 23 | 32,975 47 | 17,645 09 | 15,330 38 | ..... |

Three 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, 1894 :—

| | |
|---|---|
| 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 | 16 | 3 | 1 | 175 | 125 | 3 | 1 | 8 | 7 |

Statement of rolling stock rebuilt during the year—4 platform cars, 1 second-class car.

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 |
| 1893-94 | 211 | 226,891 06 | 158,533 83 | 68,357 23 | 53,577 | 123,727 |

Nine 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) | 101 |
| Iron rails (40 lbs. to yard) | 110 |
| Total length of road | 211 |

One thousand tons of 50-lb. steel rails have been delivered for renewals of track in 1894-95, and a contract has recently been entered into for the supplying of 1,000 tons to be delivered in June, 1895, for renewals in 1895-96.

The road and rolling stock are in good running condition.

# Department of Railways and Canals.

## CAPITAL ACCOUNT.

### Canadian Pacific Railway.

The work of improvements on the section of the railway in British Columbia between Savona's Ferry (Kamloops) and Port Moody, built by the Government, has not advanced very rapidly during the year.

| | | |
|---|---|---|
| The total award of the arbitrators in favour of the Canadian Pacific Railway Company was | | $579,255 20 |
| The following statement shows the progress made with the work from time to time : | | |
| 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 " | 4,772 04 | |
| January, 1893 | 6,183 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 | |
| September " | 11,954 28 | |
| October " | 9,398 85 | |
| November " | 1,920 40 | |
| December " | Nil | |
| January, 1894 | Nil | |
| February " | 84 37 | |
| March " | 2,026 64 | |
| April " | 6,108 73 | |
| May " | 8,455 57 | |
| June " | 615 20 | |
| July " | 4,702 91 | |
| August " | 8,919 75 | |
| | | 492,347 46 |
| Value of balance of work remaining to be done | | $ 86,907 74 |

Mr. Desbarats, the Government Superintending Engineer, informs me the work is being well and substantially done, and that other great improvements in the road are being made, outside the award, by the Canadian Pacific Railway Company, which will produce a road of the most permanent character. An unprecedentedly heavy freshet occurred in the Thompson and Fraser Rivers early last spring causing serious and extensive damage to the road-bed and works, resulting in a suspension of through traffic for a short period, but so soon as the flood began to subside, the company with their usual promptness set to work to repair the damage, and in a very short time their trains were running with their accustomed regularity.

Owing to the great depression in trade on this continent the earnings of the road were less than in the previous year.

The following are the traffic operations of the Canadian Pacific Railway for each year ended 30th June, since the road first opened through to the Pacific Coast, 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. | 1893-94. Miles, 6,094. |
|---|---|---|---|---|---|---|---|---|
| | $ cts. | $ 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 | 19,357,098 05 |
| 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 | 12,447,808 03 |
| 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 | $6,909,290 02 |
| No. Passengers carried | 1,949,215 | 2,135,735 | 2,457,306 | 2,685,730 | 2,971,774 | 3,150,684 | 3,335,598 | 3,153,340 |
| Tons Freight carried | 2,118,319 | 2,321,957 | 2,636,121 | 3,006,684 | 3,675,113 | 4,058,575 | 4,266,348 | 4,014,915 |

Though the working of the road showed reduced earnings and a less volume of business than during the year previous, nevertheless the falling off in the traffic is much less marked than on the American transcontinental lines of railway which are its great competitors.

The company has continued the work of replacing wooden structures throughout their line with culverts and solid earthen embankments and with steel structures during the past season, so that year by year the road and works become more permanent in character.

## CAPITAL ACCOUNT—CANALS.

### Sault Ste. Marie Canal.

*Construction.*

The work of construction of this canal is practically completed, excepting the river reaches, which have only been dredged out for a depth of 18 feet of water at extreme low water, whereas the lock and prism of the canal are constructed for a 20 feet navigation.

On the 27th of September, 1894, the water was let into the lower level of the canal, and the guard gates were hung, and on the 15th of October, 1894, water was let into the upper level when the steam tug "Rooth" was locked through by hand, she being the first vessel to pass through the canal, the machinery for operating the valves and lock gates not then being in operating condition.

This work has been visited from time to time during its progress by eminent foreign and Canadian engineers, all of whom, so far as I have heard, speak in the highest terms of the character of the work, more especially of the works of construction of the lock, and I believe it to be one of the finest works of its kind on this continent, reflecting credit on the several contractors engaged in the work, and of the government staff in charge.

The following is a list of the names of the contractors for the several classes of work:

Messrs. Hugh Ryan & Co., for the eastern entrance, lock, prism and power house.

Messrs. Allan & Fleming, for the western entrance.

The Hamilton Bridge Co., for the swing bridge over canal.

Messrs. Beatty & Sons, for the pumps for emptying locks.

Messrs. Kennedy & Bros., for the water wheels, shafting, &c.

The Canadian Machine and Engine Co., for the machinery for working lock gates and valves.

Messrs. Miller Bros., for the motor houses.

Messrs. Miller Bros. also built the lock gates for the contractors, and a splendid piece of work they made of them.

| | |
|---|---|
| The estimated cost of the work complete (including the river stretches) for 20 feet navigation is..... | $4,000,000 |
| Amount paid up to 1st October, 1894..... | 2,823,498 |
| Balance..... | $1,176,502 |

Of this balance, about $600,000 is for deepening the river reaches for 20 feet navigation.

Appended hereto will be found the report of Mr. William G. Thompson, the Superintending Engineer, from a perusal of which full information as regards the works up to 30th June, 1894, can be obtained.

SOULANGES CANAL.

*Construction.*

The work on this canal has progressed steadily during the year, but not with any great degree of vigour. The only masonry built so far has been the piers and abutments for the swing bridge and fixed bridge carrying the Canada Atlantic Railway over the canal and highway, and a retaining wall on section No. 13.

A very considerable quantity of excavation has been done in forming the prism of the canal throughout, excepting upon section No. 12 on which no work has been done during the past year. On sections Nos. 8, 10 and 11, the large 10 feet iron cylinder culverts have been well advanced, many of the cylinders having been set in place and the concrete bedding and covering laid. Of the five locks, not a stone or a yard of concrete has been laid, but the contractor for sections Nos. 1 and 2, on which are located four of the locks, has quarried about 22,000 cubic yards of stone, about 5,500 cubic yards are cut, the balance being for backing. On contract No. 4, no preparation has been made for building the lock.

Some advancement has been made with the cribwork at both the upper and lower entrances of the canal.

The following statement will give a pretty clear idea of the progress made with the work:

Sections Nos. 1 and 2.—Archibald Stewart, contractor.

| | |
|---|---|
| Approximate value of work under contract | $818,400 |
| Amount paid up to 1st October, 1894 | 197,280 |
| Balance | $621,120 |

Section No. 3.—Messrs. O'Leary Bros., contractors.

| | |
|---|---|
| Approximate value of work under contract | $191,500 |
| Amount paid up to 1st October, 1894 | 81,270 |
| Balance | $110,230 |

Sections Nos. 4, 5, 6 and 7.—George Goodwin, contractor.

| | |
|---|---|
| Approximate value of work under contract | $848,000 |
| Amount paid up to 1st October, 1894 | 234,450 |
| Balance | $613,550 |

Section No. 8.—Charles Raynor, contractor.

| | |
|---|---|
| Approximate value of work under contract | $240,000 |
| Amount paid up to 1st October, 1894 | 97,480 |
| Balance | $142,520 |

Section No. 9.—Randolph McDonald, contractor.

| | |
|---|---|
| Approximate value of work under contract | $130,000 |
| Amount paid up to 1st October, 1894 | 47,880 |
| Balance | $ 82,120 |

Section No. 10.—Messrs. Rogers & Taylor, contractors.

| | |
|---|---|
| Approximate value of work under contract | $210,500 |
| Amount paid up to 1st October, 1894 | 108,666 |
| Balance | $ 101,834 |

Section No. 11.—Messrs. Poupore & Fraser, contractors. This section was first under contract with George Goodwin, who was allowed to transfer it to Thomas Feeney,

who struggled with it for some time, but was making unsatisfa tory progress, and was permitted to transfer his contract to the present contractors, wl.o are getting the work into better shape.

| | |
|---|---|
| Approximate value of work under contract | $255,000 |
| Amount paid up to 1st October, 1894 | 112,200 |
| Balance | $142,800 |

Section No. 12.—George Goodwin, contractor. This contract was originally let to Messrs. O'Brien & Son, who failed to carry it out, and the work was re-let to the present contractor.

| | |
|---|---|
| Approximate value of work under contract | $202,935 |
| Amount paid up to 1st October, 1894 | 36,941 |
| Balance | $165,994 |

Section No. 13.—Randolph McDonald, contractor.

| | |
|---|---|
| Approximate value of work under contract | $480,000 |
| Amount paid up to 1st October, 1894 | 146,370 |
| Balance | $333,630 |

In addition to the foregoing, the Dominion Bridge Company have a contract for the erection of the steel superstructure of the bridge carrying the Canada Atlantic Railway over the canal ; the work is nearly completed, but no payment has been made.

*Summary.*

| | |
|---|---|
| Approximate value of work under contract | $3,376,335 |
| Amount paid up to 1st October, 1894 | 1,062,537 |
| Balance | $2,313,798 |
| Based upon the above named contracts, the canal is estimated to cost, including land and damages | $4,750,000 |
| Total amount paid up to 1st October, 1894 | 1,239,253 |
| Balance | $3,510,747 |

At the rate of progress made with the works during the past season, it will take from three to four years or more yet to complete the canal and place it in working order.

## LACHINE CANAL.

### Construction and Enlargement.

The works carried on under the above heading were :—

1st. The Lachine drain.

2nd. Dredging between the lower entrance to the Lachine Canal and St. Gabriel Basin.

3rd. The Wellington bridges.

The Lachine drain, embracing an open ditch and a brick sewer, under contract with Messrs. Heney & Borthwick, is now completed and the final estimate is being prepared. Up to the 30th September, 1894, there had been paid on this work the sum of $114,546, leaving a few thousand dollars only remaining unpaid upon the completed work.

The town of Lachine paid for the land required for the brick sewer through that municipality, and that part of the sewer is to be the property of the town and they are to maintain it hereafter.

| | |
|---|---|
| The estimated cost of the Lachine drain is | $159,000 |
| The amount paid up to 1st October, 1894, is | 156,635 |
| Balance | $ 2,365 |

The dredging is being done from the lower entrance of the Lachine Canal to the St. Gabriel Basin by the Government dredge, the design is to give a depth of water of 22 feet, but the cut now being made gives only 20 feet of water, some alterations will have to be made in the machine to enable it to take out the additional 2 feet in depth. Good progress has been made with the work during this season, and a large body of material has been moved, the larger portion of which has been dumped in the harbour of Montreal, on the site of the bank now being formed in connection with the harbour improvements.

| | |
|---|---|
| The estimated cost of this dredging is | $150,000 |
| Cost of carrying on work by Government dredge to 1st October, 1894 | 23,486 |
| Balance | $126,514 |

It is proposed to carry on this work upon the opening of navigation next season. The dredge has done good service this year.

The amount paid during the year up to 1st October, 1894, on account of the Wellington bridges is $22,052.43.

A contract has been entered into with Messrs. McNamee & Mann for the deepening of the prism of the Lachine Canal to 16 feet from St. Gabriel to Lachine, but no work has yet been done.

For full particulars of the operations up to 30th June, 1894, I must refer you to the reports of the Superintending Engineer and his assistants.

## LAKE ST. LOUIS.

### Deepening and Straightening Channel.

A contract has been made with the Weddell Dredging Company of Trenton to cut a straight channel 300 feet wide with a depth of 16 feet of water for a distance of about four miles. The contractors are organizing for a vigorous commencement of the work next spring, no work can be done in the open lake this season.

## TRENT VALLEY CANAL.

### Construction.

During the season, surveys have been made of the Peterboro' and Lakefield Division, a distance of about 9 miles and also of the Simcoe and Balsam Lake Division, a distance of about 17½ miles. Plans and specifications have been prepared and tenders invited for a 3½ mile section on the first named division, and for a 5½ mile section on the second division, and in the course of a few weeks it is proposed to put the balance of each of these two divisions up to competition. Mr. R. Rogers is the superintending engineer, and his chief assistants are Messrs. Fellowes and Greenwood.

## MURRAY CANAL.

### Equipment.

Provision is made in the parliamentary appropriation for the equipment of this canal, viz., erection of houses for lockmen, store, &c., but up to the 30th September, 1894, no work had been commenced.

# Department of Railways and Canals.

## CORNWALL CANAL.

### Construction and Enlargement.

The works of enlargement are drawing near a close with the exception of the works contracted for in 1893, with Messrs. Davis & Sons, which are familiarly known as the Sheik's Island dams. These large dams and works in connection are being prosecuted with vigour, and most excellent work is being done; when completed, and this stretch of navigation is available for traffic, it will be found such an immense advantage over the old route of the canal, that navigators who have occasion to use the canal will fully appreciate it.

| | |
|---|---|
| The estimated cost of the enlargement of this canal is... | $4,000,000 |
| The amount paid up to 1st October, 1894, is..... | 3,210,679 |
| Balance..... | $ 789,321 |

The contractors have been paid the following amounts up to 1st October, 1894 :—

| | |
|---|---|
| Section 2, Wm. Davis & Sons..... | $ 646,336 |
| do 3 do ..... | 399,089 |
| do 4 do ..... | 443,323 |
| do 5, E. Gilbert & Sons..... | 91,098 |
| Sheik's Island dams, Wm. Davis & Sons..... | 147,200 |
| Section 6, E. Gilbert & Sons..... | 47,721 |
| do 7 do ..... | 96,832 |
| do 8 do ..... | 162,423 |
| do 10, Jocks, DeLorimier & Co..... | 410,380 |
| Total..... | $2,444,402 |

## FARRAN'S POINT CANAL.

### Construction.

No work has yet been placed under contract for its enlargement, but the surveys are completed and plans prepared for the work.

## RAPIDE PLAT CANAL.

### Enlargement.

The work on section No. 1 of this canal has not progressed so rapidly as was expected, owing to unforeseen difficulties which have presented themselves in shutting out the water from the foundation of the lock pit at Morrisburg; however, it is now believed the difficulty has been overcome and that early next season the laying of masonry of the lock will be commenced. The works of widening and deepening have been pushed forward satisfactorily on all the three sections under contract.

| | |
|---|---|
| The estimated cost of the enlargement is..... | $1,600,000 |
| Amount paid up to 1st October, 1894..... | 1,049,122 |
| Balance..... | $ 550,878 |

The following is a list of the names of the contractors, showing the amounts paid to each up to 1st October, 1894 :—

| | |
|---|---|
| Section 1—Poupore & Fraser..... | $373,910 |
| do 2—Weddell Dredging Co..... | 173,020 |
| do 3—Poupore, Fraser & Co..... | 142,080 |
| do 4—William Broder..... | 271,141 |
| Total..... | $960,151 |

## GALOPS CANAL.

### Enlargement.

The only work in progress is at the upper entrance, where Messrs. Murray & Cleveland have been at work for some years building a lift lock and a guard lock, also widening and deepening the prism; they expect to complete their work next season. The locks are finished and the water was let into them in October, 1894.

The only portion of the enlargement of this canal under contract is the 1½ miles at the upper entrance.

| | |
|---|---|
| The estimated cost of this section of the enlargement is.. | $1,300,000 |
| The amount expended to 1st October, 1894, is..... | 1,163,118 |
| Balance..... | $ 136,882 |

The contractors' names and the amounts paid them up to 1st October, 1894, are as follows, viz. :—

| | |
|---|---|
| William Allan..... | $ 193,652 |
| Murray & Cleveland..... | 910,360 |
| Total..... | $1,104,012 |

## GALOPS RAPID IMPROVEMENTS.

These works remain untouched since last year's report, but in the suit of Messrs. Gilbert & Son *vs.* the Crown, in connection with this work, the Exchequer Court has given judgment in favour of the plaintiff for $171,308.09, which had not been paid up to 1st October, 1894.

Names of contractors and amounts paid up to 1st October, 1894 :—

| | |
|---|---|
| Wm. Davis & Sons..... | $ 22,000 |
| E. Gilbert & Sons..... | 434,500 |
| Total..... | $456,500 |

There remain from 2,000 to 3,000 cubic yards of rock in the channel which require moving to give a clear navigation for 14 feet draught or 17 feet depth of water.

## NORTH AND SOUTH CHANNELS.

No steps have yet been taken towards straightening and deepening either of these channels.

Superintending Engineer Rubidge has made a very full and complete report on the St. Lawrence Canals works, a perusal of which is interesting as giving a clear insight into what has been, is being and is proposed to be done.

## ST. PETER'S CANAL.

The work of constructing a wharf has been completed.

The total expenditure on that work, which was completed on 30th June, 1894, amounted to $16,608.

## CANALS.

### Operations and Maintenance—General.

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

# Department of Railways and Canals.

STATEMENT showing the dates of closing and opening of Canals.

| Canals. | Closed. | Opened. |
|---|---|---|
| Lachine | 30th November, 1893 | 23rd April, 1894. |
| Beauharnois | 1st December, 1893 | 23rd do 1894. |
| Cornwall | 10th do 1893 | 23rd do 1894. |
| Williamsburg | 13th do 1893 | 23rd do 1894. |
| Welland | 11th do 1893 | 19th do 1894. |
| Chambly | 30th November, 1893 | 2nd May, 1894. |
| St. Ours | 26th do 1893 | 2nd April, 1894. |
| Ste. Anne's | 27th do 1893 | 21st do 1894. |
| Carillon and Grenville | 30th do 1893 | 23rd do 1894. |
| Rideau—At Kingston | 23rd do 1893 | 30th do 1894. |
| Rideau—At Ottawa | 30th do 1893 | 1st May, 1894. |
| Trent Valley—On Central Reach | 19th do 1893 | 16th April, 1894. |
| Trent Valley—On Lower Reach | 27th do 1893 | 5th do 1894. |
| Murray | 3rd December, 1893 | 1st do 1894. |
| St. Peter's | 6th January, 1894 | 28th do 1894. |

MEMO.

The question of organization and staff requirements on the Welland and Lachine Canals has taken form, the staff on the Welland Canal having been, upon the opening of navigation last spring, largely reduced and placed on a sound working basis, and an order has been given to open navigation on the Lachine Canal, next spring, with a reduced force, which will be carried out in due course.

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 sills. | 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 | 118to125 | 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 |
| | 3 | 270 | 45 | 14 | | | | |
| Williamsburg | 6 | 200 | 45 | 9 | 6 | 270 | 45 | 14 |
| Welland (new) | 26 | 270 | 45 | 14 | | | | |
| do (old) | 24 | 150 | 45 | 10 3 | | | | |
| | 2 | 200 | 45 | 10 3 | | | | |
| | 1 | 230 | 45 | 10 3 | | | | |
| Welland Feeder | 1 | 150 | 26 6 | 9 | | | | |
| | 1 | 200 | 45 | 9 | | | | |
| Welland, Port Robinson branch | 2 | 150 | 26 6 | 9 10 | | | | |
| do do Maitland branch | 1 | 185 | 45 | 11 | | | | |
| Sault Ste. Marie | | | | | 1 | 900 | 60 | 20 |
| Soulanges | | | | | 4 | 270 | 45 | 14 |
| St. Peter's | 1 | 200 | 48 | 18 | | | | |

## LACHINE CANAL.

### Operation.

There was no interruption to navigation on this canal during the year. The traffic which was large, was conducted satisfactorily.

### Maintenance.

The superintending engineer's and superintendent's reports attached give a clear statement of the repairs which were done during the year.

The cost of these repairs for the year 1893-94, amounted to as follows, viz. :—

| | | |
|---|---|---|
| Ordinary repairs under head of staff and repairs..... | | $40,939 70 |
| Special repairs under head of income :— | | |
| Building lock gates..... | $5,734 64 | |
| Repairing break at St. Gabriel's lock..... | 1,702 94 | |
| Rebuilding Côte St. Paul pier..... | 8,419 16 | |
| | | 15,856 74 |
| Total..... | | $56,796 44 |

## BEAUHARNOIS CANAL.

### Operation.

Two accidents occurred on this canal during the year.

1st.—On the night of the 9th of November, 1893, owing to a stick of timber lodging between the two leaves of the gates at lock No. 9, the lower gates were carried away, causing an interruption to traffic of 34 hours.

2nd.—On the 13th of May, 1894, the steamer "Ocean" ran into the lower gates of lock No. 12 damaging them badly, causing a stoppage of traffic for 28 hours. Otherwise the canal was navigated throughout the season satisfactorily.

### Maintenance.

The canal works have been well maintained, for particulars of repairs I must refer you to the attached reports of the superintending engineer and superintendent.

The cost of repairs for the year 1893-94, amounted to as follows, viz. :—

| | | |
|---|---|---|
| Ordinary repairs under head of staff and repairs..... | | $13,903 46 |
| Special repairs under head of income :— | | |
| Small special electric plant test..... | $1,170 00 | |
| Building sewer at Valleyfield..... | 5,377 72 | |
| | | 6,547 72 |
| Total..... | | $20,451 18 |

The construction of the sewer at Valleyfield was being carried on by contract, the contractor, however, failed to complete the work, and at the close of the year it was not finished.

## CHAMBLY CANAL.

### Operation.

This canal was operated throughout the year without accident or interruption to traffic.

### Maintenance.

Full particulars of the repairs upon this canal may be found in the attached reports of the superintending engineer and superintendent.

The cost of the repairs executed during the year 1893-94 is as follows, viz :—

| | | |
|---|---|---|
| Ordinary repairs under the head of staff and repairs.... | | $11,920 74 |
| Special repairs under head of income :— | | |
| Renewals of seats of bridges Nos. 4 and 6... | $2,999 47 | |
| Gravelling towpath..... | 4,197 07 | |
| Fencing along canal at St. Johns..... | 804 14 | |
| | | 8,000 68 |
| Total..... | | $19,921 42 |

## ST. OURS LOCK.

### Operation.

No damages to canal or delays to navigation have occurred during the year.

### Maintenance.

Ordinary repairs under head of staff and repairs, $924.55
There were no special repairs provided for in the parliamentary appropriations.

## ST. ANNE'S LOCK.

### Operation.

The navigation through this lock has not been interrupted during the year.

### Maintenance.

The lock has been kept in good repair as well as the works in connection therewith. The cost of the work during the year is as follows, viz:—

| | | |
|---|---|---|
| Ordinary repairs under head of staff and repairs..... | | $2,799 63 |
| Special repairs under head of income :— | | |
| Repairing south channel pier..... | $2,499 36 | |
| Building stop-log shed..... | 998 20 | |
| | | 3,497 56 |
| Total..... | | $6,297 19 |

## CARILLON AND GRENVILLE CANAL.

### Operation.

There has been a large traffic through this canal during the year, the navigation has been worked without interruption.

### Maintenance.

The works on this canal have been kept in an efficient state of repairs. The wharf at Grenville has on two occasions, during the year, been damaged by fire. How the fire originated is not known, but it is supposed it was started by a spark from a passing steamer.

The cost of the repairs amounted to as follows, viz. :—

| | | |
|---|---|---|
| Ordinary repairs under head of staff and repairs..... | | $11,620 09 |
| Special repairs under head of income :— | | |
| Wing walls at Grenville..... | $3,354 40 | |
| Repairing pier at head of lock 2, Carillon... | 898 76 | |
| Repairing dry wall at lock 6..... | 276 50 | |
| Building two bulkheads at locks 5 and 6, Grenville..... | 582 39 | |
| | | 5,112 05 |
| Total..... | | $16,732 14 |

## CULBUTE CANAL.

### Operation.

The navigation on this canal consists of the passage of one tug through the lock from four to eight times a year.

### Maintenance.

The following is the cost of repairs for the year:—

Ordinary repairs under head of staff and repairs..... $494 43

As this canal is a bill of expense without any compensating benefit to the trade of the country, the operating staff will be dispensed with at the close of the present season, and the dams will be removed.

## TRENT VALLEY CANAL.

### Operation.

The traffic on this canal is light, and must necessarily continue to be so until it is cut through to the Georgian Bay. There was no interruption to navigation during the year.

### Maintenance.

For details of the repairs I must refer you to the report of the superintending engineer.

The cost of the repairs was as follows, viz.:—

| | | |
|---|---|---|
| Ordinary repairs under head of staff and repairs..... | | $4,988 59 |
| Special repairs under head of income:— | | |
| Glance booms and piers at Bobcaygeon..... | $ 427 51 | |
| Opening channel at mouth of Scugog River... | 3,976 42 | |
| Towards building a swing bridge at Fenelon Falls..... | 13,000 00 | |
| Constructing a dredge (balance)..... | 3,000 00 | |
| | | 20,403 93 |
| Total..... | | $25,392 52 |

The Grand Trunk Railway swing bridge at Fenelon Falls has been completed and the $13,000 parliamentary appropriation in aid of the work has been paid to the Grand Trunk Railway Company.

## RIDEAU CANAL.

No interruption occurred to navigation during the year ended 30th June, 1894. Since the death of the lamented Superintending Engineer Wise, the canal has been in charge of Mr. Phillips, as acting superintending engineer. He has proved himself devoted to his duties, and has managed the works during the past season very satisfactorily.

The cost of repairs was as follows, viz.:

| | | |
|---|---|---|
| Ordinary repairs under head of staff and repairs..... | | $16,939 47 |
| Special repairs under head of income: | | |
| Pile sheeting west side of Deep Cut, Ottawa | $12,603 70 | |
| Balance due on contract for bulkhead at Hog's Back..... | 1,430 41 | |
| Buildings at Kingston Mills and Lower Brewers..... | 451 00 | |
| | | 14,485 11 |
| Total..... | | $31,424 58 |

## MURRAY CANAL.

The canal was operated during the year without any mishap and navigation was uninterrupted. 701 trips of vessels passed through the canal during the year ended 30th June, 1894, being 129 vessels less than during the year previous.

The cost of repairs was as follows, viz.:—

| | |
|---|---|
| Ordinary repairs under head of staff and repairs | $5,295 57 |
| Special repairs under head of income | Nil. |

The works have been well maintained.

## CORNWALL CANAL.

There were only two short interruptions to navigation during the year. The first occurred on the 13th of November, 1893. The steamer "Cuba" struck and broke the south gate of lock 17, causing a stoppage of navigation for 21 hours.

The second occurred on the 8th of May, 1894, by reason of the anchor bolts of the gates at lock 15 failing, causing a delay to navigation of 11 hours.

The cost of repairs during the year was as follows, viz.:—

| | |
|---|---|
| Ordinary repairs under head of staff and repairs | $7,733 54 |
| Special repairs under head of income | Nil. |

The volume of traffic through this canal during the year ended 30th June, 1894, was large.

## WILLIAMSBURG CANALS.

These canals have been free from accidents during the year and navigation has been uninterrupted.

The cost of repairs during the year has been as follows, viz.:—

| | |
|---|---|
| Ordinary repairs under head of staff and repairs | $7,029 95 |
| Special repairs under head of income | Nil. |

## WELLAND CANAL.

Navigation was interrupted during the year ended 30th June, 1894, on four several occasions as follows, viz.:

1st. On October 5th, 1893, the steamer "Toledo" ran into the gates of lock 25. The damages through this caused a delay to navigation of 24 hours.

2nd. A leak occurred where the 12-mile creek passes under the canal, and to enable repairs to be proceeded with, lock No. 24 had to be unwatered on 1st November, 1893, and navigation was stopped until the 7th of November, or six days.

3rd. A further leak occurred at the same point on November 11th, and navigation was suspended until November 13th, two and a half days.

4th. On the 30th May, 1894, the steamer "City of Windsor" struck and damaged the gates, &c., of lock No. 1, old canal, navigation was stopped until 9th June.

The operations of this canal have been satisfactorily conducted since the reorganization of the staff took effect upon the opening of navigation this spring, and everything appears to be working along smoothly.

The canal works have been maintained in a good state of repair.

The cost of repairs for the year is as follows, viz.:—

| | | |
|---|---|---|
| Ordinary repairs under head of staff and repairs | | $53,053 71 |
| Special repairs under head of income:— | | |
| Overhauling superstructure of piers at Port Dalhousie and removal of shoal, also construction of piers for bridge at Thorold | $1,910 66 | |
| Cleaning and deepening back ditch on north side of feeder | 611 48 | |
| Repairing about 500 feet of canal bank damaged by a slide | 7,183 30 | |
| Bridge over old lock No. 2 and road | 3,452 76 | |
| | | 13,158 20 |
| Total | | $66,211 91 |

## ST. PETER'S CANAL.

The canal navigation was not interrupted during the year.
The cost of repairs for the year was as follows, viz. :—

| | |
|---|---|
| Ordinary repairs under head of staff and repairs | $1,986 70 |
| Special repairs under head of income :— | |
| Reconstructing whole of west wall | 3,852 21 |
| Total | $5,838 91 |

The stores department of the canals is being managed much more satisfactorily now than in the past, and on most of the canals the supplies and materials are purchased by tender, and are only issued upon requisition of the authorized officers, and books kept recording the receiving of their goods and their issue.

## RAILWAY SUBSIDIES.

I submit herewith a statement showing the amount of cash subsidies granted in aid of railway construction and equipment, the total amount paid up to the end of June, 1894, and also up to 1st October, 1894, also a statement showing the railways which have been granted aid in land.

7,264 11/100 miles have been granted cash subsidies per mile, 325 miles have been granted cash subsidies per annum, and 4,463 25/100 miles have been granted land per mile. Of these 4,741 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 :—

| | |
|---|---|
| Total mileage cash subsidies granted | $23,082,551 00 |
| do do paid up to 30th June, 1894 | 13,210,882 24 |
| Annual subsidy granted including interest | 363,474 00 |
| Total annual subsidy paid including interest | 1,026,300 00 |
| Total land grant, acres | 32,257,200 |

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 :—

| | Acres. |
|---|---|
| Canadian Pacific Railway | 25,000,000 |
| Esquimalt and Nanaimo | 1,900,000 |
| Total | 26,900,000 |

# Department of Railways and Canals.

## CANAL STATISTICS FOR SEASON OF 1893.

These statistics were compiled by Mr. Teakles, the clerk in charge; they are for the season of navigation of 1893, and contain a quantity of interesting information.

TABLE showing the tons of freight passing through each canal, the tolls collected, the number of trips of vessels passing through each canal, for the 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 | 1,158,386 | 68,249 13 | 11,244 |
| Welland | 1,294,823 | 193,276 14 | 2,843 |
| Chambly | 312,870 | 22,649 15 | 2,752 |
| Ste. Anne's, Carillon, Grenville — Ottawa River Canals | 581,521 | 35,283 55 | 2,448 |
| Rideau | 101,409 | 5,773 39 | 2,406 |
| Murray | 16,340 | 635 84 | 671 |
| Trent | 31,219 | 883 22 | 1,488 |
| St. Peter's | 47,606 | 2,664 08 | 1,490 |

## RAILWAY STATISTICS FOR YEAR ENDED 30TH JUNE, 1894.

I have much satisfaction in being in a position to state that the railway companies have been commendably much more prompt in sending in their statistical returns to the Honourable Minister of Railways and Canals this year than in former years, and I trust in future they will realize the importance of sending in their returns on or before the 1st of October in each year, and thus facilitate the preparation of the Honourable Minister's annual report.

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 | 1866 | 2,150 |
| 1837 | 16 | 1867 | 2,258 |
| 1838 | 16 | 1868 | 2,269 |
| 1839 | 16 | 1869 | 2,497 |
| 1840 | 16 | 1870 | 2,497 |
| 1841 | 16 | 1871 | 2,497 |
| 1842 | 16 | 1872 | 2,508 |
| 1843 | 16 | 1873 | 2,638 |
| 1844 | 16 | 1874 | 2,642 |
| 1845 | | 1875 | 4,826 |
| 1846 | | 1876 | 5,157 |
| 1847 | 59 | 1877 | 5,574 |
| 1848 | 59 | 1878 | 6,143 |
| 1849 | 59 | 1879 | 6,484 |
| 1850 | 71 | 1880 | 6,891 |
| 1851 | 93 | 1881 | 7,260 |
| 1852 | 212 | 1882 | 7,530 |
| 1853 | 423 | 1883 | 8,086 |
| 1854 | 657 | 1884 | 9,576 |
| 1855 | 855 | 1885 | 10,149 |
| 1856 | 1,296 | 1886 | 10,697 |
| 1857 | 1,428 | 1887 | 11,691 |
| 1858 | 1,654 | 1888 | 12,162 |
| 1859 | 1,997 | 1889 | 12,628 |
| 1860 | 2,087 | 1890 | 13,256 |
| 1861 | 2,087 | 1891 | 14,009 |
| 1862 | 2,110 | 1892 | 14,588 |
| 1863 | 2,110 | 1893 | 15,020 |
| 1864 | 2,145 | 1894 | 15,627 |
| 1865 | 2,145 | | |

FATAL ACCIDENTS for Year ended 30th June, 1894.

| | Passengers Killed. | Employees Killed. | Others Killed. | Total Killed. |
|---|---|---|---|---|
| Falling from cars or engines | 1 | 25 | 8 | 34 |
| Getting on or off trains in motion | 6 | 3 | 14 | 23 |
| At work making up trains | ..... | 4 | ..... | 4 |
| Coupling cars | ..... | 4 | ..... | 4 |
| Collisions and derailments | 2 | 10 | ..... | 12 |
| Striking bridges | ..... | ..... | 1 | 1 |
| Walking or being on track | 1 | 12 | 90 | 103 |
| Explosions | ..... | ..... | ..... | ..... |
| Other causes | 2 | 9 | 19 | 30 |
| Total | 12 | 67 | 132 | 211 |

# Department of Railways and Canals.

The summary of tables for the years ended 30th June, 1893, and 30th June, 1894, is as follows, viz :—

| | Comparative Statement. | |
|---|---|---|
| | 30th June, 1893 | 30th June, 1894 |
| Miles of railway completed (track laid) | 15,320 | 15,768 |
| do sidings | 2,012 | 2,017 |
| do iron rails in main line | 437 | 400 |
| do steel do | 14,883 | 15,368 |
| do do do double track | ..... | 526 |
| Capital paid (including the four following items) | $872,156,475 | 887,975,020 |
| Government bonuses paid | $153,523,816 | 156,716,638 |
| do loans paid | $21,619,149 | 21,569,149 |
| do subscriptions to shares paid | $300,000 | 300,000 |
| Municipal aid paid | $14,017,957 | 14,153,611 |
| Miles in operation | 15,020 | 15,627 |
| Earnings | $52,042,397 | 49,552,528 |
| Working expenses | $36,616,033 | 35,218,433 |
| Net earnings | $15,426,364 | 14,334,095 |
| Passengers carried | 13,618,027 | 14,462,498 |
| Freight carried (tons) | 22,003,599 | 20,721,116 |
| Train mileage | 44,385,953 | 43,770,029 |
| Passengers killed | 11 | 12 |
| Number of elevators | 53 | 59 |
| do guarded level crossings | 139 | 135 |
| do unguarded do | 9,552 | 9,869 |
| do overhead bridges | 401 | 406 |
| do level crossings of other railways | 208 | 212 |
| do junctions with other railways | 304 | 313 |
| do do branch lines | 216 | 215 |
| do engines owned | 1,937 | 1,965 |
| do do hired | 17 | 37 |
| do sleepers and parlour cars owned | 155 | 154 |
| do do do hired | 6 | 45 |
| do first class cars owned | 949 | 961 |
| do do hired | 28 | 31 |
| do second class and immigrant cars owned | 662 | 665 |
| do do do hired | 2 | 5 |
| do baggage, mail and express cars owned | 601 | 626 |
| do do do hired | 9 | 10 |
| do cattle and box freight cars owned | 33,795 | 32,758 |
| do do do hired | 1,946 | 3,094 |
| do platform cars owned | 15,545 | 14,589 |
| do do hired | 174 | 315 |
| do coal and dump cars owned | 3,330 | 4,685 |
| do do hired | 125 | 14 |

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*Chief Engineer of Railways and Canals.*

J. H. BALDERSON, Esq.,

Secretary, Department Railways and Canals,

Ottawa.

# APPENDIX No. 5.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., 12th October, 1894.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended 30th June, 1894.

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 and equipment on the 30th June, 1893, by last report was | | $54,246,850 23 |
| Less deduction made at Ottawa | | 3,461 13 |
| Total | | $54,243,389 10 |
| The additions during the year were as follows :— | | |
| Increased accommodation at Halifax | $ 855 41 | |
| do do at Moncton, machinery | 2,700 00 | |
| Extension along the front of city of St. John | 30,821 01 | |
| Construction | 1,678 19 | |
| Rolling stock | 11,251 13 | |
| St. Charles branch | 33,349 19 | |
| Purchase of two heavy locomotives | 22,244 47 | |
| Train ferry between Mulgrave and Point Tupper | 63,463 03 | |
| Oxford and New Glasgow Railway | 112,382 75 | |
| Cape Breton Railway | 158,770 61 | |
| | | 437,515 79 |
| Making the total cost on the 30th of June, 1894. | | $54,680,904 89 |

*Increased accommodation at Halifax.*—This is for legal and other expenses of acquiring the new property for increased freight accommodation.

*Increased accommodation at Moncton.*—This is for additional engine power for the workshops.

*Extension along the front of the city of St. John.*—This is now completed and in use. The work was done by contract by the firm of McDonald & McManus.

*Construction.*—This expenditure is chiefly in settlement of Wier's old land claim at Windsor Junction.

*Rolling stock.*—This is for applying the Westinghouse automatic air brake to freight cars; two hundred and ten were so fitted during the year, making the total number equipped nine hundred and fifty-seven.

*St. Charles Branch.*—This is an old land claim paid to the heirs of D. D. Young. It also included the legal expenses of settlement.

*Train ferry between Mulgrave and Point Tupper.*—This is chiefly for the cost of the steam ferry boat, it includes also the completion of the dredging.

*Oxford and New Glasgow Railway, and Cape Breton Railway.*—These amounts consist of payments made at Ottawa.

REVENUE ACCOUNT.

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

| | |
|---|---|
| Gross earnings | $2,987,510 27 |
| Expenditure | 2,981,671 98 |
| | $ 5,838 29 |

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

| | |
|---|---|
| In 1892-93 | $3,065,499 09 |
| In 1893-94 | 2,987,510 27 |
| | $ 77,988 82 |

The earnings from passenger traffic compare as follows:—

| | |
|---|---|
| In 1892-93 | $1,002,912 74 |
| In 1893-94 | 958,915 13 |
| | $ 43,997 61 |

The earnings from freight traffic compare as follows:—

| | |
|---|---|
| In 1892-93 | $1,868,823 84 |
| In 1893-94 | 1,834,126 34 |
| | $ 34,697 50 |

The earnings from mails and express compare as follows:—

| | |
|---|---|
| In 1893-94 | $ 194,468 80 |
| In 1892-93 | 193,762 51 |
| | $ 706 29 |

The number of passengers carried compares as follows:—

| | |
|---|---|
| In 1893-94 | 1,301,062 |
| In 1892-93 | 1,292,878 |
| | 8,184 |

There was an increase of 27,200 in the number of local passengers, and a decrease of 19,016 in through passengers.

The weight of freight carried compares as follows:—

| | Tons. |
|---|---|
| In 1892-93 | 1,388,080 |
| In 1893-94 | 1,342,710 |
| | 45,370 |

There was an increase of 19,144 tons of through freight, and a decrease of 64,514 tons of local 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. | 1892-93. | 1893-94. | Increase. | Decrease. |
|---|---|---|---|---|
| Barrels of flour | 856,913 | 944,967 | 88,054 | |
| Bushels of grain | 1,514,619 | 1,304,684 | | 209,935 |
| Lumber in feet | 181,211,013 | 200,507,949 | 19,296,936 | |
| Head of live stock | 93,369 | 79,203 | | 14,166 |
| Other goods in tons | 1,031,184 | 956,494 | | 74,690 |

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, St. Henri Junction, and Point Lévis. |
|---|---|
| In the year ended 31st December, 1892 | 118,164 tons. |
| do do 1893 | 125,299 do |

## Working Expenses.

The working expenses compare as follows with the previous year :

| | |
|---|---|
| In 1892-93 | $3,045,317 50 |
| In 1893-94 | 2,981,671 98 |
| | $ 63,645 52 |

The averages compare with last year as follows :—

| | Cents. |
|---|---|
| Per mile run by engines— | |
| In 1893-94 | 57·99 |
| In 1892-93 | 57·21 |
| Per mile run by trains— | |
| In 1893-94 | 70·94 |
| In 1892-93 | 69·20 |
| Per mile of railway— | |
| In 1892-93 | $2,666 65 |
| In 1893-94 | 2,610 92 |

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 262,927. One hundred miles of the track were reballasted, twenty-seven miles of the track were relaid with heavier steel rails, 67 lbs. to the yard, and two and a quarter miles of new sidings were laid at various places.

Two new steel bridges, one of 80 feet span and one of 120 feet span, were put in to replace wooden ones, and one steel road bridge of 30 feet span was erected over the railway in place of a wooden one.

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

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

The snow sheds received necessary repairs, and 1,250 lineal feet of snow sheds were rebuilt.

The buildings on all parts of the line were repaired, one agent's dwelling, one station-house, and one freight shed were erected. One large coal shed and three trackmen's dwelling-houses were rebuilt.

The wharfs at various places received necessary repairs.

Semaphore signals were erected at eight stations.

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

Two heavy locomotives for passenger service were purchased on capital account, and therefore increased the stock. Five heavy freight locomotives were purchased and charged to the working expenses, and an equal number of smaller and lighter locomotives were taken out of service.

Two second-class sleeping cars, two hundred and ten box cars, fifty-eight platform cars, and seventy-four coal cars, were built by contract to take the place of an equal number of cars taken out of service.

The water service was well maintained, and four new tanks of 50,000 gallons capacity each were built.

STORES.

| | |
|---|---|
| The value of stores purchased was | $ 980,243 45 |
| The value of stores used was | 1,167,003 99 |
| The value of old material sold was | 48,535 01 |

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

| | |
|---|---|
| Ordinary stores including fuel | $ 344,527 95 |
| Iron and steel rails and fastenings | 266,217 00 |
| Old material for sale | 73,839 92 |
| Total | $ 684,584 87 |

GENERAL.

The winter of 1893-94 was severe, and the cost of clearing snow and ice was over sixty-eight thousand dollars.

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, 1894. CR.

| 1893. | | $ cts. | $ cts. | $ cts. | 1893. | | $ cts. |
|---|---|---|---|---|---|---|---|
| June 30. | To cost of Intercolonial Ry. per previous report. | 47,388,552 30 | | | June 30. | By Dominion of Canada..... | 54,243,389 10 |
| | Less refunds of previous year's expenditures (Report 1891-92, page 14).. ... | 3,434 88 | | | | | |
| | | | 47,385,117 42 | | | | |
| | To cost of Eastern Extension Ry. to date... .. | ..... | 1,324,042 81 | | | | |
| | do Oxford and New Glasgow Ry. per previous report..... ..... | 1,833,141 19 | | | | | |
| | Less amount of salary of E. V. Johnson, charged O.&N. G.Ry. in error, 1892-3 being difference between statements of O. & N. G. expenditure per pages 23 and 65 of Annual Report of 1892-93... | 26 25 | | | | | |
| | | | 1,833,114 94 | | | | |
| 1894. | To cost of Cape Breton Ry. to date..... | ..... | 3,701,113 93 | | | | |
| | | | | 54,243,389 10 | | | |
| June 30. | To expenditure for current year Intercolonial Railway— | | | | | | |
| | Increased accommodation, Halifax..... | ..... | 855 41 | | | | |
| | do Moncton, machinery..... ..... | | 2,700 00 | | | | |
| | Extension along city front, St. John . .. | .. .. .... ... | 30,821 01 | | | | |
| | Construction ..... .... | .... ..... | 1,678 19 | | | | |
| | St. Charles Branch ... .. ... ..... | ..... | 33,349 19 | | | | |
| | Rolling stock.. ..... . ..... | ..... | 11,251 13 | | | | |
| | Purchase of two heavy locomotives..... | ..... ... | 22,244 47 | | | | |
| | | | 102,899 40 | | | | |
| | To Eastern Extension and Cape Breton Ry. Train Ferry at Strait of Canso. ..... | . ..... | 63,463 03 | | 1894. | | |
| | To Oxford and New Glasgow Railway. ... | ..... ... . | 112,382 75 | | | | |
| | To Cape Breton Railway ..... ..... | .. . ..... | 158,770 61 | | June 30. | By Dominion of Canada..... | 437,515 79 |
| | | | | 437,515 79 | | | |
| | | | | 54,680,904 89 | | | 54,680,904 89 |

T. WILLIAMS,
*Chief Accountant and Treasurer.*

MONCTON, N.B., 30th June, 1894.

# Department of Railways and Canals.

## No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ended 30th June, 1894. CR.

| Previous Year. | Expenditure. | Year ended 30th June, 1894. | Previous Year. | Earnings. | Year ended 30th June, 1894. |
|---|---|---|---|---|---|
| $ cts. | | $ cts. | $ cts. | | $ cts. |
| 1,054,488 19 | Locomotive power, Abstract No. 1 | 1,081,787 76 | 1,002,912 74 | Passenger traffic.. | 958,915 13 |
| 675,174 52 | Car expenses, Abstract No. 2.... | 672,852 09 | 1,868,823 84 | Freight traffic.... | 1,834,126 34 |
| 763,147 96 | Maintenance of way and works, Abstract No. 3. . . ..... | 656,758 04 | 193,762 51 | Mails and sundries | 194,468 80 |
| 374,641 07 | Station expenses, Abstract No. 4. | 369,839 69 | | | |
| 196,256 77 | General charges, Abstract No. 5. | 195,602 65 | | | |
| 3,063,708 51 | | 2,976,840 23 | | | |
| Cr. 18,391 01 | Car mileage ..... | 4,831 75 | | | |
| 3,045,317 50 | | 2,981,671 98 | | | |
| 20,181 59 | .....Balance..... ..... | 5,838 29 | | | |
| 3,065,499 09 | | 2,987,510 27 | 3,065,499 09 | | 2,987,510 27 |

T. WILLIAMS,
*Chief Accountant and Treasurer.*

MONCTON, N.B., 30th June, 1894.

## No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1.)

| Previous Year. | —— | Year ended 30th June 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 12,314 20 | Mechanical superintendent's salary, clerks, office and travelling expenses... | 12,248 75 |
| 255,555 73 | Wages, drivers, firemen and cleaners..... ..... | 273,316 77 |
| 459,021 87 | Fuel..... ..... | 444,477 33 |
| 38,270 58 | Oil, tallow, waste and small stores..... ..... | 34,590 72 |
| 233,911 98 | Repairs to engines, tenders and engine tools..... ..... . | 257,793 04 |
| 32,193 60 | Water, including pump and tank repairs..... ..... | 36,960 95 |
| 23,220 23 | Miscellaneous .. ..... ..... ..... ..... | 22,400 20 |
| 1,054,488 19 | | 1,081,787 76 |

T. WILLIAMS,
*Chief Accountant and Treasurer.*

MONCTON, N.B., 30th June, 1894.

## No. 4.—INTERCOLONIAL RAILWAY.

### Car Expenses—(Abstract No. 2).

| Previous Year. | —— | Year ending 30th June, 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 82,683 36 | Repairs to passenger cars | 66,132 15 |
| 21,635 70 | Repairs to postal, express and baggage cars | 18,136 48 |
| 208,728 98 | Repairs to freight cars and vans | 217,010 47 |
| 6,249 56 | Repairs to snow ploughs and flangers | 7,554 89 |
| 233,097 91 | Wages of conductors, train baggage-masters and brakemen | 255,853 06 |
| 22,192 87 | Oil and waste for packing | 18,409 63 |
| 66,898 37 | Small stores and fuel | 59,154 87 |
| 33,687 77 | Miscellaneous | 30,600 54 |
| 675,174 52 | | 672,852 09 |

T. WILLIAMS,
*Chief Accountant and Treasurer.*

Moncton, N.B., 30th June, 1894.

# Department of Railways and Canals.

## No. 5.—INTERCOLONIAL RAILWAY.

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

| Previous Year. | | Year ended 30th June, 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 6,986 66 | Chief and assistant engineers' salaries, clerks, office and travelling expenses | 6,874 19 |
| 352,490 37 | Wages, repairing roadway, fences, and semaphores, including new sidings, laid in | 334,455 51 |
| 75,507 29 | Rails and fastenings, including new sidings, laid in | 30,001 77 |
| 84,435 73 | Sleepers | 57,754 23 |
| 123,412 60 | Timber, lumber, etc., for repairs to bridges, cattle-guards, snow sheds, fences, etc | 67,997 62 |
| 8,019 73 | Repairs to wharfs | 11,188 78 |
| 67,190 18 | Repairs to buildings, and platforms including extensions and additions to same | 65,223 34 |
| 12,961 59 | Repairs to tools | 9,195 57 |
| 29,881 31 | Clearing snow and ice | 68,413 18 |
| 2,262 50 | Miscellaneous | 5,653 85 |
| 763,147 96 | | 656,758 04 |

T. WILLIAMS,
*Chief Accountant and Treasurer.*

MONCTON, N.B., 30th June, 1894.

## No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4).

| Previous Year. | —— | Year ended 30th June, 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 287,068 18 | Salaries and wages of station masters, agents, clerks and telegraph operators, station baggage-masters, yard-masters, switchmen, watchmen and labourers | 288,114 33 |
| 87,572 89 | Fuel, oil, light, stationery, tickets and other incidental expenses | 81,725 36 |
| 374,641 07 | | 369,839 69 |

T. WILLIAMS,
*Chief Accountant and Treasurer.*

MONCTON, N.B., 30th June, 1894.

## No. 7.—INTERCOLONIAL RAILWAY.

### General Charges—(Abstract No. 5).

| Previous Year. | —— | Year ended 30th June, 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 76,767 33 | General manager, district superintendents, train despatchers, general freight agent, general passenger agent's salaries, clerks, office and travelling expenses | 79,024 31 |
| 27,414 24 | Chief accountant and treasurer, traffic auditor, paymaster and cashier salaries, clerks, office and travelling expenses | 27,273 74 |
| 12,415 82 | Damages to men, animals and goods | 7,278 31 |
| 31,211 40 | Ferry service | 33,893 05 |
| 1,613 85 | Telegraph expenses (not including pay to operators) | 1,077 35 |
| 30,233 72 | Miscellaneous, printing, advertising, &c. | 29,020 59 |
| 16,600 41 | Agency expenses | 18,035 30 |
| 196,256 77 | | 195,602 65 |

T. WILLIAMS,
*Chief Accountant and Treasurer.*

Moncton, N.B., 30th June, 1894.

## No. 8.—INTERCOLONIAL RAILWAY.

DR. GENERAL STORES ACCOUNT, Year ending 30th June, 1894. CR.

| 1893. | | $ cts. | $ cts. | 1894. | | $ cts. | $ cts. |
|---|---|---|---|---|---|---|---|
| June 30.... | To Balance..... | ..... | 502,127 66 | June 30.. | By Issues during year ..... | 1,167,003 99 | |
| 1894. | | | | | Sales of material, fuel, &c., to other railways, &c..... ..... | 12,983 00 | |
| June 30.... | To Purchases during year.. ... ..... | 981,025 18 | | | Sales of old material..... | 48,535 01 | |
| | Charges from other departments... | 370,668 47 | | | | | 1,228,522 00 |
| | Labour, &c.. ..... | 46,599 10 | | | By Balance— | | |
| | Staff pay rolls..... | 13,468 19 | | | Ordinary stores, including fuel... | 344,527 95 | |
| | | | 1,411,760 94 | | Iron and steel rails and fastenings | 266,998 73 | |
| | | | | | Old material for sale .... ..... | 73,839 92 | |
| | | | | | | | 685,366 60 |
| | | | 1,913,888 60 | | | | 1,913,888 60 |

MONCTON, N.B., 30th June, 1894.

T. WILLIAMS,
*Chief Accountant and Treasurer.*

## No. 9.—INTERCOLONIAL RAILWAY.

DR. GENERAL BALANCE, Year ended 30th June, 1894. CR.

| | | $ cts. | | $ cts. |
|---|---|---|---|---|
| Cash | | 393 66 | Dominion of Canada | 928,860 75 |
| General stores— | | | Suspense | 3,865 19 |
| Ordinary stores, including fuel | $ 344,527 95 | | Chatham Railway | 0 07 |
| Iron and steel rails and fastenings | 266,998 73 | | Canadian Pacific Railway—traffic | 14,498 56 |
| Old material for sale | 73,839 92 | | Grand Trunk Railway—general account | $ 904 13 |
| | | 685,366 60 | do traffic account | 4,335 69 |
| Stations | | 51,858 70 | | 5,239 82 |
| Rents | | 1,474 55 | Central Railway of New Brunswick | 339 44 |
| Department accounts— | | | Temiscouata Railway | 54 69 |
| Agriculture | $ 1,354 12 | | Elgin, Petitcodiac and Havelock | 0 55 |
| Post Office | 54,926 44 | | Acadia Coal Co | 530 25 |
| Public Works | 23 97 | | I.C.R. Employees' Relief and Insurance Association | 0 10 |
| Marine | 13 56 | | | |
| Militia and Defence | 4,748 14 | | | |
| | | 61,066 23 | | |
| C. P. R. rolling stock | | 22,446 90 | | |
| Windsor and Annapolis Railway | | 1,000 78 | | |
| Canada Eastern Railway—general account | $ 3,667 18 | | | |
| do do traffic account | 5,891 09 | | | |
| | | 9,558 27 | | |
| Caraquet Railway | | 313 24 | | |
| Prince Edward Island Railway | | 205 65 | | |
| Canadian Pacific Railway—general account | $ 14,326 26 | | | |
| do do New Brunswick division—general account | 7,332 82 | | | |
| | | 21,659 08 | | |
| Western Counties Railway—new account | $ 1 74 | | | |
| do do general account | 15,893 35 | | | |
| do do traffic account | 1,657 42 | | | |
| | | 17,552 51 | | |
| Quebec Central Railway | | 4,422 71 | | |
| Salisbury and Harvey Ry | | 35 91 | | |
| New York and New England Railway | | 9 89 | | |
| Spring Hill and Parrsborough Railway | | 3,161 99 | | |
| Halifax and Cape Breton Railway | | 1,151 42 | | |
| Elgin Branch Railway | | 726 10 | | |
| New York Central and Hudson River Railway | | 176 00 | | |
| Cincinnati, New Orleans, Texas Pacific Railway | | 1 00 | | |
| New York, New Haven and Hartford Railway | | 7 70 | | |
| Maine Central Railway | | 2 00 | | |
| Boston and Maine Railway | | 11 78 | | |
| Central Vermont Railway | | 9 60 | | |
| Montreal and Sorel Railway | | 6 33 | | |

| | | | |
|---|---|---|---|
| St. John Street Railway Co | 31 00 | | |
| Pullman Palace Car Co | 324 82 | | |
| Canadian Express Co | 3,219 16 | | |
| Canada Coal and Railway Co | 125 70 | | |
| Intercolonial Coal Co | 58 13 | | |
| Cumberland Railway and Coal Co | 649 32 | | |
| Dominion Coal Co | 59 66 | | |
| New Glasgow, Coal, Iron and Railway Co | 3 72 | | |
| International Coal and Railway Co | 535 00 | | |
| Allan Steamship Line | 1,892 13 | | |
| SS. "Admiral" | 1,395 24 | | |
| SS. "Barcelona" | 4 95 | | |
| P. E. Island Steam Nav. Co. | 1 77 | | |
| SS. "Contest" | 2,232 50 | | |
| Union Bearing Co | 928 18 | | |
| Polson Iron Works | 273 25 | | |
| Ontario Car and Foundry Co | 1,276 00 | | |
| Coldbrook Rolling Mills | 1,967 41 | | |
| Londonderry Iron Co | 5 00 | | |
| Halifax Cotton Co. Siding | 7,975 03 | | |
| Town of Dartmouth | 32,000 00 | | |
| Remittances destroyed | 788 81 | | |
| Schooner "Mary Jane" | 71 30 | | |
| Car "Victoria" | 2,638 28 | | |
| Stations : | | | |
| Nauwigewauk | 3 00 | | |
| Glengarry | 5 00 | | |
| Bloomfield | 25 21 | | |
| Coal Branch | 65 84 | | |
| Weldford | 55 00 | | |
| Ste. Luce | 80 00 | | |
| Bic | 22 00 | | |
| St. Arsène | 107 12 | | |
| Valley | 6 65 | | |
| Iona | 72 71 | | |
| Nappan | 40 00 | | |
| Kent Junction | 28 38 | | |
| Derby Junction | 231 04 | | |
| Gloucester Junction | 78 87 | | |
| Dalhousie | 19 69 | | |
| Campbellton (freight) | 25 00 | | |
| Isle Verte | 25 00 | | |
| Individual accounts | 11,423 95 | | |
| Total | 953,389 42 | Total | 953,389 42 |



MONCTON, N.B., 30th June, 1894.

T. WILLIAMS,
*Chief Accountant and Treasurer.*

## No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ended 30th June, 1894.

| —— | 1894. | 1893. |
|---|---|---|
| Mileage of railway | 1,142 | 1,142 |
| Engine mileage | 5,140,867 | 5,323,279 |
| Train mileage | 4,202,740 | 4,400,792 |
| Car mileage | 47,367,234 | 49,537,490 |
| Receipts per engine mile.....Cents. | 58·11 | 57·58 |
| Receipts per mile of railway.....Dollars. | 2,616·03 | 2,684·32 |
| Percentage of passenger earnings to gross earnings | 32·10 | 32·72 |
| do freight do do | 61·39 | 60·96 |
| do other do do | 6·51 | 6·32 |
| Expenses per engine mile:— | | |
| Drivers, firemen and cleaners' wages.....Cents. | 5·32 | 4·80 |
| Fuel | 8·65 | 8·62 |
| Oil, tallow, waste and small stores | ·67 | ·72 |
| Repairs to engines | 5 01 | 4·39 |
| Water and tank repairs | ·72 | ·62 |
| Miscellaneous | ·43 | ·43 |
| Total | 20·80 | 19·58 |
| Mechanical superintendent's salary, office and travelling expenses | ·24 | ·23 |
| Total | 21·04 | 19·81 |
| Locomotive power per engine mile.....Cents. | 21·04 | 19·81 |
| Car expenses per engine mile | 13·09 | 12·68 |
| Maintenance of way and works per engine mile | 12·78 | 14·34 |
| Station expenses do | 7·19 | 7·04 |
| General charges do | 3·80 | 3·68 |
| | 57·90 | 57·55 |
| Car mileage | ·09 | Cr. ·34 |
| Total per engine mile | 57·99 | 57·21 |
| Locomotive power per train mile.....Cents. | 25·74 | 23·96 |
| Car expenses do | 16 01 | 15·34 |
| Maintenance way and works per train mile | 15·63 | 17·34 |
| Station expenses per train mile | 8·80 | 8·51 |
| General charges do | 4·65 | 4·46 |
| | 70·83 | 69·61 |
| Car mileage | ·11 | Cr. ·41 |
| Total per train mile | 70·94 | 69·20 |
| Working expenses per mile of railway.....Dollars | 2,610·92 | 2,666 65 |

T. WILLIAMS,
*Chief Accountant and Treasurer.*

MONCTON, N.B., 30th June, 1894.

# Department of Railways and Canals.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit my report of the Engineering Department for the year ended 30th June, 1894.

## TRACK.

During the year 27 miles of old steel rails have been taken up and replaced with new four and a half inch steel rails, weighing 67 pounds to the yard.

## TIES.

During the year 262,927 ordinary ties and 93 sets of switch ties were renewed.

## BALLASTING.

About 100 miles of the main line were reballasted. The fine and defective ballast is now nearly all covered.

## SEMAPHORES.

New standard semaphore signals were erected at the following places :—Rockingham, Ferrona Junction, Debert, Westchester, Athol, St. Phillipe de Néri and L'Islet. An electric semaphore was erected at New Glasgow.

Necessary repairs have been made to all semaphore and other signals throughout the line where required.

## SIDINGS.

During the year two and a quarter miles of additional siding accommodation were provided.

## FENCING.

Forty miles of new barbed wire and woven wire fence were erected during the past year in place of the old pole fence and post and board fences, and at points where no fence had previously existed.

## SNOW SHEDS AND FENCES.

On northern division No. 3, 1,250 feet of snow shedding were rebuilt.

During the year 14,628 feet of new snow fencing were erected at various points throughout the line, and necessary repairs were made to fences and sheds where required throughout the line.

## WHARFS AND TRESTLES.

At the deep water terminus, Halifax, the old unused coal trestle on the north wharf was removed. The old hemlock caps were replaced with pitch pine. Two lines of track stringers were laid the whole length of the wharf and sidings put in, so that wharf can now be used for lumber or general purposes.

Very heavy repairs were made to the south wharf. It has been built 12 years, and the timber and piles (hemlock) have almost lasted out their life.

The piles and timber on each side of the freight shed have been largely renewed. Pitch pine stringers and joists have replaced the hemlock. The sea-worms are very bad at this place, and in future it will probably be found more economical to use creosoted timber for piling.

At Stewiacke the wharf, 150 feet long by 25 feet wide, was renewed. The cribs were also repaired.

At Pictou Landing a large portion of the main wharf was repaired, new stringers were placed under the tracks and eight new mooring posts and fenders put in.

At Mulgrave new hardwood fenders were placed on the end and corner of wharf. The outer corner of the wharf was rounded to better enable the ss. "Mulgrave" to enter the dock. About 175 feet of crib-work were built on the shore side of the dock to keep the barge in position when receiving and discharging cars.

At Hastings hardwood fenders were provided at the outer corners and necessary repairs made to the hardwood sheathing on the face of the wharf.

At Point Tupper the south corner of wharf was rounded with hardwood sheathing placed vertically. It was also found necessary to sheathe the crib on the south side of dock with heavy timber to protect it from the transfer steamer which is liable to come in contact with it in bad weather.

At Antigonish two new coal trestles, one 120 feet long, and the other 111 feet long, were put up on the south side of the track for local business by private parties. These trestles are on ground leased by the railway and are to be maintained by the owners.

At Londonderry and Spring Hill necessary repairs were made to the coal trestles.

At Pointe du Chêne an addition, 434 feet long by 45 feet wide, was made to the present wharf to provide a berth for the ss. "Northumberland." On the west side of dock, 240 feet of the old wharf were entirely renewed.

A portion of the east wharf, forming a breakwater, was entirely renewed and made 17 feet wider for a length of 225 feet.

At Moncton necessary repairs were made to the Government wharf.

At Newcastle a new coal shed and trestle, 550 feet long, was erected to replace the one destroyed by fire. Necessary repairs were made to Newcastle wharf.

At Dalhousie new fenders were provided and necessary repairs made to the covering of wharf.

Heavy repairs were made to the coal trestles at River du Loup and St. Charles.

Heavy repairs were made to the crib-work along the water front between Lévis and Point Lévis.

### Buildings and Platforms.

At the deep water terminus, Halifax, the sills of freight shed were renewed under the south side. A new office was provided in this shed for the immigration agents.

A portion of the roof of the elevator gallery was renewed with tar and gravel ; the south side of the deep water terminus freight shed was also recovered with tar and gravel.

At Richmond new sills were placed under the car shop, and the floor repaired.

One side of the coal shed roof was reshingled. The roofs of lean-to attached to coal shed and cattle shed were also reshingled.

The station building was overhauled, repaired, and painted two coats.

The roof of round-house was recovered with tar and gravel ; the roof of oil store was also repaired.

At Elmsdale the loading platform was extended 150 feet.

At Bedford the platform was extended 50 feet.

At Stewiacke an addition was made to the loading platform of 200 feet. A portion of the freight shed was finished off for a ladies' waiting-room which was much needed at this place.

At Shubenacadie a low platform was substituted for the high one at that station.

At Truro, the general waiting-room was fitted with modern water-closets of the most approved pattern, and an excellent system of sewerage. The cattle pen at this station was renewed. The timbers of three pits in the round-house were renewed, and six new iron smoke jacks were provided.

The station master's office was sheathed, and a new hardwood floor provided.

At Union the flag station was moved several hundred feet, and a new platform 60 by 6 feet erected.

At Glengarry a portion of the loading platform was renewed.

At Hopewell the loading platform 200 feet long by 4 feet high was renewed.

At Ferrona Junction cattle guards were provided.

Necessary repairs were made to all other buildings and platforms throughout the eastern division.

At Stellarton the roof of the engine shed was overhauled and repaired where necessary.

At New Glasgow the sides and end of agent's office were shingled and painted. The iron roof of baggage-room also received two coats of paint.

At Woodburn a shelter was provided for passengers.

At West Merigomish a kitchen was erected for the accommodation of the agent.

At Merigomish necessary repairs were made to the station, the agent's office and the waiting-room; the roof of station building was painted.

At Piedmont the sides and ends of station were shingled. A kitchen was also provided at this station for the agent.

At Hetherton necessary repairs were made to the roof and floors of the station building.

At Bayfield an addition was made to the west end of station to provide for the increased business at this place. The old freight-room of station was converted into a general waiting-room.

At Mulgrave some alterations were made to the windows and a small verandah put in front of station. Modern water-closets were provided for the ladies waiting-room and for the apartments of the station agent. Necessary repairs were made to the roof of engine shed. Small buildings, 42 by 9 feet, were built over the gearing of transfer bridge at this station and also at Point Tupper.

At Cape Porcupine a shelter was provided for passengers.

At Sydney an office was erected for the trackmaster's use. Necessary repairs were made to all stations between Point Tupper and Sydney.

At Westville the walls of office and waiting-rooms were sheathed to protect the plaster.

At Scotch Hill a new freight shed was erected to provide for the increased business at that place.

At Ross Road four miles west of Tatamagouche, a new building was erected at a cost of $1,200, for a station and dwelling apartments for the track foreman whose family sell tickets, and attend to freight business in consideration of free rent.

The following stations were painted on the Oxford and New Glasgow Division, Westville, River John, Tatamagouche, Wallace and Oxford.

At Onslow a new loading platform 150 feet long was erected, and necessary repairs were made to the passenger platform.

At Belmont and Debert the platforms were repaired.

At East Mines necessary repairs were made to the exterior walls of station, and the building painted.

At Wentworth the station and freight-house were repaired and painted, and a new well-house provided.

At Westchester new sills were placed under the station, the roof shingled, a lean-to 12 feet square put up for a kitchen, and the buildings painted.

At Greenville the station building was raised 18 inches and a new foundation put under it. A new hardwood floor was laid in the agent's office, necessary repairs were made to the exterior walls of station, and the building painted. The platform 200 by 10 feet, was renewed.

At Thomson the platform was repaired, and the coal shed painted.

At Oxford Junction the roof of freight shed was reshingled, general repairs were made to the station, freight shed and coal-house, and all these buildings painted.

At Spring Hill necessary repairs were made to the round-house and platform. The exterior walls of station and freight-house were painted. The waiting-rooms, and roofs of store-house and car inspector's office also received a coat of paint.

At Athol and Nappan the platforms were repaired.

At Maccan the station building, freight shed and coal shed were painted.

At Amherst the roofs of station building and restaurant were repaired, the roof of the latter building was painted.

At Aulac the waiting-room and kitchen were painted inside.

At Sackville necessary repairs were made to the roof and floors of station building, and the office and waiting-room painted.

At Rockland an additional room was furnished off the freight-house for use of the agent.

At Memramcook the roofs of office and waiting-room were shingled.

At Meadow Brook the flag station was painted.

The cattle pens were renewed at Salt Springs, Nappan and Rockland.

At P inte du Chêne the blacksmith's shop and oil shed were reshingled, and the agent's office sheathed and painted. Necessary repairs were made to the freight and coal sheds.

At Shediac one side of the station building was reshingled and the freight shed repaired.

At Moncton general repairs were made to the mechanical shops where necessary. Several of the ash-pits in the round-house were lengthened and new smoke jacks provided where required.

Necessary repairs were made to the check office and the building painted. New hardwood floors were laid in the dwelling apartments of the station agent and the telegraph office, and a new set of doors was provided for the express office. New floors were laid in the boiler, erecting, machine and fitting shops. Necessary repairs were made to the Government cottages and tenement buildings.

At Salisbury the freight-house was repaired.

At Petitcodiac necessary repairs were made to the station building, freight shed and platform.

At Apohaqui the freight-house was repaired where damaged by fire.

At Hampton modern flush water-closets were provided in the gentlemen's waiting-room.

At Torryburn, a small loading platform was erected.

At St. John necessary repairs were made to the train shed roof and the interior walls of same whitewashed and painted.

At Adamsville Siding a new loading platform, 110 by 20 feet, was erected to replace the one destroyed by fire.

At Chatham Junction the freight shed roof was recovered with Sparham roofing.

At Newcastle a new coal shed and delivery shed were built by contract to replace the buildings destroyed by fire. The cost of this work was $2,060. The roof of the round-house was recovered with Sparham roofing.

A new platform 40 by 9 feet was erected at the Newcastle wharf.

At Beaver Brook a new dwelling-house was built for the section foreman. The old tank building was moved to the west end of the yard, placed on a cedar foundation, and general repairs made to the building.

At Bartibogue the waiting-room and office were sheathed and painted, the foundation walls of station were repaired.

At Red Pine the roof of station building was reshingled and painted.

At Bathurst the roof of station was reshingled and painted, the roof of freight shed was repaired, and a portion of the platform renewed.

At Jacquet River the walls of kitchen and dwelling apartments were shingled, and the roof of freight shed repaired.

At New Mills the freight shed roof and platform were repaired.

At Charlo the doors and windows of station and freight-house were repaired and the freight-house platform was renewed.

At Eel River the exterior walls and roof of station were painted.

At Dalhousie the station and dwelling apartments were painted. Necessary repairs were made to the engine-house, and the roof reshingled.

At Dalhousie Junction the roof of station was painted, and the passenger platform repaired.

At Campbellton, the interior walls of superintendent's and train despatcher's offices were sheathed to protect the plaster. Hardwood floors were also laid in these offices.

The wood-working shop was thoroughly overhauled, repaired and painted.

The superintendent's dwelling and station building were also overhauled and painted. Heavy repairs were made to the coal storage sheds at the west end of yard.

At Metapedia a dwelling was provided for the agent, by adding a second story to the old station.

At Assametquaghan two new dwellings were provided for the section foremen and trackmen, to replace those destroyed by fire. A new floor and a new chimney were put in the tank-house.

At Cedar Hall a new chimney was built in the tank-house, and storm sashes were provided for the station building.

At Sayabec storm sashes were provided for the station.

At Ste. Flavie necessary repairs were made to the flooring of round-house.

At Rimouski the station was overhauled and repaired. The platform at the rear of station was renewed.

At Sacré Cœur a new flag station was put up to replace the one destroyed by fire.

At Bic a hardwood floor was put in the waiting-room and the platform repaired.

At Trois Pistoles, necessary repairs were made to the restaurant and a hardwood floor put in.

At St. Eloi the station building was overhauled and repaired.

At Cacouna a hardwood floor was put in the station.

At River du Loup necessary repairs were made to the round-house and boiler shop. The roof of the blacksmith shop was reshingled. Hardwood floors were laid in the waiting-rooms of station, the baggage-room was overhauled and repaired and the station platform renewed. Necessary repairs were made to the store building of machine shop.

At Ste. Hélène the station platform was renewed.

At St. Philip de Néri the station building was overhauled and repaired.

At Ste. Anne new hardwood floors were laid in the waiting-rooms and the coal shed repaired.

At St. Louis new hardwood floors were laid in the waiting-rooms and other necessary repairs made to the building.

At St. Valier the station platform was renewed.

At St. Michel the station platform was renewed.

At St. Charles the station building was overhauled and repaired.

At Chaudière necessary repairs were made to the station building and the tenements occupied by railway employees.

At Harlaka the station platform was renewed.

At Hadlow large repairs were made to the floor of engine-house, the roof of this building was reshingled. The brick walls were overhauled and pointed. Heavy repairs were made to the tenement buildings on the Chapman property, occupied by railway employees.

### Bridges and Culverts.

At Grand Lake the stone abutments of a beam bridge were overhauled, repaired and painted, the walls carried up three feet and the wooden superstructure replaced with an iron span of 18 feet.

Near Shubenacadie a new stone box culvert, 40 feet long, $2\frac{1}{2}$ feet by 2 feet, was provided to give more effective drainage to adjoining lands.

A number of beam and box culverts near Shubenacadie were repaired and pointed.

Near Truro stone abutments were built for a 40 feet span where steel plate girders are to be provided next year.

Near Union a tunnel under the embankment has been caving in for a number of years, causing serious damages to the lands on the upper side of the track. This tunnel was thoroughly cleaned out and lined throughout with masonry, and a settlement effected for all past damages to the lands above referred to.

At Truro a brick addition was made to the engine-house to provide accommodation for two longer engines than had ever been used on the road before this year.

At Landsburg a beam culvert was rebuilt.

Two beam bridges near Truro were overhauled, repaired and painted.

At West Merigomish the stone abutments of the French River bridge were cased with concrete where they had been seriously damaged by the action of frost and ice.

At Dewar's Mills a hemlock trestle of 7 spans, 22 feet long each, was replaced with a similar number of spans of iron trestle on stone foundations. This trestle was provided with a standard pitch pine top and iron guard rails.

At West River, Antigonish, an old Howe truss, of 120 feet span, was replaced with a steel through Pratt truss of the same length. This span was provided with pitch pine top and iron guard rails.

At Black River, near Tracadie station, some small repairs were made to a 100 feet Howe truss, which is to be replaced with a steel truss this year.

Between Antigonish and Mulgrave four French drains had become choked, and were replaced with 2 by 2 and 3 by 3 feet cedar box culverts.

Between New Glasgow and Mulgrave ten pairs of old hemlock cattle guards were replaced with cedar, which is very much superior to the hemlock.

Near Iona heavy repairs were made to the foundation of a 5 by 6 feet culvert which had settled on account of the decomposition of the plaster on which it was built.

At Grand Narrows stone rip-rapping was placed around the abutments of the shore spans.

Between Grand Narrows and Boisdale heavy repairs were made to the crib protection at the foot of the banks, these were damaged by the heavy gales of last year.

About 1,200 feet of new crib protection was built at exposed points not previously protected.

Georges River bridge, 12 spans of steel trestle, between Mulgrave and Sydney, was scraped and painted.

At Pictou, Brown's Point bridge was thoroughly overhauled and repaired, one hundred ties were renewed. The cedar crib protection of the embankment at the south end of the bridge was carried up two feet (this is in addition to the two feet referred to in my report of last year). The cedar blocks were filled with stone.

Near Meadowville three broken down clay pipe culverts were replaced with cedar box culverts.

The following bridges, on the Oxford and New Glasgow Division, were scraped and painted :

Wallace bridge, 6 spans.

Waugh's River bridge, 1 span.

River John bridge, 3 spans.

Yankee Grant bridge, between Mulgrave and New Glasgow, was also scraped and painted.

At Dorchester an old wooden trestle was replaced with a steel plate girder of 85 feet span, and placed on first-class masonry and abutments. The cost of this work was $26,000.

Between Truro and Painsec Junction, 16 box and beam culverts were overhauled, repaired and painted. Between the same points, 29 pairs of spruce and hemlock cattle guards were renewed with cedar walls and pitch pine stringers.

At Cook's Brook an open wooden culvert was renewed.

New and heavier steel hangers were provided for 8 iron spans of about 80 feet, between Moncton and St. John. These spans were built nearly 40 years ago, and it was found that the old hangers were entirely too light for the rolling stock now in use.

At Chatham Junction and Newcastle two new cedar culverts were built under the track to provide more efficient drainage for adjoining lands.

On the Indiantown Branch, the superstructures of 12 open culverts were renewed with pitch pine.

Between Newcastle and Campbellton, a wooden overhead bridge of 30 feet span carrying the public road over the track about one mile north of Newcastle, was replaced with a steel span of the same length.

Ten iron spans of 100 feet each were overhauled, repaired, scraped and painted.

Between the same points, 13 pairs of hemlock and spruce cattle guards were renewed with cedar.

Between Ste. Flavie and River du Loup 12 pairs of cattle guards were renewed, the necessary repairs were also made to a number of box and beam culverts.

Between River du Loup and Chaudière Junction, a gang of about eight masons and labourers was engaged about four months rebuilding and repairing all stone structures. A number of these structures were entirely renewed.

At Hadlow a stone ash-pit was rebuilt.

An embankment across St. Charles Lake was covered with rip-rap to protect it from the wash of the lake.

The following bridges between Moncton and Lévis were overhauled, scraped and painted :—

| | | |
|---|---|---|
| Little River | 1 span | 60 feet. |
| Middle River | 2 do | 80 do |
| Tetagauche River | 5 do | 100 do |

GENERAL.

Between Halifax and New Glasgow ten semaphore signals, sixty-six switch and seventeen station signals were painted. The fences to road approaches to all public crossings throughout the line were whitewashed.

The transfer ferry between Mulgrave and Point Tupper has been completed, and has been in operation nearly a year. Crib-work approaches were built on either side of the strait of Canso to provide berths for the steamer and barge.

Double track transfer bridges were built at the heads of the docks on both sides of the strait. These bridges can be raised or lowered seven feet, so that cars can be transferred from and to the barges at all stages of the tide. A suitable steel steamer of 484 tons has been provided. Two barges have been provided. The large barge carries four of the largest passenger cars, or eight freight cars.

Some dredging has also been done in addition to that referred to in my report of last year.

New track scales were provided at Sydney at a cost of $1,200. These were necessary on account of the large coal shipments by the railway from the Cape Breton mines.

Between Painsec Junction and Truro, in October last, several serious wash-outs occurred. An embankment was broken near Wentworth on account of the bursting of a mill-dam, about two miles above the track, about 30,000 yards of material was washed into the valley below. The cost of repairing this wash-out was about $2,000. The other wash-outs referred to, may be quoted at $600.

At St. John a cedar block pavement, 300 by 50 feet, was laid on the road approach to the inward freight shed at a cost of about $1,000.

At St. John, Sussex and Ste. Flavie, turntables were lengthened and strengthened to provide for the larger class of engines lately introduced on the road.

All semaphores, and switches, and station signals, between Moncton and Campbellton, were painted.

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 OF CANADA,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 2nd August, 1894.

SIR,—I beg to submit for your information the following statements of the operations of the Mechanical Department for the year ending 30th June, 1894 :—

A.—Statement showing the number of locomotives and the 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 during the year.

Two locomotives were purchased on capital account for increase of stock.

Five of the 14 x 22 and 16 x 22 inch cylinder locomotives were taken out of service and were replaced by five 18 x 24 inch cylinder locomotives at cost of working expenses.

Two second-class sleepers were built, one to replace one of the old second-class passenger condemned, the other to replace one destroyed on the line.

Two hundred and ten of the old 10-ton box cars were taken out of service and were replaced by the same number of cars of 20 tons capacity each.

Fifty-eight platform cars 10 tons capacity were condemned and replaced by others of 20 tons capacity.

Sixty-seven gondolas and coal cars 15 tons capacity were condemned and replaced by platform cars boxed to carry 20 tons.

Seven box cars were taken into shops and their capacity increased from 10 to 20 tons, making a total of 342 cars that had their carrying capacity doubled.

Five hopper cars and one snow plough were also rebuilt.

The Westinghouse air brake was applied to two hundred and ten freight cars, making the total equipped to date 957.

The following is a summary of the principal work done :—

## DRAWING OFFICE.

Sets of drawings made for rebuilding locomotives, classes B 3 and 4.

Complete sets of drawings and specifications made for new first-class passenger cars, new baggage cars, new box cars, and new platform cars.

Drawings made for additions and improvements to ss. "Mulgrave."

New locomotive haulage sheet made.

Registers of locomotive repairs, water supply, and turntable repairs kept.

## LOCOMOTIVE REPAIRS.

### *River du Loup Shops.*

Twenty-two locomotives received general repairs and six specific repairs, the following new parts being supplied :—2 new tube sheets, 2 new fire box half side sheets, 28 new driving tires, 1 new driving wheel, 1 new driving axle, 3 new engine truck axles, 2 new cylinders, 8 new crank pins, 1 new cab, 7 new pilots, 22 boilers were tested, 9 fire boxes were patched.

Five locomotives were equipped with the improved driving-wheel brakes, and 1 with steam heater.

Two rotary snow ploughs were repaired.

21,000 lbs. of bolts were forged and threaded for locomotives.
10,388 do do do cars.
2,200 lbs. of studs were threaded.
400 lbs. of nuts were tapped.

### *Richmond Shops.*

Fourteen locomotives received general repairs, and three specific repairs, the following new parts being supplied :—2 new fire box half side sheets, 12 new driving tires, 1 new driving axle, 1 new crank pin, 1 new cab, 16 new pilots.

Seven boilers were tested, 11 fire boxes were patched.

Seven locomotives were equipped with the improved driving-wheel brakes, and 4 with steam heaters.

4,775 bolts were forged.

45,155 bolts were threaded.

704 studs were threaded.

*Moncton Locomotive Shops.*

One new locomotive boiler and fire-box built complete, 84 locomotives received general repairs, and 77 specific repairs, 79 boilers were tested, 29 fire-boxes were patched, 7,741 tubes were pieced.

The following new parts were supplied:—2 new tube sheets, 4 new fire-box half side sheets, 2,405 new tubes, 19 new cylinders, 3 new cylinder saddles, 12 new driving wheels, 113 new driving tires, 24 new driving axles, 6 new engine truck axles, 16 new main rods, 82 new side rods, 148 new crank pins, 3 new cabs, 23 new pilots.

Eighteeen locomotives were equipped with the improved driving-wheel brakes, and 22 with steam heaters.

Two new boilers were built complete for water service.

167,464 bolts were forged.

216,786 bolts were threaded.

4,973 studs were threaded.

69,616 lbs. of nuts were tapped.

Work as follows was done for ss. "Mulgrave":—New iron bulkhead with doors complete to partition engine and boiler-rooms.

New iron coal bunkers made to replace wood bunkers.

New iron store-room made for engineer's supplies.

New 200-gallon iron water tank for sanitary purposes made to replace wood tank.

One heavy iron anchor davit, forged and fitted complete.

One lifting traveller and gear complete made for engine-room.

Condenser tube sheets faced, drilled, and threaded for brass glands.

For car barge:—Four wrought iron car stop blocks were forged and fitted complete. Four heavy toggle irons planed. Eight heavy deck rings and staples forged.

CAR REPAIRS.

*Moncton Car Shops.*

Rebuilt.—73 freight cars, 1 flanger car, 1 wing plough.

Capacity increased.—7 freight cars.

Heavy repairs.—Including painting varnishing and thorough renovation.—10 first-class sleepers. One second-class sleeper, 5 parlour cars, the Governor General's car "Victoria," official car, "Ottawa," General manager's official car, 33 first-class cars, 33 second-class cars, 17 postal cars, 14 baggage cars, 11 vans, 342 freight cars, 6 wing ploughs, 6 common snow ploughs.

Light repairs.—7 first-class sleepers, 9 second-class sleepers, 1 parlour car, 52 first-class cars, 64 second-class cars, 40 postal cars, 34 baggage cars, 5 foreign passenger cars, 87 vans, 4,318 freight cars, 12 wing ploughs, 35 common snow ploughs.

Repainted.—519 freight cars, 15 snow ploughs.

Six freight cars were equipped with the Westinghouse brake.

Steam heating was applied to 1 first-class sleeper, 2 second-class sleepers, 1 official car, and 1 first-class car.

The Governor General's car was fitted with the electric light. "Hughes" patent ventilator was applied to 2 sleeping cars.

A large amount of work was done to freight and baggage trucks, chairs, safes ticket cases, footboards, and other articles for out stations.

### Moncton Brass Foundry.

Output.—58,274 lbs. of brass castings and 124,107 lbs. of brass bearings.

### New Plant and Machinery.

New tandem compound "Corliss" engine, 100 H.P. and "Stratton" separator for car machine shop.

New "Monarch" economic boiler, 125 H.P., for car machine shop.

New high speed engine 125 H.P., and "Stratton" separator for electric light dynamos.

The "Huyett and Smith" hot blast system for heating with exhaust steam erected in car machine and paint shops, comprising 2 new vertical engines, 2 fans and heaters, and arrangement of ducts, pipes, and deflectors for distributing hot air. All live steam heating pipes removed.

Two new belt tighteners built at Moncton shops for electric light engines.

New arrangement for operating axle testing machine with compressed air.

### Turntables.

*Pictou Landing.*—New wooden turntable built and put in.

*St. John.*—Turntable lengthened to 50 feet.

*Ste. Flavie.*—Turntable repaired, and lengthened to 50 feet.

*Hadlow.*—New wrought iron trucks built.

### Water Service.

*West River.*—New 50,000-gallon tank built. New boiler and pump. New stove. Old box-car converted to coal-house.

*Elmsdale.*—New 50,000-gallon tank built. 40 feet 4-in. cast iron pipe laid.

*Tatamagouche.*—Rebuilt 50,000-gallon tank. New tank and smoke pipes. Reservoir built and fenced. 1,100 feet 4-in cast iron pipe laid.

*Sussex.*—Erected 50,000-gallon tank (taken from Pugwash). New boiler and new steam pump. 2 new tank pipes.

*Assametquaghan.*—New 16,000-gallon tank and new trestle built.

*Beaver Brook.*—New 16,000-gallon tank built. New steam boiler. New steam pump. New tank pipe. New stove. Reservoir built. 360 feet 2½-in. pipe laid.

*Cedar Hall.*—New 16,000-gallon tank and trestle. New tank pipe. Main water pipe repaired.

*St. John.*—New 16,000-gallon tank. 125 feet 2½-in. galvanized pipe laid.

*St. Charles.*—Tank repaired and painted. Boiler and steam pump put in. 260 feet 4-in. galvanized pipe laid. 1,800 feet rock excavated. Well built.

*Alton.*—Boiler retubed.

*Amherst.*—New water gate and new crane pipe.

*Bayfield Road.*—New tank pipe and smoke pipe.

*Belledune.*—Boiler retubed.

*Campbellton.*—Repaired steam pump and fire hydrants.

*Canaan.*—New smoke pipe complete.

*Chaudière.*—Repaired windmill pump.

*Causapscal.*—New smoke pipe.

*Ste. Anne.*—New steam fittings.

*Hampton.*—Reservoir rebuilt.

*Jacquet River.*—Reservoir repaired.

*Londonderry.*—Repaired boiler and pump put in.

*Little Metis.*—Hot air pump repaired.

*Metapedia.*—Reservoir cleaned out and repaired.

*Moncton.*—One water crane rebuilt and one repaired.

*Mulgrave.*—Reservoir repaired and fenced. 90 feet 2½-in. galvanized pipe laid.
*New Glasgow.*—Water crane and meter repaired. New crane pipe.
*Pointe du Chêne.*—New tank pipe.
*Pictou Landing.*—Second-hand pump and 80 feet pipe laid.
*Point Tupper.*—120 feet 3-in. galvanized pipe put in engine-house.
*Pugwash Junction.*—New stove and pipe. Old box-car placed for coal-house.
*Rogersville.*—New tank pipe and smoke pipe.
*River du Loup.*—Repaired reservoir, steam pump and suction pipe.
*Red Pine.*—Repaired steam pump.
*Springhill.*—Repaired crane, steam pump and smoke pipe.
*St. Moise.*—New water gauge cocks, new tank pipe, new smoke pipe. Crane repaired.
*St. Fabien.*—Boiler removed for repairs, and a repaired boiler put in.
*Ste. Luce.*—Repaired windmill and tank pipe.
*Ste. Flavie.*—Repaired tank trestle. New sheathing applied.
*St. Paschal.*—Reservoir cleaned and fenced. Cast iron pipe laid.
*Dalhousie.*—Repaired and cleaned out reservoir.
*Sydney.*—Connected town water supply with engine-house, and put in two fire hydrants. 120 feet 3-in. galvanized pipe laid in engine-house.

I hereby certify the rolling stock to be in good condition. Not one locomotive is waiting repairs at close of year excepting engine 208, which requires a new cylinder to be supplied by the Canadian Locomotive and Engine Co., Kingston.

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, 1893, and on the 30th June, 1894.

| | Locomotives. | The Various Classes of Cars. | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | First-Class Sleepers. | Second-Class Sleepers. | Parlour. | First-Class Passenger. | Second-Class Passenger. | Postal and Smoking. | Express and Baggage. | Box. | Platform, 10, 15 and 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 | 24 | 39 | 2,020 | 2,109 | 999 | 459 | 777 | 103 | 99 | 6,840 | 44 | 10 | 21 | 2 | 77 |
| do condemned | .... | .... | 1 | .... | 1 | .... | .... | .... | 51 | 33 | .... | 12 | 5 | .... | .... | 103 | .... | .... | .... | .... | .... |
| Total | 206 | 15 | 6 | 5 | 92 | 95 | 24 | 39 | 2,071 | 2,142 | 999 | 471 | 782 | 103 | 99 | 6,943 | 44 | 10 | 21 | 2 | 77 |
| Taken off register, replaced by new | *4* | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Purchase on account capital | 2 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| Changed from second-class to second-class sleepers | .... | .... | 1 | .... | .... | *1* | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| do gondolas and large coal to platform, by rebuilding | .... | .... | .... | .... | .... | .... | .... | .... | .... | 67 | .... | *53* | *14* | .... | .... | .... | .... | .... | .... | .... | .... |
| Total | 204 | 15 | 7 | 5 | 92 | 94 | 24 | 39 | 2,071 | 2,209 | 999 | 418 | 768 | 103 | 99 | 6,943 | 44 | 10 | 21 | 2 | 77 |
| Condemned, July, 1893 | .... | .... | 1 | .... | 1 | .... | .... | .... | 51 | 33 | .... | 12 | 5 | .... | .... | 103 | .... | .... | .... | .... | .... |
| do during the year | 5 | .... | .... | .... | .... | 1 | .... | .... | 164 | 104 | 8 | 41 | 22 | 2 | ... | 342 | 1 | .... | .... | .... | .... |
| | 5 | ... | 1 | ... | 1 | 1 | .... | ... | 215 | 137 | 8 | 53 | 27 | 2 | .... | 445 | 1 | .... | .... | .... | .... |
| Less, rebuilt | 5 | .... | 1 | .... | .... | 1 | .... | .. | 210 | 58 | 5 | 53 | 16 | .... | .... | 344 | 1 | .... | .... | .... | .... |
| | .... | .... | .... | .... | 1 | .... | .... | .... | 5 | 79 | 3 | .... | 11 | 2 | .... | 101 | .... | .... | .... | .... | .... |
| Add serviceable and repairing | 204 | 15 | 6 | 5 | 91 | 94 | 24 | 39 | 2,066 | 2,130 | 996 | 418 | 757 | 101 | 99 | 6,842 | 44 | 10 | 21 | 2 | 77 |
| | 204 | 15 | 6 | 5 | 92 | 94 | 24 | 39 | 2,071 | 2,209 | 999 | 418 | 768 | 103 | 99 | 6,943 | 44 | 10 | 21 | 2 | 77 |

Deduct italic figures.

MONCTON, N.B., 30th June, 1894.

J. SUTTON,
*Mechanical Accountant.*

## B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage for the Year ended 30th June, 1894.

| MONTHS. | LOCOMOTIVE MILEAGE. | | CAR MILEAGE. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passenger. | Freight. | Passenger. | Express, Postal and Baggage. | Freight. | Total. | Snow Ploughs. | Average Passenger. | Average Freight. |
| 1893—July | 124,153 | 231,820 | 537,764 | 261,799 | 2,999,813 | 3,799,376 | | 6·44 | 12·94 |
| August | 126,445 | 215,179 | 554,775 | 282,347 | 2,836,062 | 3,673,184 | 65 | 6·60 | 13·18 |
| September | 104,914 | 223,497 | 486,472 | 267,973 | 2,966,379 | 3,720,824 | | 6·92 | 13·51 |
| October | 92,582 | 257,714 | 423,528 | 254,978 | 3,556,976 | 4,235,482 | | 7·32 | 13·80 |
| November | 96,358 | 244,793 | 431,934 | 257,434 | 3,472,025 | 4,161,393 | 3,167 | 7·15 | 14·18 |
| December | 98,066 | 280,637 | 436,720 | 256,887 | 3,473,409 | 4,167,016 | 18,217 | 6·97 | 12·37 |
| 1894—January | 101,266 | 262,924 | 407,906 | 238,156 | 3,075,670 | 3,721,732 | 24,950 | 6·37 | 11·69 |
| February | 90,182 | 243,476 | 359,504 | 213,826 | 2,926,234 | 3,499,564 | 28,402 | 6·35 | 12·02 |
| March | 100,564 | 265,429 | 420,291 | 239,842 | 3,505,986 | 4,166,119 | 2,046 | 6·56 | 13·21 |
| April | 94,617 | 261,290 | 421,468 | 231,354 | 3,506,764 | 4,159,586 | 1,644 | 6·89 | 13·42 |
| May | 97,840 | 248,884 | 417,792 | 237,170 | 3,437,922 | 4,092,884 | 3,584 | 6·69 | 13·81 |
| June | 103,193 | 236,917 | 460,219 | 243,199 | 3,266,656 | 3,970,074 | 90 | 6·72 | 13·75 |
| | 1,230,180 | 2,972,560 | 5,358,373 | 2,984,965 | 39,023,896 | 47,367,234 | 82,165 | 6·78 | 13·13 |

J. SUTTON,
*Mechanical Accountant.*

MONCTON, N.B., 30th June, 1894.

## C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for Year ended 30th June, 1894.

| 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. |
| 1893—July..... | 40,173 | 432,617 | 12,162 | 23,998 | 22,278 | 8,623 | 10·77 | 6,297 | 5·54 | 5·14 | 1·99 |
| August. | 38,274 | 415,701 | 11,658 | 23,874 | 21,784 | 8,699 | 10·86 | 6,282 | 5·71 | 5·24 | 2·09 |
| September.... | 37,175 | 399,656 | 12,070 | 23,147 | 19,000 | 8,492 | 10·75 | 6,765 | 5·76 | 4·75 | 2·12 |
| October..... | 40,003 | 425,028 | 13,139 | 24,068 | 19,294 | 8,601 | 10·62 | 6,924 | 5·66 | 4·53 | 2·02 |
| November.... | 39,044 | 413,847 | 13,558 | 22,976 | 18,280 | 8,551 | 10·59 | 7,336 | 5 55 | 4·42 | 2·06 |
| December ... | 46,348 | 466,633 | 16,489 | 26,562 | 22,833 | 9,426 | 10·06 | 7,915 | 5·69 | 4·89 | 2·02 |
| 1894—January... | 46,215 | 455,229 | 15,638 | 26,514 | 21,626 | 9,115 | 9·85 | 7,694 | 5·82 | 4·75 | 2·00 |
| February..... | 42,597 | 418,559 | 14,607 | 25,915 | 20,842 | 8,631 | 9·82 | 7,817 | 6·19 | 4·98 | 2·06 |
| March..... | 41,406 | 444,267 | 14,900 | 26,379 | 21,531 | 9,353 | 10·73 | 7,512 | 5·93 | 4·84 | 2·10 |
| April..... | 40,191 | 430,304 | 14,060 | 25,921 | 20,555 | 8,385 | 10·76 | 7,319 | 6·02 | 4·77 | 1·94 |
| May..... | 39,604 | 424,405 | 12,774 | 26,548 | 22,210 | 9,222 | 10·71 | 6,742 | 6·25 | 5·23 | 2·17 |
| June ..... | 38,834 | 414,621 | 12,039 | 26,108 | 22,074 | 9,057 | 10·67 | 6,504 | 6·29 | 5·32 | 2·18 |
| Totals..... | 489,864 | 5,140,867 | 163,094 | 302,010 | 252,307 | 106,155 | 10·49 | 7,094 | 5 87 | 4·99 | 2·06 |

J. SUTTON,
*Mechanical Accountant.*

MONCTON, N.B., 30th June, 1894.

## D.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive Power for each month from 1st July, 1893, to 30th June, 1894.

| 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 S'l'y. | Wages. | Fuel. | Oil, Tallow and Waste. | Repairs. | Water. | Eng.-houses & Turntab. | Total. |
| | | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ | $ | $ | $ | $ | $ | $ | $ cts. |
| 1893—July.. | 432,617 | 964 52 | 22,644 83 | 32,893 65 | 2,717 47 | 20,783 57 | 1,654 79 | 1,446 04 | 83,104 87 | ·22 | 5·24 | 7·60 | ·63 | 4·80 | ·38 | ·33 | 19·20 |
| Aug.. | 415,701 | 926 44 | 22,478 18 | 31,650 29 | 2,806 93 | 23,708 32 | 1,950 63 | 1,688 26 | 85,209 05 | ·22 | 5·41 | 7·61 | ·67 | 5·70 | ·47 | ·41 | 20·49 |
| Sept.. | 399,656 | 942 39 | 21,642 74 | 33,259 47 | 2,659 62 | 22,255 86 | 3,272 27 | 1,463 40 | 85,495 75 | ·23 | 5·42 | 8·32 | ·66 | 5·57 | ·82 | ·36 | 21·38 |
| Oct.. | 425,028 | 1,133 32 | 22,615 93 | 35,586 48 | 2,713 69 | 22,654 62 | 4,370 14 | 2,114 29 | 91,188 47 | ·26 | 5·32 | 8·37 | ·64 | 5·33 | 1·03 | ·50 | 21·45 |
| Nov.. | 413,847 | 1,039 43 | 22,107 62 | 37,348 70 | 2,802 12 | 20,484 75 | 5,090 11 | 1,795 75 | 90,668 48 | ·25 | 5·34 | 9·02 | ·68 | 4·95 | 1·24 | ·43 | 21·91 |
| Dec.. | 466,633 | 1,066 65 | 24,603 34 | 45,696 29 | 3,350 65 | 21,799 86 | 5,783 48 | 2,935 37 | 105,235 64 | ·23 | 5·26 | 9·80 | ·72 | 4·67 | 1 24 | ·63 | 22·55 |
| 1894—Jan.. | 455,229 | 1,059 52 | 23,906 94 | 42,823 07 | 3,055 42 | 22,240 37 | 2,470 91 | 2,610 34 | 98,166 57 | ·23 | 5·25 | 9·41 | ·67 | 4·88 | ·54 | ·58 | 21·56 |
| Feb.. | 418,559 | 1,043 31 | 22,330 01 | 40,441 71 | 2,937 87 | 19,571 19 | 3,380 75 | 2,630 37 | 92,335 21 | ·25 | 5·33 | 9·66 | ·70 | 4·68 | ·81 | ·63 | 22·06 |
| Mar.. | 444,267 | 1,081 93 | 23,247 01 | 40,039 58 | 3,014 55 | 18,487 35 | 2,272 22 | 1,327 39 | 89,470 03 | ·24 | 5·23 | 9·01 | ·68 | 4·16 | ·51 | ·30 | 20·13 |
| April. | 430,304 | 1,013 01 | 22,196 80 | 37,552 03 | 2,663 02 | 23,471 96 | 2,302 06 | 1,563 28 | 90,762 16 | ·23 | 5·16 | 8·73 | ·62 | 5·46 | ·53 | ·36 | 21·09 |
| May.. | 424,405 | 933 39 | 22,783 16 | 34,400 42 | 2,949 68 | 20,444 51 | 2,072 64 | 1,792 11 | 85,375 91 | ·22 | 5·37 | 8·11 | ·69 | 4·82 | ·48 | ·42 | 20·11 |
| June.. | 414,621 | 1,044 84 | 22,760 21 | 32,785 64 | 2,919 70 | 21,890 68 | 2,340 95 | 1,033 60 | 84,775 62 | ·25 | 5·49 | 7·91 | ·70 | 5·28 | ·57 | ·25 | 20·45 |
| Totals.. | 5,140,867 | 12,248 75 | 273,316 77 | 444,477 33 | 34,590 72 | 257,793 04 | 36,960 95 | 22,400 20 | 1,081,787 76 | ·24 | 5·31 | 8 64 | ·67 | 5·02 | ·72 | ·44 | 21·04 |

J. SUTTON,
*Mechanical Accountant.*

MONCTON, N.B., 30th June, 1894.

## E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ended 30th June, 1894.

| | |
|---|---|
| Miles run by trains | 4,202,740 |
| do engines | 5,140,867 |
| do cars | 47,367,234 |
| do snow ploughs | 82,165 |
| | $ cts. |
| Cost of locomotive power | 1,081,787 76 |
| Cost of repairs to cars: | $ cts. |
| Repairs to passenger cars | 66,132 15 |
| do postal, express and baggage cars | 18,136 48 |
| do freight cars and vans | 217,010 47 |
| do ploughs and flangers | 7,554 84 |
| Oil and waste for packing | 18,409 63 |
| Total | 327,243 62 |
| | $ cts. |
| Cost of locomotive power per 100 miles run by trains | 25 74 |
| do do do engines | 21 04 |
| do do do cars | 2 28 |
| | $ cts. |
| Cost of repairs to cars and ploughs per 100 miles run by trains | 7 23 |
| do do do engines | 6 01 |
| do do do cars and ploughs | 0 65 |
| | $ cts. |
| Cost of oil and waste for packing per 100 miles run by trains | 0 44 |
| do do do engines | 0 36 |
| do do do cars and ploughs | 0 04 |
| Cost of repairs to cars per 100 miles run by them: | $ cts. |
| Passenger | 1,19 |
| Postal, express and baggage | 0 61 |
| Freight cars and vans | 0 55 |
| Ploughs and flangers | 9 19 |

J. SUTTON,
*Mechanical Accountant.*

MONCTON, N.B., 30th June, 1894.

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. | | | | | | |
| July 4.. | 15.35 | Special.. | Freight | J. Thomas | E. Kennedy | 104 |
| do 5.. | 13.00 | do .. | Working | W. F. Ferguson | E. Kean | 114 |
| do 5.. | 14.00 | do .. | do | C. A. Atkinson | E. Hayward | 131 |
| do 7.. | 4.55 | 16 | Freight | Geo. C. Keys | D. Yould | 4 |
| do 11.. | 18.45 | 13 | Accommodation | W. H. Donkin | John Ross | 184 |
| do 15.. | 10.00 | | Shunting | | R. James | 190 |
| do 18.. | 9.08 | 1 | Express | D. Rutherford | James Clark | 82 |
| do 18.. | 19.25 | 57 | Accommodation | W. A. Hope | W. Appleton | 23 |
| do 19.. | 8.20 | 16 | Freight | G. Margeson | Geo. Feetham | 196 |
| do 23.. | 6.35 | Special.. | do | J. McDormand | H. McDonald | 39 |
| Aug. 4.. | 10.20 | 17 | Accommodation | J. W. Miller | C. Saunders | |
| do 7.. | 20.45 | 6 | Freight | R. A. Rainnie | J. J. Irvine | 50 |
| do 8.. | 16.23 | 34 | Express | M. Letarte | O. Jollivet | 164 |
| do 9.. | 8.25 | 24 | Freight | A. E. Brown | Geo. Kentley | 79 |
| do 15.. | 14.30 | | | | | |
| do 17.. | 19.00 | Special.. | Freight | G. W. Hopper | T. W. Hennessey | 81 |
| do 18.. | 20.00 | | | | | |
| do 27.. | 24.00 | Special.. | Freight | John Henderson | Geo. Manning | 208 |
| do 30.. | 9.30 | do .. | do | A. Gamache | W. H. Rogeau | 3 |
| do 30.. | 10.05 | 2 | Express | G. H. Trueman | T. W. Prince | 159 |
| do 30.. | 15.30 | 97 | do W. & A. Ry. | A. Le Cain | Jas. Leitch | 2 |
| Sept. 1.. | 7.30 | Special.. | Freight | W. W. Gordon | A. Sproull | 113 |
| do 1.. | 16.45 | do .. | do | H. McDormand | P. Fraser | 108 |
| do 6.. | 8.50 | 76 | Accommodation | E. L. Watts | T. G. Scott | 187 |
| do 6.. | 14.10 | 35 | do | P. E. Heine | W. J. Coffey | 17 |
| do 11.. | 13.00 | Special.. | Freight | A. Desjardins | T. W. Henry<br>Wm. Fraser | 179<br>180 |
| do 16.. | 14.15 | | Shunting | | Alex. McDonald | 16 |
| Oct. 5.. | 9.30 | Special.. | Freight | A. Gamache | J. Fahey | 2 |
| do 9.. | 24.00 | do .. | do | J. B. Pollock | R. Kennedy | 34 |
| do 26.. | 8.04 | 7 | Express | J. Sproull | F. Whitney | 132 |
| do 27.. | 9.45 | 55 | Freight | W. J. Dickson | J. Wall | 103 |
| do 28.. | 9.10 | | | | | |
| do 31.. | 6.40 | 16 | Freight | E. Thomson | C. McCarthy | 181 |
| Nov. 1.. | 2.00 | 16 | do | W. McClafferty | D. Yould | 183 |
| do 5.. | 22.00 | | Shunting | | C. McHugh | 118 |
| do 6.. | 15.00 | 23 | Freight | A. E. Brown | R. Wilson | 41 |
| do 7.. | 4.20 | Special.. | do | J. B. Dubé | T. Matheson<br>J. Smith | 178<br>83 |
| do 15.. | 3.30 | 45 | Accommodation | Ls. Couture | H. Turner | 156 |
| do 15.. | 16.35 | Special.. | Working | Jas. Buchanan | J. G. McDonald | 72 |
| do 17.. | 13.20 | | Shunting | | Alex. McDonald | 16 |

# Department of Railways and Canals.

## RAILWAY.

Line of the Intercolonial Railway during the year ended 30th June, 1894.

| Place of Accident. | Name of person injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of injury. | Verdict of Coroner's Jury. |
|---|---|---|---|---|---|
| Thomson | Robt. Ryan | Employee | While coupling | Hand injured | |
| Bartibogue | J. Arseneault | do | While loading ties | do do | |
| Acadiaville | M. Woods | Neither | On track | Fatal | Accidental. |
| Oxford Junction | E. Crawe | Employee | While coupling | Hand injured | |
| 2 mil. E. of Truro | Chas. Robinson | Neither | Standing too near track | Fatal | Accidental |
| St. John | Hy. McDade | Employee | While coupling | Finger injured | |
| ½ m. E. of Truro. | Mrs. Bockleman. | Neither | Walking on track | Fatal | Accidental. |
| Near Dartm'th | Harry Brown | do | Lying on track | do | Accidental. |
| ¼ mile west of Stewiacke. | George Ryan | do | Walking on track. | Arm broken | |
| Truro | C. W. Lutes | Employee | Slipped and fell while attempting to get on train in motion. | Seriously injured | |
| New Glasgow | J. W. Miller | do | While stepping off baggage car, tripped and fell. | Shoulders and face injured. | |
| Pollet River | Wm. Manship | do | Attempting to get on train in motion. | Ankles sprained. | |
| 3 miles E. of St. Jean Port Joli | Chas. Dubé | Neither | Lying on track | Fatal | Accidental. |
| Memramcook | M. Wilson | Employee | Slipped while getting off car. | Side injured | |
| Truro | John Ward | do | Attempting to climb over coal cars. | Leg broken | |
| Richmond | Mrs. Byers | Neither | Walking on track | Slightly injured. | |
| Barnaby River | J. O. Quilty | Employee | Fell off semaphore ladder | Back & leg injured. | |
| Moncton | Jas. McManus | do | Fell off car while stringing alarm line. | Slightly injured. | |
| Ste. Flavie | E. Gagnon | do | While coupling | Hand injured | |
| 1½ mile west of Moncton. | Indian intoxic'd. | Neither | Walking on track | Only slightly injured. | |
| Halifax | Geo. Alexander | do | On track | Fatal | Accidental. |
| Stellarton | Ed. Siddall | Employee | Fell under cars while shunting. | do | Accidental. |
| James River | Annie Nichols (child). | Neither | On track | do | Accidental. |
| Dalhousie Junct. | A. McKenzie | Employee | While coupling | Hand injured | |
| Chatham Junct. | Bliss Sears | do | Fell off train in motion | Seriously injured | |
| Campbelton | McLean (3 yrs). | Neither | On track | Fatal | Accidental. |
| Pictou | James McDonald | do | Walking on track | do | Accidental. |
| Ste. Flavie | A. Deschamplain | Employee | While coupling | Seriously injured | |
| Rockingham | C. Doyle | do | While shunting | Foot injured | |
| Rothesay | Geo Mahoney | do | Fell between platform and car while handing clearance order to train. | Leg broken | |
| Ferrona Junct'n. | Arch McPherson | do | Hand caught in window of car. | Finger and nail torn off. | |
| Wentworth | Ben. Embree<br>Chas. Teed | Neither | While loading car with bark it tipped over. | Leg broken and seriously injured<br>Arm broken | |
| Londonderry | E. Thomson | Employee | Fell while running to catch his train. | Knee injured | |
| Pugsley Siding | Ang. Chisholm | do | Fell while getting off engine in motion. | Leg injured | |
| Moncton | N. Stableford | do | While shunting caught his foot and fell under cars. | Fatal | Accidenta |
| Sackville | J. Brown | do | While unloading freight | Finger injured | |
| Little Metis. | Oct. Lefrançois. | Neither | Attempting to jump on train in motion. | Fatal | Accidental |
| Ste. Flavie | N. Plourde | Employee | While coupling. | Body jammed | |
| Union | W. Grant | do | Jumped off train in motion. | Considerably injured. | |
| Pictou | J. McPherson | do | While coupling | Hand injured | |

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. |
|---|---|---|---|---|---|---|
| 1893. | | | | | | |
| Nov. 17. | 14·45 | ..... | ..... | ..... | ..... | ..... |
| do 21. | 14·30 | Special.. | Freight..... | W. Papineau..... | Ls. Sheedy..... | 6 |
| do 26. | 13·30 | do .. | do ..... | J. Chenard..... | O. Lebel..... | 75 |
| do 29. | 8·05 | 55 | do ..... | W. J. Dickson..... | J. Wall..... | 103 |
| Dec. 6. | 9·00 | ..... | Shunting..... | ..... | E. Tobin ..... | 93 |
| do 7. | 20·15 | Special.. | Freight..... | Jas. McDormand..... | R. Kennedy ..... | 175 |
| | | | | | J. B. Champion..... | 34 |
| do 7. | 23·40 | ..... | Shunting..... | ..... | C. McHugh..... | 118 |
| do 10. | 24·30 | 16 | Freight..... | W. McClafferty ..... | D. Yould..... | 183 |
| | | | | | W. F. Hicks..... | 44 |
| do 11. | 9·55 | Special.. | do ..... | A. Gamache..... | A. Connell ..... | 177 |
| do 19. | 8·00 | ..... | Shunting..... | ..... | J. Williamson ..... | 67 |
| do 23. | 13·45 | 19 | Express .. ..... | N. Pushie ..... | J. McEachren..... | 148 |
| do 23. | 10·30 | Special.. | Freight..... | J. Casey..... | B. C. Gesner..... | 53 |
| 1894. | | | | | | |
| Jan. 2. | 15·40 | ..... | Shunting..... | ..... | E. Tobin ..... | 93 |
| do 3. | 1·30 | Special.. | Freight..... | Ls. Belanger..... | E. Thomas..... | 202 |
| do 22. | 23·15 | ..... | Shunting..... | ..... | J. Leonard ..... | 95 |
| do 29. | 22·20 | Special.. | Freight.. ..... | G. Couchy..... | Ls. Sheedy ..... | 76 |
| do 30. | 18·30 | do .. | do ..... | R. McDonald..... | A. Sproull ..... | 108 |
| do 31. | 5·50 | do .. | do ..... | C. A. Atkinson..... | Geo. Morrison ..... | 84 |
| | | do .. | Working..... | J. McGinn ..... | J. Moody..... | 139 |
| | | | | | W. H. Anderson..... | 141 |
| Feb. 14. | 17·12 | 46 | Accommodation... | F. Derouin ..... | H. A. Turner..... | 156 |
| do 19. | 9·00 | Special . | Freight.. ..... | H. McDormand..... | A. Prowse .. ..... | 80 |
| do 28. | 14·15 | ..... | Shunting..... | ..... | F. Cloutier..... | 103 |
| March 3 | 11·40 | Special.. | Freight.. ..... | Jno. McDonald..... | Jas. Sproull ..... | 117 |
| do 23. | 23·40 | 33 | Express ..... | A. E. Olive ..... | J. Cameron. ..... | 147 |
| do 24. | 9·50 | 5 | Freight..... | R. A. Rainnie ..... | S. Watson..... | 52 |
| do 27. | 5·10 | 16 | do ..... | E. Thomson..... | C. McCarthy. ..... | 181 |
| | | | | | J. Gilfillan..... | 66 |
| April 3. | 18·50 | Special.. | do ..... | H. McDormand..... | P. Fraser ..... | 110 |
| do 9. | 8·15 | Light.... | Engine ..... | ..... | Alex. McDonald..... | 132 |
| do 9. | 11·45 | Special.. | Freight..... ..... | J. Casey..... | J. T. Smith ... ..... | 42 |
| do 19. | 15·20 | ..... | Shunting..... | ..... ..... | M. Tobin..... | 189 |
| do 21. | 20·35 | Special.. | Freight ..... | W. Bovard ..... | A. Rushton..... | 147 |
| | | | | | F. W. Welling..... | 129 |
| do 23. | 13·15 | do .. | do ..... .... | W. W. Gordon ..... | P. Fraser... ..... | 113 |
| do 25. | 8·30 | do .. | do ..... | F. Brown..... | J. Dean..... | 66 |
| do 25. | 17·45 | 46 | Accommodation... | M. Audet ..... | J. Devereaux ..... | 138 |
| do 28. | 13·30 | 6 | Freight..... | A. W. Melick..... | J. J. Irvine..... .... | 45 |
| May 12. | 14·50 | 1 | Express ..... | R. Rainnie ..... ..... | J. H. Hunter..... ..... | 59 |
| do 16. | 9·45 | 36 | Accommodation... | D. Hunter..... | D. Pineo ..... | 140 |
| do 16. | 17·50 | 6 | Freight .... ..... | R. A. Rainnie ..... | W. J. Hunter..... | 60 |
| June 18. | 8·45 | Special.. | do ..... | J. B. Pollock ..... | B. Peterson..... | 182 |
| do 27. | 10·30 | do .. | do ..... | T. Bellemare..... ... | F. Cloutier ..... | 116 |
| do 29. | 12·50 | 42 | do ..... | J. A. Bernier . ..... | E. B. Price..... | 30 |

# Department of Railways and Canals.

## RAILWAY.

on the Line of the Intercolonial Railway, &c.—*Concluded.*

| Place of accident. | Name of person injured. | Whether passenger or Employee. | Particulars of accident. | Extent of injury. | Verdict of Coroner's jury. |
|---|---|---|---|---|---|
| Amherst.. ..... | W. Atkinson ... | Employee .. | Fell between car and platform while unloading freight. | Leg injured..... | |
| Chaudière ..... | Jos. Leclerc ... | do .. | Fell off car in motion.... | Fatal ..... | Accidental. |
| St. Fabien..... | Vincent Daston (deaf and dumb). | Neither..... | Walking on track..... | do ..... | Accidental. |
| Near Riversdale. | Jas. McDonald . | Employee .. | Fell off train in motion.. | Slightly injured. | |
| Dry Dock siding Halifax. | Edward O'Grady | do ... | Knocked off car by gangway. | do .. | |
| Windsor Junct.. | J. Weir .... ... | do ... | Fell off train in motion.. | Ankle sprained . | |
| Moncton ..... | H. P. Brand.... | do ... | While coupling..... | Hand injured.. | |
| Meadow Brook Crossing. | Dom. Melanson.. | Neither..... | Crossing track in team... | Fatal ..... | Accidental. |
| St. Octave ..... | Joseph Beaulieu | Employee .. | While shunting..... | Feet injured.... | |
| Newcastle..... | Harry Graham.. | do ... | While coupling..... | Hand do .... | |
| 3 miles E. of Antigonish. | — Wadden..... | Passenger... | Fell off train in motion.. | Head do .... | |
| Pugsley's siding. | Jas. White ..... | Employee .. | Slipped off car in motion. | Ankle do .... | |
| Richmond ..... | E. Hennessey... | do ... | While coupling ..... | Hand do .... | |
| Sayabec ..... | P. Beaulieu..... | do ... | do ..... | do do .... | |
| Truro ..... | Fk. Black..... | do ... | do ..... | do do .... | |
| Hadlow ..... | J. Gagné . .. | do ... | do ..... | do do .... | |
| Stellarton. . ... | A. Haley..... . | do ... | do ..... | do do .... | |
| Barnaby River.. | Wm. Hillman | do ... | Trains collided..... | Slightly injured. | |
| | M. Estabrooks | do ... | do ..... | do do . | |
| 1½ mile W. of Rimouski. | Conrad Ringuet. | Neither..... | Walking on track..... | Fatal . ..... | Accidental. |
| Point Tupper... | G. J. Fadder.... | Employee .. | While shunting slipped and fell. | Leg broken..... | |
| Rivière du Loup | Andrew Earl ... | do ... | While coupling ..... | Fatal ..... | Accidental. |
| Stellarton..... | Jno. McDonald. | do ... | do ..... | Back injured.... | |
| Bathurst, ..... | Bliss Sears..... | do ... | Slipped and fell off tender of engine. | Head and back injured. | |
| Salisbury ..... | S. Watson..... | do ... | While loading cattle in car slipped and fell. | Shoulder dislocated. | |
| Oxford Junction. | Henry Melanson | do ... | While coupling .... ... | Hand injured... | |
| Harb'r au Bouche | Hugh McDonald | do ... | do ..... | do .... | |
| Scotch Hill..... | Thos. Elliot.... | Neither .... | Walking on track... .... | Fatal ..... | Accidental. |
| Amherst..... | Geo. Floyd ..... | do ... | Crossing between cars while train was shunting | Foot injured.... | |
| D. W. Terminus Halifax. | Thos. Boutillier. | do ... | Fell in a fit on track. ... | Fatal ..... | Accidental. |
| Harcourt..... | Hy. Pascal .. .. | do ... | Attempting to get on train in motion. | Leg injured..... | |
| Antigonish ..... | T. Freeland. ... | Employee .. | While coupling ..... | Hand injured... | |
| Enfield ..... | Neil McDougall. | do ... | While putting up semaphore, struck by handle | Head do .... | |
| Ste. Flavie ..... | J. B. Michaud.. | do ... | While coupling ..... | Slightly injured. | |
| Hampton..... | Miss Bradshaw.. | Passenger... | Knocked off end of car, while shunting. | do .. | |
| Moncton . .... | Miss Tufts..... | Neither..... | Crossing track ..... | do .. | |
| Bartibogue ..... | G. McGinn..... | Employee .. | Fell off train while applying brakes. | Head injured... | |
| Petitcodiac ..... | Fred. Pidgeon.. | Neither..... | Jumped from train in motion (stealing a ride). | Seriously injured | |
| 1⅞ mile W. of Riversdale. | Alfred Wilson.. | do ... | Found dead alongside of track, supposed to have been struck by train. | Fatal .. ..... | Accidental. |
| Princess Pier, Lévis. | Jno. Connolly... | Employee .. | While shunting..... | Hand cut off.... | |
| St. Octave. ... | Nap. Michaud.. | Neither..... | Crossing track in team .. | Slightly injured. | |

## WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit the following statements showing the results of the working of the Windsor Branch Railway for the year ended the 30th June, 1894 :

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 a decrease in the earnings accruing to the Government when compared with last year, as follows :—

| | |
|---|---|
| In 1892-93 | $34,316 11 |
| 1893-94 | 32,975 47 |
| | $ 1,340 64 |

The expenses of maintenance were :—

| | |
|---|---|
| In 1893-94 | $17,645 09 |
| 1892-93 | 16,889 95 |
| | $ 755 14 |

The earnings and expenses compare as follows :—

| | |
|---|---|
| Earnings | $32,975 47 |
| Expenses | 17,645 09 |
| | $15,330 38 |

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.

## No. 1.—WINDSOR BRANCH RAILWAY.

DR. REVENUE ACCOUNT for Year ending 30th June, 1894. CR.

| Previous Year. | Expenditure. | Year ending 30th June, 1894. | Previous Year. | Receipts and Earnings. | Year ending 30th June, 1894. |
|---|---|---|---|---|---|
| $ cts. | | $ cts. | $ cts. | | $ cts. |
| 16,889 95 | Maintenance of way and works, Abstract No. 1. . . | 17,645 09 | 11,519 00 | Passenger traffic..... | 12,483 64 |
| 17,426 16 | Balance..... | 15,330 38 | 21,645 27 | Freight traffic..... | 19,339 99 |
| | | | 1,151 84 | Mails ..... | 1,151 84 |
| 34,316 11 | | 32,975 47 | 34,316 11 | | 32,975 47 |

Certified correct,

T. WILLIAMS,
*Chief Acct. and Treas. I. C. R.*

R. B. BOGGS,
*Acct. W. B. Ry.*

MONCTON, N.B., 30th June, 1894.

## No. 2.—WINDSOR BRANCH RAILWAY.

### Abstract No. 1.

*Maintenance of Way and Works.*

| Previous Year. | Particulars. | Amount. |
|---|---|---|
| $ cts. | | $ cts. |
| 9,945 42 | Repairs of track | 9,783 98 |
| Cr. 2,978 00 | Rails and fastenings | 2,836 16 |
| 4,050 85 | Sleepers | 1,378 97 |
| 2,335 21 | Bridges | 773 86 |
| 19 19 | Signals | 39 90 |
| 3 60 | Switch locks | |
| 211 35 | Culverts and cattle guards | |
| 203 31 | Wharf at Windsor | 347 68 |
| 745 09 | Buildings and platforms | 280 66 |
| 77 12 | Hand cars and trollies | 51 40 |
| 282 60 | Snow ploughs and flangers | 411 07 |
| 165 70 | Tools, and repairs of same | 145 26 |
| 715 65 | Fencing | 418 20 |
| 1,112 86 | Accountant's office and expenses | 1,142 08 |
| | Miscellaneous | 35 87 |
| 16,889 95 | | 17,645 09 |

Certified correct,

T. Williams,
*Chief Acct. and Treas. I. C. R.*

R. B. BOGGS,
*Acct. W. B. Ry.*

Moncton, N.B., 30th June, 1894.

## No. 3.—WINDSOR BRANCH RAILWAY.

DR. GENERAL BALANCE. CR.

| 1894. | | $ cts. | 1894. | | $ cts. |
|---|---|---|---|---|---|
| June 30. | To old rails account | 4,200 00 | June 30. | By Dominion account | 14,161 10 |
| | Stores Department | 6,462 02 | | | |
| | Windsor and Annapolis Railway | 3,499 08 | | | |
| | | 14,161 10 | | | 14,161 10 |

Certified correct,
T. WILLIAMS,
*Chief Acct. and Treas. I.C.R.*

R. B. BOGGS,
*Acct. W. B. Ry.*

MONCTON, N.B., 30th June, 1894.

## No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT OF RECEIPTS—One-third Earnings.

| Month. | Passenger Traffic. | Mails. | Freight Traffic. | Totals. |
|---|---|---|---|---|
| | $ cts. | $ cts. | $ cts. | $ cts. |
| 1893—July | 1,391 37 | 96 91 | 1,497 25 | 2,985 53 |
| August | 1,664 20 | 96 91 | 1,679 66 | 3,440 77 |
| September | 1,531 56 | 96 90 | 1,829 00 | 3,457 46 |
| October | 626 38 | 95 68 | 2,194 41 | 2,916 47 |
| November | 1,424 42 | 95 68 | 1,971 70 | 3,491 80 |
| December | 924 07 | 95 68 | 1,441 24 | 2,460 99 |
| 1894—January | 606 32 | 99 36 | 1,332 22 | 2,037 90 |
| February | 609 48 | 88 32 | 1,120 57 | 1,818 37 |
| March | 817 76 | 99 36 | 1,404 94 | 2,322 06 |
| April | 653 25 | 92 00 | 1,535 20 | 2,280 45 |
| May | 885 16 | 99 36 | 1,717 94 | 2,702 46 |
| June | 1,349 67 | 95 68 | 1,615 86 | 3,061 21 |
| | 12,483 64 | 1,151 84 | 19,339 99 | 32,975 47 |

Certified correct,
T. WILLIAMS,
*Chief Acct. and Treas. I.C.R.*

R. B. BOGGS,
*Acct. W. B. Ry.*

MONCTON, N.B., 30th June, 1894.

INTERCOLONIAL RAILWAY,
CHIEF ENGINEER'S OFFICE,
MONCTON, N.B., 11th October, 1894.

SIR,—I have the honour to submit my report of the maintenance of the Windsor Branch for the year ending 30th June, 1894.

TRACK.

Three miles of old iron rails have been taken up and replaced with 4½ steel weighing 56 pounds to the yard.

TIES.

During the year 7,834 ordinary ties and five sets of single throw switch ties were renewed.

BALLASTING.

About six miles of the branch were lifted, and about 3,500 yards of ballast put under track.

SIDINGS.

An additional siding was put in at Newport, 400 feet long, to connect with a branch line leading to plaster quarry. A large business is now being done over this siding and branch.

FENCING.

Three hundred and fifty-seven rods of woven wire and barbed wire fencing were put up in place of the old pole fence.

BUILDINGS AND PLATFORMS.

The platform at Mount Uniacke, 260 feet by 9 feet, was entirely renewed. Large repairs were made to the platforms at Ellershouse and Newport.

The foundation of the freight shed at Windsor was overhauled and new mud sills provided.

A hardwood floor was put in the dwelling apartments of Windsor Station.

BRIDGES AND CULVERTS.

Four old wooden spans of the St. Croix Bridge were replaced with four steel plate girders, two of 34 feet and two of 32 feet. The abutments and piers of this structure were also overhauled and pointed.

Two cedar culverts were put in between Beaver Bank and Mount Uniacke to replace stone drains that had become choked up.

A portion of the front of Windsor wharf was sheathed on the harbour side to protect it from the ice. A number of new fenders were also provided.

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

P. S. ARCHIBALD,
*Chief Engineer.*

D. POTTINGER, Esq.,
General Manager Government Railways,
Moncton.

# Department of Railways and Canals.

## PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 11th October, 1894.

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, 1894.

I inclose the report of the superintendent, and statements of the various accounts.

Mr. Joseph Unsworth was superintendent of the railway during the year, but as he had not signed the annual report at the time of his much to be regretted death on the 10th September last, it has been signed by his successor, Mr. A. McDonald.

The mileage of railway in operation was the same as last year, 210 miles.

There was no expenditure on capital account during the year, the total cost of the railway on the 30th June, 1894, being $3,750,565.38.

| | |
|---|---|
| The working expenses for the year were ..... | $226,891 06 |
| The gross earnings were ..... | 158,533 83 |
| | $ 68,357 23 |

When compared with the previous year, there was a decrease of gross earnings of $4,156.59, and an increase of working expenses of $468.89.

The necessary repairs and renewals were made, and the railway and rolling stock are in a state of efficiency.

The work of relaying the track with steel rails was continued, and nine miles of iron rails weighing 40 pounds to the yard were replaced with steel rails weighing 50 pounds to the yard.

The winter of 1893-94 was severe and the snow fall very heavy, and the working expenses were much increased by the extra cost of clearing snow and ice.

| | |
|---|---|
| This work cost in 1893–94 ..... | $9,694 94 |
| do 1892–93 ..... | 1,281 65 |
| | $8,413 29 |

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., 10th October, 1894.

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, 1894.

I inclose the following statements prepared by the accountant and auditor:—

| | | |
|---|---|---|
| No. 1. | Capital account. | |
| 2. | Revenue account. | |
| 3. | Locomotive power. | (Abstract No. 1.) |
| 4. | Car expenses. | ( do 2.) |
| 5. | Maintenance of way and works. | ( do 3.) |
| 6. | Station expenses. | ( do 4.) |
| 7. | General charges. | ( do 5.) |
| 8. | 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, 1893, was | $3,750,565 38 |
| No additions being made during the year, the total expenditure to 30th June, 1894, was the same as the previous year | $3,750,565 38 |

REVENUE ACCOUNT.

| | |
|---|---|
| The expenditure and earnings for the year compare as follows:— | |
| Expenditure | $226,891 06 |
| Earnings | 158,533 83 |
| | $ 68,357 23 |
| The gross earnings compare as follows with the previous year:— | |
| In 1892-93 | $162,690 42 |
| In 1893-94 | 158,533 83 |
| Decrease | $ 4,156 59 |
| The earnings per mile of railway compare as follows:— | |
| In 1892-93 | $ 774 72 |
| In 1893-94 | 754 92 |
| Decrease | $ 19 80 |
| The earnings from passenger traffic compare as follows:— | |
| In 1892-93 | $ 67,445 41 |
| In 1893-94 | 64,159 60 |
| Decrease | $ 3,285 81 |
| The earnings from freight traffic compare as follows:— | |
| In 1892-93 | $ 76,347 51 |
| In 1893-94 | 74,942 83 |
| Decrease | $ 1,404 68 |
| The earnings from mails and sundries compare as follows:— | |
| In 1892-93 | $ 18,897 50 |
| In 1893-94 | 19,431 40 |
| Increase | $ 533 90 |
| The number of passengers carried compares as follows:— | |
| In 1892-93 | 132,111 |
| In 1893-94 | 123,727 |
| Decrease | 8,384 |
| The weight of freight carried compares as follows:— | |
| In 1892-93 | 56,718 |
| In 1893-94 | 53,577 |
| Decrease | 3,141 |

### Working Expenses.

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

| | |
|---|---|
| In 1892-93 | $226,422 17 |
| In 1893-94 | 226,891 06 |
| Increase | $ 468 89 |

They compare with last year as follows:—

| | Cents. |
|---|---|
| Per mile run by engines— | |
| In 1892-93 | 78·07 |
| In 1893-94 | 73·94 |
| Per mile run by trains— | |
| In 1892-93 | 98·35 |
| In 1893-94 | 96·92 |

The engine mileage compares as follows:—

| | |
|---|---|
| In 1892-93 | 290,011 |
| In 1893-94 | 306,853 |
| Increase | 16,842 |

The train mileage compares as follows:—

| | |
|---|---|
| In 1892-93 | 230,207 |
| In 1893-94 | 234,093 |
| Increase | 3,886 |

The car mileage compares as follows:—

| | |
|---|---|
| In 1892-93 | 1,236,769 |
| In 1893-94 | 1,237,083 |
| Increase | 314 |

I also inclose the following statements showing the operations of the Mechanical Department for the year:—

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 and cars, snow ploughs and flangers.

E. Comparative statement of the expenses of the Mechanical Department for years 1892-93 and 1893-94.

During the year a new foundation for stationary engine and boiler was laid, on which a new stationary engine was set up, the boiler being old was also replaced by another.

### Track.

During the year 9 miles iron rails, weighing 40 pounds to the yard, were replaced with steel rails weighing 50 pounds to the yard; 101 miles now being laid with steel rails and 109 with iron rails.

### Ties.

During the year 52,100 ordinary ties, 30 sets switch ties and 28 head-blocks and frames were renewed.

### Ballasting.

During the year, 8,870 cubic yards ballast were distributed where most required.

### Fencing.

During the year 16½ miles new barbed and woven wire fence were erected to replace old fence burnt and worn out.

100 farmers' gates renewed.

1 mile snow fence rebuilt.

### Wharfs.

The wharf at Summerside received extensive repairs—200 tons hemlock, 100 tons hard stone and 150 cubic yards clay being used.

At Cape Traverse 400 tons hard stone and 50 cars brush were used to protect the west side of wharf.

The wharfs at Charlottetown, Georgetown and Souris, received necessary repairs.

### Bridges and Culverts.

At Huntley River bridge 3 stringers were renewed and other necessary repairs made.

At Richmond bridge abutments rebuilt with cedar, stringers renewed, standard floor put on and painted.

At Mount Stewart the old wooden bridge, Howe truss, was replaced with a 100-foot steel girder, standard floor put on and painted.

At Black Road bridge ties renewed and painted.

At Keefe's River bridge ties renewed and painted.

At Bell's River bridge ties renewed and painted.

At Pig Brook bridge ties painted with two coats iron ore paint.

At Trout Brook bridge ties painted with two coats iron ore paint.

At Carroll's bridge ties painted with two coats iron ore paint.

At Pawe's bridge ties painted with two coats iron ore paint.

At Pawe's bridge, west, ties painted with two coats iron ore paint.

At Ellerslie bridge ties painted with two coats iron ore paint,

At Northam bridge ties painted with two coats iron ore paint.

All other bridges received the necessary repairs.

Eight timber culverts rebuilt.

One stone culvert rebuilt.

Twenty-five cattle guards rebuilt and ten repaired.

### Buildings and Platforms.

At Ashton the flag station and platform were rebuilt and station painted.

At New Zealand the flag station and platform were rebuilt and station painted.

At Bradalbane the platform was renewed.

At York the platform was renewed.

At Bloomfield the platform was renewed.

At Elliott's the platform was renewed.

At Lot 40 the platform was renewed.

At Summerside the warehouse on the wharf reshingled and painted ; roof of engine-house partially reshingled, and roof of freight-house repaired.

At Freetown station painted and floor of freight-house renewed.

At Kensington the dwelling apartments were painted and repaired.

At Charlottetown part of round-house floor, timber and covering of turn-table renewed. Two engine pits in round-house and one in repair shop rebuilt. Spring and case hardening furnace rebuilt in blacksmith's shop. Foundation of one-half of coal shed renewed, coal shed repaired.

At Emerald two flues were taken down and replaced by one large chimney. The station dwelling was repainted and repaired.

STORES.

The purchase of stores during the year amounted to $82,315.07.
The value of stores on hand, 30th June, 1894, was:—

| | |
|---|---|
| General stores | $48,406 68 |
| Fuel | 6,409 00 |
| Rails and fastenings | 43,577 16 |
| Old material serviceable | 4,385 90 |
| Total | $102,778 74 |

The stores for the most part have been purchased by tender and contract, and from the general railway store at Moncton.

I am pleased to state that we have no accidents to report this year.

I am also pleased to say that the road-bed, rolling-stock and buildings are in good condition.

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

A. McDONALD,
*Superintendent.*

D. POTTINGER, Esq.,
General Manager Government Railways,
Moncton, N.B.

## No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR. CAPITAL ACCOUNT. CR.

| 1893. | | $ cts. | 1893. | | $ cts. |
|---|---|---|---|---|---|
| June 30. | To cost of road and equipment to date ..... | 3,750,565 38 | June 30. | By Dominion of Canada... | 3,750,565 38 |
| 1894. | | | 1894. | | |
| June 30. | To expenditure, year ended 30th June, 1894 ..... | ..... | June 30. | do do ... | ..... |
| | | $3,750 565 38 | | | $3,750,565 38 |

W. T. HUGGAN,
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1894.

## No. 2.—PRINCE EDWARD ISLAND RAILWAY.

REVENUE ACCOUNT for Year ended 30th June, 1894.

| Previous Year. | Expenditure. | Year ended 30th June, 1894. | Previous Year. | Receipts. | Year ended 30th June, 1894. |
|---|---|---|---|---|---|
| $ cts. | | $ cts. | $ cts. | | $ cts. |
| 59,195 34 | Locomotive power, per Abstract No. 1 ..... | 57,457 74 | 67,445 41 | Passenger traffic..... | 64,159 60 |
| 34,821 96 | Car expenses, per Abstract No. 2 .... ..... | 32,997 48 | 76,347 51 | Freight traffic. .... .... | 74,942 83 |
| 97,085 28 | Maintenance of way and works, per Abstract No. 3 | 99,780 20 | 18,897 50 | Mails and sundries..... | 19,431 40 |
| 25,566 43 | Station Expenses, per Abstract No. 4..... | 26,132 39 | 162,690 42 | ....Total receipts.... ... | 158,533 83 |
| 9,753 16 | General charges, per Abstract No. 5..... | 10,523 25 | 63,731 75 | ....Balance..... | 68,357 23 |
| 226,422 17 | Totals.. ..... .... | 226,891 06 | 226,422 17 | ....Totals..... | 226,891 06 |

W. T. HUGGAN,
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1894.

# Department of Railways and Canals.

## No. 3.—PRINCE EDWARD ISLAND RAILWAY.

### Locomotive Power—(Abstract No. 1).

| Previous Year. | Details. | Year ended 30th June, 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 1,124 50 | Mechanical superintendent's salary, clerks, office and travelling expenses.... | 896 96 |
| 14,813 48 | Wages of drivers, firemen and cleaners..... | 15,770 34 |
| 14,403 31 | Fuel..... | 13,099 55 |
| 2,665 68 | Oil, tallow, waste and small stores..... | 2,708 13 |
| 24,089 79 | Repairs to engines, tenders and engine tools..... | 22,286 14 |
| 675 52 | Water, including pump and tank repairs..... | 797 62 |
| 1,423 06 | Miscellaneous..... | 1,899 00 |
| 59,195 34 | ..... Totals..... | 57,457 74 |

W. T. HUGGAN,
*Accountant and Auditor.*

Charlottetown, P.E.I., 30th June, 1894.

## No. 4.—PRINCE EDWARD ISLAND RAILWAY.

### Car Expenses—(Abstract No. 2).

| Previous Year. | Details. | Year ended 30th June, 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 8,941 16 | Repairs to passenger cars..... | 8,689 62 |
| 1,544 77 | do postal and baggage cars..... | 1,149 75 |
| 7,196 81 | do freight cars and vans..... | 6,363 15 |
| 12,876 29 | Wages of conductors, train baggage-masters and brakesmen..... | 13,277 36 |
| 877 32 | Oil and waste for packing..... | 420 94 |
| 2,603 33 | Small stores and fuel..... | 2,313 30 |
| 782 28 | Miscellaneous..... | 783 36 |
| 34,821 96 | .....Totals..... | 32,997 48 |

W. T. HUGGAN,
*Accountant and Auditor.*

Charlottetown, P.E.I., 30th June, 1894.

## No. 5.—PRINCE EDWARD ISLAND RAILWAY.

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

| Previous Year. | Details. | Year ended 30th June, 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 369 96 | Engineer's salary, clerks, office and travelling expenses | 482 46 |
| 35,145 28 | Wages in repairing roadway, fences and semaphores | 35,666 47 |
| 14,868 76 | Rails, chairs and spikes | 13,966 82 |
| 22,679 85 | Sleepers | 18,126 29 |
| 11,059 82 | Timber and lumber for repairs to bridges, cattle guards, fences, &c | 10,438 72 |
| 2,949 16 | Repairs to wharfs | 3,560 75 |
| 6,696 91 | do buildings and platforms | 6,240 05 |
| 2,033 89 | do snow ploughs, flangers and tools | 1,603 70 |
| 1,281 65 | Clearing ice and snow | 9,694 94 |
| 97,085 28 | Totals | 99,780 20 |

W. T. HUGGAN,
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1894.

## No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

| Previous Year. | Details. | Year ended 30th June, 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 18,658 96 | Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen, watchmen and labourers | 19,523 06 |
| 6,907 47 | Fuel, oil, light, stationery and other incidental expenses | 6,609 33 |
| 25,566 43 | Totals | 26,132 39 |

W. T. HUGGAN,
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1894.

# Department of Railways and Canals.

## No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES—(Abstract No. 5.)

| Previous Year. | Details. | Year ended 30th June, 1894. |
|---|---|---|
| $ cts. | | $ cts. |
| 3,943 44 | Superintendent's and train despatchers' salaries, clerks, office and travelling expenses. | 3,807 07 |
| 4,454 60 | Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses | 4,549 53 |
| 685 67 | Advertising | 543 85 |
| 128 66 | Damages to men, animals and goods | 168 92 |
| 378 13 | Telegraph expenses (not including pay to operators) | 684 14 |
| 162 66 | Miscellaneous | 769 74 |
| 9,753 16 | Totals | 10,523 25 |

W. T. HUGGAN,
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1894.

## No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1894.

| 1893. | Dr. | $ cts. | $ cts. |
|---|---|---|---|
| June 30... | To Balance brought forward | | 92,400 51 |
| 1894. | | | |
| June 30... | To Purchases during the year, including rails | 81,554 90 | |
| | Charges from other departments | 15,142 71 | |
| | Pay-rolls | 2,347 41 | |
| | | | 99,045 02 |
| 1894. | Cr. | | 191,445 53 |
| June 30... | By Issues during the year | | 88,666 79 |
| | Balance — Ordinary stores $48,406 68; Fuel 6,409 00; Rails and fastenings on hand 43,577 16; Old material, serviceable 4,385 90 | | 102,778 74 |

W. T. HUGGAN,
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1894.

## No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR. GENERAL BALANCE. CR.

| | $ cts. | | $ cts. |
|---|---|---|---|
| General stores | 102,778 74 | Dominion account | 105,358 23 |
| Cash | 5,183 30 | Accident insurance | 4,792 04 |
| Stations | 1,128 88 | | |
| Militia Department | 113 09 | | |
| Anglo-American Telegraph Co | 46 43 | | |
| Judge Weatherbee | 30 00 | | |
| Sidney Grey | 35 00 | | |
| Railway Extension, Charlottetown | 812 83 | | |
| Intercolonial Railway | 22 00 | | |
| Total | 110,150 27 | | 110,150 27 |

W. T. HUGGAN,
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1894.

# Department of Railways and Canals.

## No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Year ended 30th June, 1894.

| Details. | 1894. | 1893. |
|---|---|---|
| Mileage of railway open | 210 | 210 |
| Engine mileage | 306,853 | 290,011 |
| Train do | 234,093 | 230,207 |
| Car do | 1,237,083 | 1,236,769 |
| Receipts per engine mile ... Cents | 51·66 | 56·09 |
| do mile of railway ... Dollars | 754·92 | 774·72 |
| Percentage of passenger earnings to gross receipts. | 40·47 | 41·45 |
| do freight do do | 47·27 | 46·93 |
| do other do do | 12·26 | 11·62 |
| Expenses per engine mile— | | |
| Drivers', firemen's and cleaners' wages | 5·14 | 5·11 |
| Fuel | 4·27 | 4·96 |
| Oil, tallow, waste and small stores | 0·88 | 0·92 |
| Repairs to engines | 7·26 | 8·31 |
| Water and tank repairs | 0·26 | 0·27 |
| Miscellaneous | 0·62 | 0·45 |
| | 18·43 | 20·02 |
| Mechanical superintendent's salary, office and travelling expenses | 0·29 | 0·39 |
| Total ... Cents | 18·72 | 20·41 |
| Locomotive power per engine mile | 18·72 | 20·41 |
| Car expenses do | 10·75 | 12·01 |
| Maintenance of way and works do | 32·52 | 33·48 |
| Station expenses do | 8·52 | 8·81 |
| General charges do | 3·43 | 3·36 |
| Total per engine mile ... Cents | 73·94 | 78·07 |
| Locomotive power per train mile | 24·54 | 25·71 |
| Car expenses do | 14·10 | 15·12 |
| Maintenance of way and works do | 42·62 | 42·17 |
| Station expenses do | 11·16 | 11·11 |
| General charges do | 4·50 | 4·24 |
| Total per train mile ... Cents | 96·92 | 98·35 |
| Working expenses per mile of railway ... Dollars | 1,080·43 | 1,078·20 |

W. T. HUGGAN,
*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., 30th June, 1894.

A.—PRINCE EDWARD

MECHANICAL

STATEMENT of Cost of Locomotive Power

| 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. |
| 1893—July | 28,780 | 1,391 71 | 1,025 61 | 257 22 | 2,504 06 | 57 38 |
| August | 28,699 | 1,264 98 | 929 12 | 299 59 | 2,032 81 | 13 09 |
| September | 28,286 | 1,312 25 | 1,070 01 | 244 47 | 1,557 58 | 126 66 |
| October | 27,561 | 1,359 05 | 1,094 47 | 245 34 | 1,669 27 | 148 69 |
| November | 29,006 | 1,319 78 | 1,296 12 | 258 24 | 1,688 02 | 6 63 |
| December | 25,775 | 1,366 21 | 1,214 35 | 235 61 | 1,883 31 | 174 71 |
| 1894—January | 22,328 | 1,343 38 | 1,207 57 | 214 73 | 1,918 98 | 23 66 |
| February | 21,748 | 1,466 19 | 1,233 88 | 174 08 | 1,773 00 | 35 89 |
| March | 23,794 | 1,328 95 | 1,068 17 | 223 15 | 1,698 38 | 4 78 |
| April | 19,491 | 1,166 74 | 853 04 | 125 94 | 1,738 93 | 5 40 |
| May | 21,452 | 1,224 75 | 986 76 | 161 72 | 2,036 37 | 39 98 |
| June | 29,933 | 1,226 35 | 1,120 45 | 268 04 | 1,785 43 | 160 75 |
| Totals | 306,853 | 15,770 34 | 13,099 55 | 2,708 13 | 22,286 14 | 797 62 |

ISLAND RAILWAY.

DEPARTMENT.

for the Year ended 30th June, 1894.

| | | 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. |
| 213 60 | 5,449 58 | 4·16 | 3·56 | 0·89 | 8·63 | 0·11 | 0 74 | 18·93 |
| 143 04 | 4,682 63 | 4·41 | 3·23 | 1·04 | 7·08 | 0·04 | 0·49 | 16 32 |
| 150 53 | 4,461 50 | 4·64 | 3·78 | 0·86 | 5·50 | 0·44 | 0·53 | 15·77 |
| 210 38 | 4,727 20 | 4·93 | 3·97 | 0·88 | 6·05 | 0·53 | 0·76 | 17 15 |
| 211 49 | 4,780 28 | 4·55 | 4·47 | 0·89 | 5·82 | 0·02 | 0·72 | 16·48 |
| 268 37 | 5,142 56 | 5·30 | 4·71 | 0·91 | 7·36 | 0·67 | 1·04 | 19·95 |
| 305 64 | 5,013 96 | 6·02 | 5·40 | 0·96 | 8·59 | 0·10 | 1·36 | 22·45 |
| 299 56 | 4,982 60 | 6·75 | 5·67 | 0·80 | 8·15 | 0·16 | 1·37 | 22·91 |
| 369 93 | 4,693 36 | 5·58 | 4·48 | 0·93 | 7·13 | 0·02 | 1·55 | 19·72 |
| 338 83 | 4,228 88 | 5·98 | 4·37 | 0·64 | 8·92 | 0·02 | 1·73 | 21·69 |
| 153 55 | 4,603 13 | 5·71 | 4·59 | 0·75 | 9·49 | 0·18 | 0·71 | 21·45 |
| 131 04 | 4,692 06 | 4·09 | 3·74 | 0·89 | 5·96 | 0·53 | 0·43 | 15·67 |
| 2,795 96 | 57,457 74 | 5·14 | 4·27 | 0·88 | 7·26 | 0·26 | 0·91 | 18·72 |

J. J. CHAPPELL,
*Mechanical Accountant.*

B.—PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

| Month. | Hours in Steam. | Train Mileage. | | | | Miles by Engines. | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Passenger. | Freight and Mixed. | Ballasting. | Piloting. | With Train. | Light. | Shunting. | Total. |
| 1893—July | 3,622 | 12,279 | 11,100 | 1,441 | | 24,820 | 142 | 5,409 | 30,371 |
| August | 3,848 | 11,540 | 11,602 | 2,872 | 32 | 26,046 | 289 | 5,426 | 31,761 |
| September | 3,675 | 11,573 | 11,595 | 2,696 | 49 | 25,913 | 226 | 5,053 | 31,192 |
| October | 3,534 | 10,730 | 11,606 | 1,743 | | 24,079 | 282 | 5,193 | 29,554 |
| November | 3,403 | 10,206 | 12,107 | 518 | 81 | 22,912 | 228 | 6,484 | 29,624 |
| December | 3,205 | 5,742 | 12,064 | | 1,107 | 18,913 | 207 | 6,555 | 25,775 |
| 1894—January | 3,148 | 2,687 | 10,543 | 448 | 2,823 | 16,501 | 386 | 5,964 | 22,851 |
| February | 3,731 | 2,107 | 8,197 | | 4,453 | 15,757 | 355 | 5,636 | 21,748 |
| March | 3,013 | 3,050 | 13,108 | | 1,635 | 17,793 | 228 | 5,773 | 23,794 |
| April | 2,611 | 1,946 | 11,289 | | 478 | 13,713 | 22 | 5,756 | 19,491 |
| May | 3,043 | 2,766 | 12,237 | 2,274 | | 17,296 | 54 | 6,594 | 23,944 |
| June | 3,335 | 10,628 | 11,714 | 242 | | 22,584 | 98 | 7,533 | 30,215 |
| Totals | 40,168 | 85,254 | 137,162 | 12,234 | 10,658 | 246,327 | 2,517 | 71,376 | 320 320 |

*Deduct piloting in making these averages.

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for year ended 30th June, 1894.

| 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. |
| 139,006 | ..... | 5·60 | 8·38 | 4·57 | 10,913 | 2,676 | 256 | 522 | 35·93 | 8·81 | ·84 | 1·71 |
| 144,000 | ..... | 5·53 | 8·25 | 4·53 | 10,790 | 3,124 | 257 | 695 | 33·97 | 9·83 | ·80 | 1·87 |
| 152,587 | ..... | 5·89 | 8·48 | 4·89 | 11,870 | 2,636 | 236 | 552 | 38·05 | 8·45 | ·75 | 1·76 |
| 129,002 | ..... | 5·35 | 8·36 | 4·37 | 11,359 | 2,374 | 274 | 550 | 38·43 | 8·03 | ·93 | 1·86 |
| 132,952 | ..... | 5·82 | 8·70 | 4·49 | 12,512 | 2,280 | 440 | 608 | 42·23 | 7·69 | 1·48 | 2·05 |
| 92,733 | 3,543 | 5·20 | 8·04 | 3·59 | 11,289 | 1,568 | 310 | 514 | 43·79 | 6·08 | 1·20 | 1·99 |
| 69,314 | 6,503 | 5·06 | 7·25 | 3·03 | 12,067 | 1,785 | 199 | 401 | 52·80 | 7·81 | ·87 | 1·75 |
| 55,585 | 9,217 | 4·91 | 5·82 | 2·55 | 11,408 | 1,568 | 190 | 367 | 52·45 | 7·21 | ·87 | 1·69 |
| 89,843 | 2,450 | 5·56 | 7·89 | 3·77 | 9,491 | 2,064 | 247 | 447 | 39·88 | 8·67 | 1·03 | 1·87 |
| 80,170 | 579 | 6·05 | 7·46 | 4·11 | 7,411 | 1,035 | 121 | 337 | 38·02 | 5·31 | ·62 | 1·73 |
| 123,024 | ..... | 7·11 | 7·86 | 5·13 | 9,735 | 1,516 | 296 | 447 | 40·65 | 6·33 | 1·23 | 1·86 |
| 122,209 | ..... | 5·41 | 9·06 | 4·04 | 10,199 | 2,592 | 433 | 621 | 33·75 | 8·57 | 1·43 | 2·05 |
| 1,330,425 | 22,292 | 5·60 | 7·97 | 4·15 | 129,044 | 25,218 | 3,259 | 6,061 | 40·28 | 7·87 | 1·01 | 1·89 |

J. J. CHAPPELL,
*Mechanical Accountant.*



10—8½

## C.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

MONTHLY STATEMENT of Car Mileage for year ended 30th June, 1894.

| Months. | First Class. | Second Class and Baggage. | Postal and Smoking. | Box and Stock. | Platform. | Total. |
|---|---|---|---|---|---|---|
| 1893—July | 29,697 | 20,120 | 29,332 | 38,455 | 21,402 | 139,006 |
| August | 25,087 | 23,278 | 27,014 | 33,139 | 35,482 | 144,000 |
| September | 28,177 | 22,136 | 28,141 | 37,553 | 36,580 | 152,587 |
| October | 22,792 | 21,020 | 26,542 | 40,125 | 18,523 | 129,002 |
| November | 20,830 | 20,001 | 25,478 | 55,064 | 11,579 | 132,952 |
| December | 17,402 | 14,480 | 19,347 | 36,173 | 5,331 | 92,733 |
| 1894—January | 12,928 | 12,000 | 11,722 | 22,902 | 9,762 | 69,314 |
| February | 9,649 | 9,249 | 10,160 | 18,657 | 7,870 | 55,585 |
| March | 14,427 | 11,688 | 14,512 | 30,005 | 19,211 | 89,843 |
| April | 14,358 | 11,544 | 11,775 | 32,278 | 10,215 | 80,170 |
| May | 14,104 | 14,169 | 21,147 | 52,175 | 21,429 | 123,024 |
| June | 22,564 | 17,488 | 23,229 | 42,156 | 16,772 | 122,209 |
| Totals | 232,015 | 197,173 | 248,399 | 438,682 | 214,156 | 1,330,425 |
| Less—Ballasting | ..... | ..... | 12,628 | 3,720 | 76,994 | 93,342 |
| Balance | 232,015 | 197,173 | 235,771 | 434,962 | 137,162 | 1,237,083 |

J. J. CHAPPELL,
*Mechanical Accountant.*

## D.—PRINCE EDWARD ISLAND RAILWAY.

### Mechanical Department.

Statement showing the number of Locomotives and the various classes of Cars and Snow-ploughs on hand, 30th June, 1894.

| 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, 1893, serviceable.. | 21 | 17 | 15 | 3 | 175 | 122 | 3 | 1 | 336 | 8 | 7 | 15 |
| do do condemned.. | .... | .... | 1 | .... | ..... | 3 | .... | .... | 4 | .... | .... | .... |
| Total stock 30th June 1893 ..... | 21 | 17 | 16 | 3 | 175 | 125 | 3 | 1 | 340 | 8 | 7 | 15 |
| Condemned on hand, 1st July, 1893.... | .... | .... | 1 | .... | ..... | 3 | .... | .... | 4 | .... | .. | .... |
| do during the year..... | 1 | .... | .... | ..... | ..... | 4 | .... | .... | 4 | .... | 2 | 2 |
| | 1 | .... | 1 | . ... | ..... | 7 | .... | .... | 8 | .... | 2 | 2 |
| Less—Rebuilt..... ..... | .... | .... | 1 | ..... | ..... | 4 | .... | .... | 5 | ... | .... | .... |
| | .... | ... | .... | ..... | .... | 3 | .... | ... | 3 | .... | .... | .... |
| Add—Serviceable and repairing. | 20 | 17 | 16 | 3 | 175 | 122 | 3 | 1 | 337 | 8 | 5 | 13 |
| Total on record, 30th June, 1894.... | 20 | 17 | 16 | 3 | 175 | 125 | 3 | 1 | 340 | 8 | 5 | 13 |

J. J. CHAPPELL,
*Mechanical Accountant.*

## E.—PRINCE EDWARD ISLAND RAILWAY.

### Mechanical Department.

Comparative Statement of the Expenses of the Mechanical Department for the Year ended 30th June, 1894.

| —— | 1894. | 1893. |
|---|---|---|
| The miles run by trains were | 234,093 | 230,207 |
| do engines were | 306,853 | 290,011 |
| do cars were | 1,237,083 | 1,236,769 |
| do snow-ploughs were | 22,292 | 9,540 |
| | $ cts. | $ cts. |
| The cost of locomotive power was | 57,457 74 | 59,195 34 |
| do repairs to cars was | 16,202 52 | 17,682 74 |
| do labour, oil, and waste for packing was | 420 94 | 877 32 |
| do repairs to passenger cars was | 8,689 62 | 8,941 16 |
| do do postal and smoking cars was | 1,149 75 | 1,544 77 |
| do do freight cars and vans was | 6,363 15 | 7,196 81 |
| | $ cts. | $ cts. |
| The cost of locomotive power per 100 miles run by trains was | 24 54 | 25 71 |
| do do do engines was | 18 72 | 20 41 |
| do do do cars was | 4 64 | 4 78 |
| | $ cts. | $ cts. |
| The cost of repairs to cars per 100 miles run by trains was | 6.92 | 7 68 |
| do do do engines was | 5 28 | 6 09 |
| do do do cars was | 1 31 | 1 43 |
| | $ cts. | $ cts. |
| The cost of labour, oil and waste for packing per 100 miles run by trains was | 0 18 | 0 38 |
| do do do do engines was | 0 13 | 0 30 |
| do do do do cars was | 0 03 | 0 07 |
| | $ cts. | $ cts. |
| Repairs to passenger cars per 100 miles run by trains were | 3 71 | 3 88 |
| do postal and smoking cars were | 0 49 | 0 67 |
| do freight cars and vans were | 2 71 | 3 12 |

J. J. CHAPPELL,
*Mechanical Accountant.*

## PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred in Canada on the line of the Prince Edward Island Railway, during the Year ended 30th June, 1894.

| Date. | Time of Day. | No. of Train. | Description of Train. | Name of Conductor. | Name of Driver. | No. of Engine. | Place of Accident. | Name of Person injured. | Whether Passenger or Employee. | Particulars of Accident. | Extent of Injury. | Verdict of Coroner's Jury. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1893. | | | | | | | | | | | | |
| Aug. 2 | 12.50 p.m. | .... | Shunting.. | .... ..... .. | H. Sutherland. | 3 | Souris yard..... | Jas. McKenna | Employee . | While coupling ... . | Thumb injured..... | |
| Sept. 4 | 6.00 p.m. | .... | ..... | ..... | P. Lappin.. | 9 | Charlottetown round house. | P. Lappin.... | do .. | Fell while alighting from engine. | Leg broken..... | |
| do 25 | 4.45 p.m. | Sp'l | Working . | J. Munroe.... | D. Pound... | 4 | Alberton ballast pit. | D. Koughan.. | do .. | While coupling .. .. | Thumb crushed..... | |
| Dec. 19 | 11.00 a.m. | .... | .... ... | ..... | ..... | .. | Summerside .... | J. H. Burns.. | do .. | While working in yard. | Side injured.... .. | |
| 1894. | | | | | | | | | | | | |
| Feb. 14 | 12.50 a.m. | .... | ..... | ..... ..... | ..... ..... | 12 | Cape Traverse.. | F. Gillis ... | do .. | Fell while stepping on engine. | Knee injured. ..... | |
| do 28 | 5.00 p.m. | .... | . ..... | ..... ... | ..... | .. | Charlottetown... | E. Praught ... | do .. | Fell while removing draw-bar from snow plough. | Ribs fractured..... | |
| April 16 | 5.45 a.m. | .. . | Shunting.. | ..... ..... | A. J. McLaine. | 11 | Souris yard..... | B. Cox ..... | do .. | While shunting..... | Ankle injured .... | |

# APPENDIX No. 6.

## SAULT STE. MARIE CANAL.

ST. CATHARINES, 12th September, 1894.

SIR,—I have the honour to report upon the work of construction of the Sault Ste. Marie Canal, during the fiscal year ended 30th June, 1894.

The work was divided into three sections, No. 1 commencing at the navigable channel of St. Mary's River, below the rapids, and extending up stream to the foot of St. Mary's Island, a distance of 5,300 feet.

The contract for this section was awarded to Messrs. Hugh Ryan & Co., 30th January, 1889, and comprised the formation of the lower entrance channel, with a bottom width of 250 feet, and a depth of 18½ feet of water below the lowest recorded water surface in the St. Mary's River at the foot of the rapids, the formation of entrance piers, and the construction of a beacon.

The contract was to be completed 20th May, 1891, except 150 lineal feet at the upper end of the section required as a dam, which was to be completed 10th April, 1892.

At the end of the fiscal year, the excavation, with the exception of the dam just mentioned, and some high points and cleaning up generally, was completed; also the pier work as far as practicable without interfering with the dam.

The beacon had been dispensed with and its equivalent in cost expended in adding 390 feet in length to the east end of the north pier.

The quantities returned to 30th June, 1894, are as under:—

| | | |
|---|---|---|
| Excavation, dredging and deepening channel | cub. yds. | 170,199 |
| Timber in sides and ends of cribs | lineal ft. | 91,530 |
| Timber for ties, stringers and bottoms | " | 93,768 |
| Binding pieces | " | 6,258 |
| Blocks under heads of ties | each. | 4,586 |
| Wrought iron in bolts | lbs. | 60,465 |
| Pine in superstructure | cub. ft. | 14,311 |
| Ties in " | lineal ft. | 22,065 |
| Blocks in " | each. | 1,541 |
| Stringers for top covering | lineal ft. | 3,900 |
| Three-inch pine planking | M ft. B.M. | 54,222 |
| Cap pieces | lineal ft. | 2,442 |
| Mooring posts | each. | 16 |
| Stone filling | cub. yds. | 23,939 |
| Pressed spike for top covering | lbs. | 2,361 |

The second section extends from the foot to the head of St. Mary's Island, a distance of 3,500 feet, and embraces the excavation of the prism of the canal and lock pit, the lock, the guard gate, side walls, a railway swing bridge, towing paths, &c.

A contract for the excavation, the masonry of the lock and guard gate, side walls and puddle trenches was awarded to Messrs. Hugh Ryan & Co., 20th November, 1888, the work to be completed 10th May, 1892.

In consideration of changes made in the design of the lock, the time for the completion of the contract was extended to 10th May, 1893, and the additional work of constructing the supply and discharge culverts in the bottom of the lock having been undertaken by Messrs. Hugh Ryan & Co., the time for the completion of the contract was further extended to 31st December, 1894.

The work of deepening the prism of the canal above the lock up to station 88, or the west end of section No. 2, was also undertaken by Messrs. Hugh Ryan & Co., the increased depth giving 22 feet of water at the lowest recorded water surface above the rapids, instead of 18 feet as originally intended.

Messrs. Hugh Ryan & Co. also undertook the construction of the masonry piers and abutments for the railway swing bridge, to replace the railway trestle crossing the line of the canal.

At the date of 30th June the masonry of the lock, also the supply and discharge culverts were about completed, the excavation of the prism was near completion, and the side walls were not far from half built; the masonry of the railway swing bridge was completed.

The following quantities represent the work returned to 30th June, 1894, under Messrs. Hugh Ryan & Cos' contract No. 9,594.

| | | |
|---|---|---|
| Chopping, clearing, and grubbing | acres | 30 |
| Earth excavation in side trenches | cubic yards. | 2,507 |
| Rock do do | do | 74 |
| Earth excavation in prism of canal | do | 209,394 |
| Rock do do | do | 126,790 |
| Additional rock excavation lowering prism | do | 12,359 |
| do do | do | 31,231 |
| Quarry waste | do | 38,074 |
| Earth excavation in lock pit | do | 39,249 |
| Additional excavation in lock pit | do | 3,230 |
| do do | do | 425 |
| Filling in behind lock walls | do | 29,889 |
| Rock excavation in lock pit | do | 80,586 |
| Additional excavation from sides | do | 9,187 |
| do bottom sides | do | 14,622 |
| do in culvert pits | do | 13,343 |
| do lengthening lock pit | do | 24,270 |
| do do culvert pits. | do | 8,924 |
| Concrete of Portland cement | do | 6,426 |
| Additional do | do | 11,078 |
| Pine timber platforms for mitre sills | cubic feet. | 4,852 |
| Timber in culverts under mitre sill platform | do | 121,513 |
| Drilling holes in rock for anchor bolts | lineal feet. | 4,070 |
| Horizontal bolts in platforms | do | 654 |
| Plank in culvert flooring | M. ft. B. M. | 333,742 |
| Wrought iron in mitre sills | lbs. | 1,568 |
| do bolts in culverts | lbs. | 417,820 |
| Pressed spike in culverts | lbs. | 84,133 |
| Masonry in lock walls (600′ lock) | cubic yards. | 44,107 |
| do (650′ do ) | do | 5,581 |
| do (900′ do ) | do | 18,155 |
| Excavation for movable dam | do | 644 |
| do do | do | 482 |
| Stone revetment wall of prism | do | 608 |
| Timber do do | do | 36,809 |
| Floor under do | do | 95 |
| Excavation for railway swing bridge | do | 951 |
| Masonry of do do | do | 2,483 |

Section No. 2 further embraces the contract for the steel-power tube, 6′ 8″ inside diameter, to convey water from the upper reach, to the turbines in the power-house, at the lower end of the lock, also the necessary valves, and discharge pipes from the turbines and pumps.

This contract was awarded to Messrs. Hugh Ryan & Co., 19th December, 1893, and at date of 30th June, the tubes were in place with the exception of some closures.

The contract for the eight valves for the supply and discharge culverts was awarded to Messrs. Hugh Ryan & Co., 8th February, 1894, to whom also was awarded 19th December, 1893, the contract for the five pairs of lock gates.

The former of these contracts was executed by the Bertram Engine Works Co., of Toronto, and the St. Lawrence Foundry Co., and the latter by Mr. Roger Miller, whose reputation as a lock-gate builder was well sustained in the construction of the Sault Ste. Marie Canal lock gates.

Both of the above contracts were nearing completion at date of 30th June.

The contract for the two pumps for unwatering the lock was awarded to the Messrs. Beatty, of Welland, 26th January, 1894, and the work has been completed satisfactorily.

The contract for the two 45-inch new American water-wheels, to furnish power for pumping, and for the electric plant for operating the lock gates and valves, was awarded to the Messrs. Kennedy, of Owen Sound, 13th April, 1894, and progressed as rapidly as circumstances would permit, being well advanced at date of 30th June, and since completed.

The contract for the electric light and power plant for the Sault Ste. Marie Canal was awarded to the Canadian General Electric Co., Limited, 9th May, 1894, and was to have been completed 1st July, 1894, but circumstances beyond their control prevented the progress that was desired, and at date of 30th June the work was but half done.

The contract for the swing bridge to carry the line of the "Soo" branch of the Canadian Pacific Railway over the Sault Ste. Marie Canal, was awarded to the Hamilton Bridge Co., Limited, 10th October, 1893, and the work was practically completed 30th June.

No. 3 section extends from the head of St. Mary's Island, 9,300 feet, to the navigable channel of the river, above the rapids, the excavation after leaving the island being through detached shoals of boulders, and gravel, with bed rock reached in some places.

The contract was awarded to Messrs. Allan & Fleming, 26th March, 1889, and in addition to dredging a channel 250 feet wide at bottom, and to a depth of 18 feet at the lowest recorded stage of the river above the rapids, comprised the construction of a beacon and entrance piers.

Under the provisions of the contract, the work, with the exception of 150 feet at the extreme lower end of the section, reserved as a dam, was to be completed 20th May, 1891, and the dam removed and piers finished 10th April, 1892.

At date of 30th June, the work remaining to be done was the cleaning up of the bottom, the construction of a 400 feet extension of the original south pier, the removal of the dam and the completion of the gaps in the piers adjoining the dam.

The quantities returned to 30th June, are as follows:—

| | | |
|---|---|---|
| Excavation, dredging and deepening channel | cubic yards. | 252,588 |
| Timber for sides and ends of cribs | lineal ft. | 38,313 |
| Timber for ties, stringers and bottoms | do | 36,862 |
| Binding pieces | do | 3,574 |
| Blocks under heads of ties | each. | 1,968 |
| Wrought iron in bolts | lbs. | 26,254 |
| Pine in superstructure | cubic ft. | 9,755 |
| Pine in ties | lineal ft. | 12,448 |
| Blocks under heads of ties | each. | 1,012 |
| Stringers for top covering | | 2,575 |
| Three-inch pine plank for top covering of piers | ft. B.M. | 29,950 |
| Cap pieces | lineal ft. | 609 |
| Mooring posts | each. | 5 |
| Stone filling | cubic yds. | 10,025 |
| Pressed spike | lbs. | 758 |
| Rock elm in sides of beacon | cubic ft. | 6,959 |
| Cross-ties in beacon | lineal ft. | 10,835 |
| Blocks under heads of ties | each. | 426 |

| | | |
|---|---|---|
| Pine plank in binders | lineal ft. | 448 |
| Elm do do | do | 192 |
| Stone filling | cubic yds. | 2,055 |
| Sheeting 5 inches thick | ft. B.M. | 16,972 |
| Top covering 3-inch pine plank | do | 3,885 |
| Hip joists and girts | do | 2,914 |
| Iron in bolts | lbs. | 15,170 |
| Iron in screw bolts in bottom, &c | do | 885 |
| Iron in straps | do | 5,984 |
| Pressed spike | do | 269 |

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

W. G. THOMPSON, M. Inst. C.E.,
*Superintending Engineer.*

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer Railways and Canals,
Ottawa.

## SOULANGES CANAL.

ENGINEER'S OFFICE,
COTEAU LANDING, P.Q., 18th August, 1894.

SIR,—I have the honour to report as follows :—

The total value of the work let on this canal is, at contract rates, about $3,500,000. The subjoined list gives the names of the contractors, and the dates of the various contracts.

| | | | |
|---|---|---|---|
| Sections 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 & Thos. Feeney | 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 above contracts do not include the cost of cement, superstructure of bridges, the lock gates and their machinery, or the power-house and electrical apparatus for operating the canal.

For a description of the line under construction, reference is made to my reports dated 5th November, 1892, and 4th October, 1893.

The present condition of the works may be briefly described as follows :

### SECTIONS NOS. 1 AND 2.

Work on these sections was begun in 1892. About 150,000 cubic yards of earth and rock have been excavated and placed principally in the north bank of the canal, and the clay dam at the entrance. Part of this material has been dumped from a trestle erected on the site of the bank of the large reservoir behind lock No. 2. About 5,000 cubic yards of cut stone, and 15,000 cubic yards of backing in the rough are at a quarry near Rockland, Ont., but none of this has been delivered on the ground. 300 feet in length of the crib-work forming the base of the north entrance pier is built, and a part

of the south pier begun. The channel from the foot of lock No. 1 to deep water in the Ottawa River is to grade, and the excavation for the foundations of this lock is in progress. The reach between locks Nos. 1 and 2 is almost finished, and also the foundation for lock No. 2, which crosses the line of the old military canal of 1817. There are between 90 and 100,000 cubic yards of masonry in the four locks, regulating weirs, retaining walls, &c., of these sections, but none of this has been laid to the 30th June, 1894.

As previously stated, the date of opening the canal will almost entirely depend upon the progress made with this contract, as the other portions of the line can be finished in less time than it will now take to complete sections Nos. 1 and 2.

### Section No. 3.

About one-half of the excavation of this section has been done, and a considerable quantity of stone delivered and broken for concrete, protection lining, &c. The whole work will probably be finished next year.

### Sections Nos. 4, 5, 6 and 7.

These sections were grouped into one contract (5½ miles in length) mainly for the purpose of securing the hauling forward of the surplus material from the western end to sections 5 and 4, so as to widen the banks uniformly throughout. There are nearly 2,000,000 of yards of excavation all in clay. At the lower end of section No. 4 there is a lift-lock, guard gates, regulating weir, &c., &c. No stone has been delivered for this masonry and concrete, nor have any preparations, that I am aware of, been made to proceed with this part of the work, of which the quantity is about 40,000 cubic yards. The work done hitherto has been confined to the removal of the brown clay overlying the blue material. This has been deposited in the banks on each side by wheeled scrapers and without reference to the ultimate haul. About 600,000 cubic yards were moved up to the 30th June, 1894.

### Section No. 8.

Work on this section proceeds steadily and satisfactorily. Nearly one-half of the excavation is done, principally with a steam shovel of excellent type. The culvert pit at Rivet à la Graisse is in progress, and a large number of piles are delivered for the foundations, together with stone for masonry, concrete, &c. All the cast-iron tubes are on the ground. The culvert will be finished this fall, and the whole of the work can be completed next year.

### Section No. 9.

An important change has been made in the mode of carrying on the work of this section. The blue clay previously taken out with a steam shovel is now removed by a dredge. This dredge was built on the spot and the partly formed trench for the canal filled with surface water to receive her. She is now afloat and at work. The soft material is easily handled and filled into cars which are run out by a small locomotive to the steep bank of the St. Lawrence at Pointe au Diable, and there dumped into the river. This is an excellent and economical plan for disposing of the blue clay on section 9 where there is scarcely any embankment, the whole of this material being thrown to spoil. About one third of the excavation has been done to date. It will take two years more to finish at the present rate of progress.

### Section No. 10.

On this section the River Rouge will be passed under the canal by a double line of 10-foot tubes. The stream makes a sharp bend here, but the culvert and diversion channel are located on a short straight line forming the chord of this arc. On this plan

the culvert will have an excellent foundation of boulders throughout, whereas at the point of crossing of the stream (about 500 feet to the east) there is a depth of 25 feet of soft clay below the grade line of canal bottom. All the tubes are on the ground; also the stone, sand, &c., necessary, so that the structure should be completed this fall. About one-half of the excavation of the section is done.

SECTION No. 11.

The River Delisle crosses the canal line on Section 11. The culvert will be formed of four lines of 10 feet cast-iron tubes inclosed in concrete and laid in a trench 50 feet wide, excavated in the solid rock. The approximate discharge of this stream during the heaviest spring freshets is 300,000 cubic feet per minute. About two-thirds of the tubes are delivered, and the structure may be finished this year. The other work of this section consists mainly of rock and clay excavation. About one-half of the rock is taken out and one-quarter of the earth. The progress here has been very slow and unsatisfactory. The work was originally let to George Goodwin, by whom it was transferred to Thomas Feeney.

SECTION No. 12.

Nothing has been done on this section since it was abandoned by George Goodwin last fall. There are about 100,000 cubic yards of rock excavation, which should be no longer delayed.

SECTION No. 13.

Six of the entrance cribs at Lake St. Francis are in position and others are in progress. The channel outside the shore line is nearly all out to bottom and the shoal to the west is being rapidly dredged. The masonry of the bridge to carry the Canada Atlantic Railway over the guard gates and supply race is in progress, and it is expected that the track now temporarily diverted over a trestle work will resume its permanent line this fall. The excavation of the eastern end of this section is in very hard material and proceeds slowly. There are two steam shovels at work, with attendant locomotives, cars, &c. The material is dumped along the margin of the St. Lawrence in front of Giroux's farm. It will take at least two full seasons more to complete this section at the present rate of progress.

Out of a total of about six and a quarter million yards of earth, two and a quarter millions were moved to the 30th June, 1894. Of the rock 46,050 cubic yards were excavated, or say 20 per cent of the whole in round numbers. These two items represent 92 per cent of the total value of the work done, which amounts to $621,041.37. Materials delivered, $205,064. Total work and materials, $826,125.37. The masonry and concrete, of which there are about 200,000 cubic yards, were practically untouched at the close of the fiscal year. The distribution of the earthwork done is as follows:—

| | C. yds. | Value at contract rates. |
|---|---|---|
| Sections Nos. 1 and 2, earth and rock, to 30th June, 1894 | 152,100 | |
| Section No. 3, earth | 301,200 | |
| do 4, 5, 6, and 7, earth | 584,000 | |
| do 8, earth | 236,700 | |
| do 9 do | 177,000 | $537,404 |
| do 10 do | 226,000 | |
| do 11 do and rock | 140,800 | |
| do 12 do | 152,987 | |
| do 13 do | 287,500 | |
| | 2,258,287 | |

Say two and a quarter millions.

It will thus be seen that the work done and materials delivered to the 30th June, 1894, represent about 23½ per cent of $3,500,000, which is the approximate total cost of the work let, at contract rates.

A summary of the progress estimates of each section to 30th June, 1894, is as follows:—

| | Work done. | Materials delivered or prepared. | Total. |
|---|---|---|---|
| Nos. 1 and 2, Archibald Stewart.. | $ 58,823 95 | $82,915 00 | $141,738 95 |
| do 3, J. & M. O'Leary..... | 55,002 00 | 20,605 00 | 75,607 00 |
| do 4, 5, 6, and 7, George Goodwin. | 152,640 00 | ..... | 152,640 00 |
| do 8, Charles H. Raynor..... | 58,767 00 | 18,202 00 | 76,969 00 |
| do 9, Randolph Macdonald..... | 34,277 00 | 1,100 00 | 35,377 00 |
| do 10, Rogers & Taylor..... | 57,864 00 | 36,682 50 | 94,546 50 |
| do 11, Thomas Feeney..... | 77,715 00 | 18,731 00 | 96,446 00 |
| do 12, Denis O'Brien & Son..... | 26,572 65 | 238 50 | 26,811 15 |
| do 12, George Goodwin..... | 11,400 37 | ..... | 11,400 37 |
| do 13, Randolph Macdonald..... | 87,979 40 | 26,590 00 | 114,569 40 |
| | $621,041 37 | $205,064 00 | $826,105 37 |

It will be observed that the furnishing of cement is not included in the contracts above enumerated. With a view of establishing a reliable system of tests here, a suitable plant was purchased in 1891-92, and since that time about forty different brands of cement have been carefully tested and the results tabulated. About 20,000 briquettes have been made almost entirely with a Faija mixer, and great caution has been exercised in conducting the experiments. Based upon the information thus obtained, specifications have been prepared and a small contract (2,000 barrels) was let in May last. This has been attended with satisfactory results. A quantity of the cement at first supplied was promptly rejected on being found defective, and immediately replaced by an article of excellent quality which is now being used in the masonry. This system will be continued, as its effect in securing solid work is obvious. Without sound cement it is impossible to build a good hydraulic wall, and the quality of the cement can only be known by the frequent application of fair and impartial tests. This question is of paramount importance in canal construction.

No further experiments have yet been made with reference to my plan of operating the gates by electricity, which was tried at lock No. 4 of the Beauharnois Canal. As previously stated, the results there proved the feasibility and economy of the system; and the masonry of the locks of this canal has been adapted to the reception of the steel beams and working apparatus. It is further intended to operate both the gates and filling or emptying sluices from one point on whichever side of the lock may be found suitable. Abundant power to do this and turn all the bridges on the canal can be obtained at the site selected for a power-house at the crossing of River à la Graisse, midway of the summit level. Here the canal is only a few hundred feet from the St. Lawrence, whilst its surface is twenty feet over that of the river. It is obvious that a very large power can be had at this point without detriment to the navigation. The building may also be arranged as a repair shop for gates, &c., and made to cover in a discharging weir or culverts of large dimensions, through which the long level can be rapidly lowered without running such a heavy volume through the Cascades locks. Further investigation may show the advisability of adopting a system of cable towing by which vessels can be taken through the first four locks at the east end of the canal without using their own steam. This would facilitate rapid passage, and probably save damage to the structures arising from the frequent starting and stopping of large and heavily laden craft.

There is only one railway bridge over the canal. This is on section 13 as previously stated. The superstructure for this is under contract with the Dominion Bridge Company at Lachine, P.Q, but its completion has been delayed by strikes and other unavoidable circumstances. It will, however, be completed before the end of the season. There are two road bridges over locks. One is at the guard gates on section 13, and the other over the upper wings of lock No. 4, section No. 2. There are also five road bridges across the canal. These are designed to swing over an opening of one hundred feet clear which is the distance between the toes of the slopes of the full prism. In this way the canal will be quite unobstructed for its entire bottom width, and vessels need not slacken speed when passing the bridges. This plan is more economical than that of placing a centre pier in the middle of the channel and dividing it into two narrow openings. In fact, the cost of the bridges will be reduced fully one-third when compared with those of the Welland Canal, whilst no impediment will be offered to rapid navigation. It is expected that the summit level (10½ miles) will be passed in about an hour and a half without damage to the canal by washing the banks. The protection lining will be made to cover a considerable height of the side slopes, and as it will be formed of small stones, the effect of the wave created by fast going vessels will be minimized.

It will be seen from the foregoing brief report that the work done so far has been principally earth excavation. That taken out is generally the brown clay forming the top layer which is obviously the easiest handled, being all scraper work. The underlying blue clay and hard material at the west end must be taken out by steam shovels or dredges.

It may be said in conclusion that the works as a whole must progress much faster than heretofore to ensure the completion of this canal within a reasonable period.

I am, sir, your obedient servant,

THOMAS MONRO, M. Inst. C.E.,
*Engineer Soulanges Canal.*

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Railways and Canals,
Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS.

MONTREAL AND OTTAWA DIVISION OF THE GOVERNMENT CANALS.

SUPERINTENDENT ENGINEER'S OFFICE,
MONTREAL, 8th October, 1894.

SIR,—I have the honour to submit herewith my report on the works under my charge for the fiscal year ended 30th June, 1894.

These works are the Lachine and Beauharnois Canals on the St. Lawrence, the Ste. Anne, Carillon and Grenville, and Culbute Canals on the Ottawa, and the Chambly and St. Ours Canals on the Richelieu River.

Each of these will be dealt with in the above order.

## LACHINE CANAL.

### ORDINARY REPAIRS.

As usual the canal was emptied in the beginning of April, and all the structures under water overhauled and the prism cleaned.

In the fall of 1893, tenders were invited for the painting of all the bridges, buildings, waste weirs and fences along the canal, and the contract awarded to Messrs. Lefebvre & Co. at $800.

This work was commenced in November and completed in May last.

Mill Street was scraped and macadamized in October, 1893, and kept in good repair all the year round.

The paving of Common Street by the city necessitated the removal of the old ramps along the wharf above lock No. 2, and their replacing by new ones.

The tow-paths, some 14 miles long, and the foot-paths within the city were also attended to.

The tow-path on the north side of the canal requires macadamizing. This is intended to be done shortly.

In January last, the culvert at Côte St. Paul, which had become nearly choked with clay and rubbish, underwent a thorough cleaning, which necessitated the use of a steam pump for a fortnight.

Twenty-one piers in the upper entrance were rebuilt from the water's edge to the top.

The electric station was also gone over, and put in as good order as possible. This building is very small for the quantity of machinery it contains, and cannot therefore be kept in a very satisfactory state. The new generator for the Wellington bridge which was set up in June, has taxed it to its utmost capacity, and it is to be hoped that, as soon as the government takes possession of the buildings in connection with Tate's dry dock, the electric station will be transferred to the stone mill across Forfar Street.

A drain composed of a double row of pipes, 18 inches in diameter, on a length of 625 feet, and a single pipe 15 inches in diameter, for a length of 1,140 feet, was built on the south side of the canal above Côte St. Paul bridge, for the purpose of carrying surface water to River St. Pierre, through the culvert under the canal at this point. The work was awarded under contract to P. Jackson, Esq., and completed in the spring.

Another line of 12-inch pipe, 370 feet long, was laid on government property, immediately below the Côte St. Paul culvert, for the purpose of taking off canal leakage, and a third one on Mr. Evans's land, together with an open ditch 660 feet long along the front of the last mentioned property. These works were under the charge of Mr. L. G. Papineau.

## Income.

One pair of spare gates for locks Nos. 1 and 2 was built during the year.

The guide pier above Côte St. Paul lock was taken down and rebuilt during March and April, 1894. This pier is 228 feet long, 16 feet wide, and 17 feet high.

The openings through it for the passage of the canal water to the head race leading to the mills at the lock, have been so disposed as to regulate the flow and obliterate the suction caused by the former ones, thus making the entrance to the lock much easier for boats and the feeding of the mills more satisfactory.

## Capital.

### *Lachine Drainage System.*

This work has been undertaken in 1891, by Messrs. Heney, Borthwick and Léger, and is nearing completion. It consists of a covered brick sewer 6,420 feet in length, and an open ditch, extending from the outlet of the above to Côte St. Paul, where it opens into River St. Pierre, a distance of 17,860 feet.

The lower course of River St. Pierre from the canal to the St. Lawrence has not yet been touched. This portion will have to be deepened from 2 to 3 feet in order to ensure the efficiency of the works above.

### *Dredging.*

Cross sections in connection with the deepening of the Lachine Canal to 20 feet from lock No. 2 to St. Gabriel were commenced early in July, 1893, and the dredging operations inaugurated on the 28th August following, with dredge No. 2. Dredge No. 1, which was then busy at Valleyfied, was brought back and set to work in the course of October.

The quantity of material excavated from the beginning to the 18th November, and then from the 1st of May to the 1st of July, amounted to about 28,000 cubic yards.

During the winter four large scows and some forty dumping boxes were built, the timber, lumber and iron used being taken from the stock left over from the new Wellington Street bridges, the appropriation for which being duly credited therefor.

## BEAUHARNOIS CANAL.

### Ordinary Repairs.

The structures on this canal are in a very much dilapidated condition, and in view of the completion of the Soulanges Canal in a few years, only such repairs are now done as are absolutely necessary for the safety of navigation.

On the 9th November, 1893, the lower gates of lock No. 9 were carried away, owing to a log being caught between them, and traffic had to be suspended for 34 hours for repairs.

On the 13th of May last, the steamer "Ocean" while entering lock No. 12 on her way down broke through the lower gates. These were thrown down, as well as the south leaf of the upper pair. Repairs were commenced without delay and the canal reopened for traffic 28 hours later. The broken gates have since been rebuilt and placed in position, the spare gates used in the meantime being old and not very safe.

For details of the work done in connection with the ordinary repairs here, I beg to refer you to the superintendent's report herewith attached.

### Income.

The amount of $2,000 granted to provide a small electric plant for operating lock gates was used as intended. The machinery supplied by the Canadian General Electric Co. was experimented with at lock No. 4, which is close to the canal electric station, and the trial conducted under the supervision of Mr. Thomas Munro, engineer in charge of the Soulanges Canal, proved very satisfactory.

### *Drain at Valleyfield.*

On the 2nd October, 1893, a contract was entered into with Messrs. A. Chagnon & Co., for the construction of a tile pipe drain for taking off surface water at Valleyfield. Work was commenced at once and pushed vigorously until the beginning of December, when it was stopped for the winter. It was resumed in April following, and carried on desultorily until the 23rd May. During that mouth the contractors were notified that unless they took steps within the following six days to make better progress with the construction of the works, their contract would be cancelled.

They failed to meet the requirements and removed their men on the 26th of that month.

Up to the 1st July last nothing had been done to complete the drain, about half of which had then been built.

This work was under the charge of Mr. L. S. Pariseau, whose report will be found further on.

## STE. ANNE LOCK.

### Ordinary Repairs.

There is nothing special to note in connection with repairs here. The new lock, piers, wharfs, &c., received the usual amount of attention and were kept in a fair state of efficiency. Considerable work was done on the long wing-pier above the old lock, where four rows of timber were renewed for a length of 300 feet, and the sheeting taken up and replaced. This pier will now have to be planked over and an amount has been inserted in the estimates for 1894-95 to that effect.

INCOME.

The south pier in the south channel has been renewed from the top to the level of the water, a set of stop-logs for the new lock, with iron truss bars, has been prepared and a shed erected on the canal bank to store them.

## CARILLON AND GRENVILLE CANALS.

REPAIRS.

These canals are now under the superintendency of Mr. G. H. Simpson, who was appointed in October, 1893.

Navigation was carried on without interruption here during the year, although it is somewhat impeded by the crookedness and narrowness of a couple of reaches where the width in the bottom does not exceed twenty feet, and is gradually getting smaller on account of the unprotected slopes being washed down. They will have to be widened at an early date.

The booms which had been carried over the dam in May, 1893, have been thoroughly repaired and were put in position at the head of the Carillon Canal on the 26th April last.

The portion of the dry walls left unfinished at lock No. 6 in the spring of 1893, were completed during the present year, and the approaches to this lock have thus been considerably improved.

The south side of the upper approach will, however, soon require to be overhauled. A new guard-house has been erected at lock No. 6, and the old one, which was no longer habitable, turned into a store-house for materials and tools.

INCOME.

*Carillon Dam Repairs.*

This work was completed about the end of March last, and is now in a satisfactory condition.

The portion of the structure south of the slide, 373 feet long, has been treated in the same manner as the main dam, the southern slide pier renewed on a length of about 350 feet from the top to the level of low water, and a cross pier 73 feet long, 23 feet at the base, and 20 feet high, built between the southern slide pier and the outer pier on the Point Fortune side.

The completing of these repairs ensures a permanent level in the Carillon Canal, all leaks having been effectually stopped, and a sufficient quantity of stone put into the body of the dam and above it to prevent any more breaks.

A quantity of tools and materials left over after the completion of the work is now stored at Carillon and will be used in connection with the canal when required. A statement of the operations from October, 1891, to 16th March, 1894, was handed you with my letter of the 7th June last.

CARILLON CANAL.

The mooring pier at the head of lock No. 2 was repaired as intended, the face timber renewed for a length of 150 feet, the pier proper re-filled where necessary and new flooring put in.

GRENVILLE CANAL.

Two bulkheads were built at locks Nos. 5 and 6. They are provided with a sluice valve in the bottom to regulate the level in sections Nos. 1 and 2, and are also used as surface weirs.

## CULBUTE CANAL.

### Repairs.

No repairs of any consequence were done here during the year. The two combined wooden locks are still in a fair state of efficiency for the very light traffic going through, but the gates are getting harder to work.

Nothing was done towards the removing of the dams at Rocher Fendu and Grand Calumet Falls, authorized by Order in Council of the 24th October, 1889.

### Income.

As stated in my last report, Mr. H. G. Stanton was engaged during the early part of the year surveying lands on the upper Ottawa, which are alleged to have been flooded by the Grand Calumet and Rocher Fendu dams. He returned to Ottawa in November, and then prepared a detailed report, with plans showing the areas drowned on all the lots examined. This report was forwarded to you on the 8th April last.

## CHAMBLY CANAL.

### Repairs.

Considerable repairs, the details of which will be found in the superintendent's report, have been executed on this canal during the past year. The most important were the rebuilding of over 1,200 cubic yards of revetment and retaining walls, the repairing of the riprap in the prisms, the renewing of 85 oak mooring posts, the completion of one pair of spare gates for lock No. 1, the strengthening of the walls at lock No. 3, and the repairing of the lower platform and sill of lock No. 9.

To do this latter work, it was necessary to pump the lock dry, a substantial cofferdam was therefore put in at the lower entrance and two pumps were used, one of which was operated by steam, the other by electric power furnished by the canal electric station. This work was done immediately after the close of navigation, *i.e.*, from the 1st to the 10th December, 1893.

From the lower recess down, the masonry of this lock is considerably dilapidated, and will have to be rebuilt at some future date. All the other locks on this canal have been lately repaired and are now in good condition.

### Income.

An amount of $3,000 had been granted for the renewal of the seats of bridges Nos. 4 and 6. The old masonry was removed in April and replaced by crib-work, the work being completed for the opening of navigation.

*Gravel on Towpath.*—This gravel was supplied under contract by Messrs. Gervais Frères, and the speading of it on the road done by the repair staff. The whole of the towpath is now covered with a good coat of hard gravel and in a first rate condition.

*Fence along Canal at St. Johns.*—This fence composed of cedar posts, 273 in number, 10 feet apart, and two ($\frac{5}{16}$-in.) iron chains, was built in June last. It has considerably improved the appearance of the canal at that point, and removed a cause of accidents to people using the road there.

*Encroachments on Canal property.*

For years past the government property along the Chambly Canal has been encroached upon by various parties, and efforts have lately been made to remedy this state of things.

Searches have been made in the public and other offices for plans, maps and documents establishing the rights of the government, but were attended with little success. They are at present and will be continued as circumstances will permit.

## ST. OURS LOCK.

The necessary repairs were done here to maintain the lock, dam and various structures in a good state of efficiency throughout the year. This lock which was thoroughly overhauled a few years ago is now in good condition, as well as the structures in connection with it.

## GENERAL REMARKS.

Under instructions from you, I paid another visit to Moncton, N.B., in order to study the system used on the Intercolonial Railway for the purchase and distribution of stores as well as the method of book-keeping in use. I went down in February, and spent a couple of days with Mr. R. V. Cooke, the general storekeeper, who with the authorization of Mr. Pottinger, general manager, kindly gave me all the information I desired, and for which I now extend to him my most sincere thanks. The result of this visit, and of the combined efforts of the canal superintendents and myself, has been the adoption of a set of six books, which it is hoped, will meet all requirements in connection with the canal stores. One of these, viz., the day book, which has been devised by the Chambly Canal superintendent, will show at a glance the daily distribution of all materials, tools, implements, &c., on each canal. It is very easily kept, and will be a great help in regulating the expenditure on all the works.

### Canal Stores and Book-keeping.

The new system of book-keeping has been inaugurated on the 1st July, 1894.

Orders have been issued to all superintendents to make a full inventory of the stock on the canals under their charge, the inventory to comprise also a detailed description of the canals and various structures and buildings in connection therewith. This is in progress at the time of writing.

### Small Dredges.

In December, 1893, you instructed me to travel to Prince Edward Island, and examine some of the small dredging machines used by the farmers there for digging mussel-mud, which is used as a fertilizer, and find out whether these appliances could be utilized in connection with the canals under my charge.

I was at Charlottetown on the 14th, and with the kind help of the much regretted superintendent of the Prince Edward Island Railway, Mr. Jos. Unsworth, I was enabled to attain the object of my visit.

Sketches of the appliances were furnished by me to our machinist at Chambly, who has devised on the same lines, a combined self-propelling dredge and floating derrick, which would be exceedingly serviceable where a large dredge is not required or cannot be used.

A model will be submitted to you, and should you approve of it, the machine could well be built at our shops.

Inclosed herewith are the usual statistical statements of fines, damages and water levels.

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

ERNEST MARCEAU,
*Superintendent Engineer.*

C. Schreiber, Esq., C.M.G.,
Chief Engineer of Railways and Canals,
Ottawa.

# Department of Railways and Canals.

MONTREAL, 10th September, 1894.

SIR,—I have the honour to submit my report upon the works under my charge during the fiscal year 1893–94.

These embrace 1st: The deepening to nineteen feet of water of a section of the Lachine Canal. 2nd. The construction of a covered drain in Valleyfield. 3rd. The construction of flat scows, dumping boxes and the repairs and alterations to the dredging fleet under your control. 4th. The preliminary surveys and estimates of cost of different proposed works.

## *Deepening of a Section of the Lachine Canal.*

This section is situated between locks Nos. 2 and 3. It has an area of 23·2 square acres, and the total quantity of material to be excavated by submarine work is 340,000 cubic yards.

Operations on this work were commenced in basin No. 2, opposite Jaque's sheds, on the 28th August, 1893, with dredge No. 2, steam derrick No. 2, tug "St. George" and six flat scows fitted with an insufficient number of dumping boxes. On the 17th October following, dredge No. 1 and two flat scows with small boxes were added to the above plant, and the dredging was continued until the 18th November of the same year, when it had to be stopped owing to the cold weather setting in. The work was resumed on the 1st May, 1894, and was still going on on the 30th June.

The statistics of the quantity of material dredged out during the year are as follows:—

| | Cubic yards. |
|---|---|
| From the 28th August to the 17th October | 6,340 |
| do 17th October to the 18th November | 6,295 |
| do 1st May to the 30th June | 15,340 |
| Total | 27,975 |

The whole of the material dredged out has been transported to Côte St. Paul, two miles away from the place of excavation, and deposited partly in a swamp on the south side of the canal and partly on the north embankment. The 15,340 cubic yards deposited at the latter place were taken away from the canal ground by the Corporation of St. Henri and Messrs. Clendenning & Son free of cost to the Government.

The total expenditure for the year on this work was $20,956.81 including the cost of constructing four scows and sixty dumping boxes which amounted to about $8,000.

## *Valleyfield Drain.*

This work is situated along the northern boundary of the town of Valleyfield in Beauharnois County, P.Q. Its purpose is to carry off the surface water of a portion of the said town and of that part of the parish of Ste. Cecile known as "Belle Rive."

The specification for the construction of this drain was prepared by me during the month of August, and tenders for its execution were invited for the 11th September, 1893.

The contract, which was awarded to Messrs. A. Chagnon & Co., was signed by them on the 2nd October following.

The works on this drain were commenced by the contractors right after the signature of the contract and continued up to the 5th December, 1893. On the 4th April, 1894, they were resumed and carried on up to the 23rd May, when they were abandoned by the contractors.

The portion of this drain completed by Messrs. A. Chagnon & Co. is 1,475 feet long, for which the final estimate amounted to $5,546.15. From the 23rd of May to the 30th June, 1894, nothing has been done on this work, and the length of drain remaining to be done is 2,225 feet.

*Scows, Dumping boxes, Repairs to Vessels.*

During the winter months sixty dumping boxes and four flat scows were built out of timber taken from the stock of the Wellington Street bridges.

The scows are 60 feet long, 22 feet beam and 5½ feet hold. The framing is of pine and oak timber 8 x 10 inches and the planking 5 inches thick. The dumping boxes are 7 x 7 x 1 foot, and made of 2½ inches oak plank and heavily ironed. The cost of these boxes and scows is nearly $8,000.

*Surveys and Preliminary Estimates.*

During the year surveys and preliminary estimates have been made for a covered drain along the south side of Beauharnois Canal at Valleyfield, and also for a new bridge across the Lost Channel at St. Timothée. The plans of these surveys are now on file in your office.

I have the honour to be, sir,
Your obedient servant,
L. S. PARISEAU.
*Resident Engineer.*

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal

MONTREAL, 28th September, 1894.

SIR,—The works under my control during the fiscal year 1893-94 have been the Lachine drainage system and the construction of a drain at Côte St. Paul.

The Lachine drain has been under construction since 1891. Messrs. Heney & Borthwick are the contractors.

The collecting drain has been completed in the month of October, 1893. The connecting trench, which is properly the continuation of the collecting drain as far as the outlet of the brick sewer was completed at the same time. Rock was met on the whole distance excavated this year both for the brick sewer and collecting drain.

Work was interrupted on the brick sewer on November 28th, and resumed on 16th of April, 1894. At the end of the fiscal year the brick sewer was nearing completion, a little more than one month's work remaining to be done.

The drain at Côte St. Paul was surveyed in August, 1893. Tenders were called for and a contract entered into on the 7th November, 1893, with Peter Jackson, Esq., of Côte St. Paul.

The work was begun soon after and continued during the winter months with occasional interruptions. At the end of the fiscal year it was almost completed.

It consists of drain pipes; a double line of 18-inch pipes for a distance of 625 feet, then a single line of 15-inch pipe about 1,140 feet long to the junction of the present box drain.

At the upper end of this box drain, opposite lot No. 3607, an open ditch, 660 feet in length, was cut to offer drainage to the front part of Mr. Evans's property, which was shut out by the canal.

On the same lot, a ditch where the wash from the canal used to demolish the banks was filled in, a line of 15-inch pipe first being laid to serve as an outlet for drainage of lands above.

In connection with this drain at Côte St. Paul, a line of 12-inch pipe, 370 feet long, was also laid along the boundary of the government ground facing lot No. 3912, east of the culvert, to stop leakage from the canal.

Plans were also prepared for a wing pier above Côte St. Paul lock, opposite the entrance of the head race of the manufactures and of the regulating weir.

This pier was built in the latter end of March and month of April, 1894, and completed for opening of navigation.

The pier is 228 feet long, 16 feet wide and 17½ feet high. Water is admitted through six openings 5 x 11 feet at the bottom of the pier, besides a larger one 17 x 13 feet. A bridge connects the end of the pier with the tow-path.

This work was done by day's work by department employees, and during construction I furnished alignments and levels.

I have the honour to be, sir,

Your obedient servant,

L. G. PAPINEAU,
*Resident Engineer.*

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

LACHINE CANAL OFFICE,
MONTREAL, 20th September, 1894.

SIR,—As requested I have the honour to submit my report on the various works under my charge for the fiscal year 1893-94, ended 30th June last.

This canal was closed on the 30th of November, 1893, and reopened to navigation on the 23rd April, 1894.

One accident of a slight nature occurred to the Wellington bridge on August 25th, caused by one of the rollers breaking. Navigation was not interfered with, although the traffic was stopped for two hours.

## REPAIRS.

The water was drawn off on the night of 7th April, and let in again on 22nd of the same month, the canal being open to traffic on the 23rd of the same month.

While the water was out of the canal all the works under water were overhauled and repaired. Several boulders were removed from the channel between lock No. 2 and Wellington bridge.

The breast work of lock No. 3, which was in bad order was repaired.

The flooring of the waste weir at Côte St. Paul was renewed in several places, as well as the crib-work at the same weir.

The valves in the several weirs and lock gates were gone over and thoroughly repaired.

During season of navigation the following repairs were attended to :—

Mill Street was scraped and macadam spread and the street put in good repair.

The several roads around the wharfs were also placed in good order.

Bridges Nos. 1, 2 and 3 were replanked, from time to time, as was considered necessary. The wharfs were planked and put in good repair. The paving of Common Street necessitated the removal of the old ramps; this was done and the ramps rebuilt.

The slope walls along the line of canal required and underwent considerable repairs. The tow-paths which measured some fourteen miles on both sides of the canal, were kept in good repair. All the government foot-paths within the city limits, which measure over 8,000 lineal feet, were planked or levelled as the case might be, and were kept in good order.

The several government buildings were repaired and placed in good order.

The snubbing posts along the line of canal were straightened up, 42 new ones set, and replaced those which had become useless.

The several drains on government property were cleaned and the weeds cut.

The culvert above Côte St. Paul bridge was cleaned during the month of January. The boom piers at Lachine were put in good repair, twenty-one piers having been rebuilt from the water's edge.

The plant connected with the canal, such as derricks, scows, &c., were not touched as they were in good repair.

The several bridges, lock-houses, waste weirs, fences, &c., were painted under contract, by Messrs. Lefebvre & Co. The work was performed satisfactorily.

The telephone line also gave fair satisfaction.

INCOME.

One pair of lock gates for upper sills of new locks Nos. 1 and 2 was built and is at present in the large shed at lock No. 3.

A pier was also built between old lock No. 4 and the waste weir at Côte St. Paul, its length being 228 feet 6 inches by 16 feet; it is constructed so as not to interfere with the head race, leading to the several factories, having six openings from the base of the pier to within four feet from the water level.

I may also state that the several manufacturers are well satisfied, it being a great improvement on the old one, which it has replaced.

Trusting the above mentioned works were carried out to your satisfaction,

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

JOHN CONWAY,
*Acting Superintendent.*

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

# Department of Railways and Canals.

## 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 ending 30th June, 1894.

| Months. | Old Lock No. 1, Lower Sill. | | Old Lock No. 5, Upper Sill. | |
|---|---|---|---|---|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July | 20 7 | 18 8 | 12 11 | 11 9 |
| August | 20 6 | 17 4 | 12 8 | 10 10 |
| September | 20 5 | 17 0 | 12 7 | 10 5 |
| October | 17 2 | 16 4 | 10 9 | 10 2 |
| November | 16 9 | 16 1 | 10 9 | 9 8 |
| December | 35 8 | 16 1 | 11 11 | 9 6 |
| 1894. | | | | |
| January | 32 10 | 28 9 | 12 4 | 10 11 |
| February | 28 9 | 25 3 | 12 0 | 9 5 |
| March | 30 8 | 26 0 | 12 10 | 8 9 |
| April | 31 5 | 20 0 | 14 2 | 11 5 |
| May | 23 3 | 20 9 | 14 6 | 12 6 |
| June | 21 6 | 19 10 | 13 5 | 12 6 |

## 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 ending 30th June, 1894.

| Months. | New Lock No. 1, Lower Sill. | | New Lock No. 5, Upper Sill. | |
|---|---|---|---|---|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July | 22 9 | 20 10 | 17 1 | 15 11 |
| August | 22 8 | 19 6 | 16 10 | 15 0 |
| September | 22 7 | 19 2 | 16 9 | 14 7 |
| October | 19 4 | 18 6 | 14 11 | 14 5 |
| November | 18 11 | 18 3 | 14 11 | 13 10 |
| December | 37 8 | 18 3 | 16 10 | 13 11 |
| 1894. | | | | |
| January | 35 0 | 30 11 | 16 5 | 15 0 |
| February | 30 11 | 27 5 | 16 2 | 13 7 |
| March | 32 10 | 28 4 | 17 0 | 12 11 |
| April | 33 7 | 22 2 | 18 4 | 15 7 |
| May | 25 5 | 22 11 | 18 8 | 16 8 |
| June | 23 8 | 22 0 | 17 7 | 16 8 |

## BEAUHARNOIS CANAL.

MELOCHEVILLE, 4th August, 1894.

SIR,—I have the honour to submit the following report on the works under my charge during the fiscal year ended 30th June, 1894.

The Beauharnois Canal was closed on the 1st December, 1893, and reopened for navigation on the 23rd April, 1894.

Navigation was interrupted for 34 hours on the 9th November, 1893, owing to the carrying away of the lower gates of lock No. 9. The accident happened during the night, and was due to a piece of timber getting between the two leaves of the gates.

On the 13th May last, another accident happened caused by the steamer "Ocean" running into the lower gates of lock No. 12. These gates, as well as one leaf in the upper set were considerably damaged This caused the navigation to be interrupted for 28 hours.

### *Locks and Lock Gates.*

Locks Nos. 7, 8, 9 and 10 were pointed in April, 1894, and fender posts with braces and straps put in at lock No. 9.

A pair of lock gates was built and placed at lock No. 8, and a second pair for lock No. 9, to replace the ones broken in November, 1893. The gates broken by steamer 'Ocean" in May, 1894, have been taken to the shops, rebuilt and replaced at lock No. 12.

Besides these a pair of spare gates was built for lock No. 11 ; these have been sunk into the canal. Other gates were more or less extensively repaired. Some of the stones in the mitre sill at lock No. 13 having been broken, were replaced by blocks of oak well bolted into the rock.

Foot bridges were renewed at lock No. 8 and repaired at lock No. 9.

### *Bridges.*

At locks Nos. 8, 12 and 14 new waste weir bridges have been built.

The large bridge at weir No. 10 was extensively repaired.

Important repairs were made to the swing bridge at Valleyfield. These consisted in strengthening the sleepers and stringers and renewing the flooring.

The swing bridges at locks Nos. 5, 10 and 13, and that at St. Timothée were raised and the pivots dressed. The last mentioned bridge was also replanked.

Bridges 7, 8, 9, 10, 11 and 12, as well as lock gates and anchor blocks were painted during the year.

A number of farmers' bridges have been renewed and others, 120 in all, repaired.

### *Fender and Mooring Posts.*

Locks Nos. 12, 13 and 14. New fender posts put in and painted.

Locks Nos. 6, 8, 9 and 10. Fender posts repaired and painted.

Thirty new mooring posts were planted on the canal banks and a number of others straightened.

### *Scows.*

One new scow was built for ferry No. 1. The deck on the big repair scow was renewed and the hull caulked and painted.

A flat row boat was built for ferry No. 1.

### *Fences.*

Fences around the collector's house were repaired and new fences built at lock No. 6, as well as at the house occupied by the electrician.

### *Wharfs.*

The wharfs along the upper entrance have been repaired on a considerable length, but a large portion of them is still untouched, other wharfs have been properly repaired.

*Canal Banks, Dykes and Roads.*

Fifteen toises of stone for the Hungry Bay dyke have been purchased, broken and spread on the portions of the road here where it was most needed. This stone was then covered with a layer of gravel.

The canal banks have been thoroughly maintained during the season.

The rip-rap on both sides was repaired in the spring.

The weeds were cut in good time and the roads well kept.

*Buildings.*

The roof at lock-house No. 13, and that of the watch-house No. 8, were covered with Canada plate.

A story was added to the lock-house at lock No. 8.

A wooden kitchen was built for the lockmaster's house at lock No. 7.

Roofs were repaired at locks Nos. 6 and 9, and various other buildings more or less extensively repaired.

*Piers.*

The piers at the lower entrance to the canal were repaired in the fall, but were again slightly damaged by ice last spring.

*Work Done at the Shops.*

The following were built at the shops during the year:—A derrick and horse power, window sashes, doors, wheelbarrows, sledge hammers, stone hammers, &c.

I have the honour to be, sir,

Your obedient servant,

J. F. BÉIQUE,

*Superintendent.*

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

BEAUHARNOIS CANAL.

STATEMENT showing the depth of River Water on Mitre Sills of Lock No. 6, at Lower Entrance, and Lock No. 14, at Upper Entrance, during the Fiscal Year ending 30th June, 1894.

| Month. | Lock No. 6, Lower Sill. | | Lock No. 14, Upper Sill. | |
|---|---|---|---|---|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July | 12 9 | 12 2 | 12 10 | 12 6 |
| August | 12 1 | 9 10 | 13 0 | 11 6 |
| September | 12 10 | 9 10 | 13 0 | 12 0 |
| October | 10 4 | 9 7 | 13 0 | 11 8 |
| November | 9 8 | 9 6 | 12 2 | 11 6 |
| December | 15 10 | 9 9 | 12 7 | 11 5 |
| 1894. | | | | |
| January | 18 6 | 15 8 | 12 7 | 11 5 |
| February | 21 2 | 16 8 | 12 0 | 10 8 |
| March | 18 6 | 15 6 | 12 8 | 10 6 |
| April | 15 6 | 11 3 | 12 6 | 11 8 |
| May | 15 10 | 12 9 | 12 8 | 12 0 |
| June | 13 8 | 11 8 | 12 11 | 12 2 |

## STE. ANNE'S LOCK.

SUPERINTENDENT'S OFFICE,
STE. ANNE, 10th August, 1894.

SIR,—I have the honour to submit herewith my report for fiscal year ending 30th June, 1894.

Navigation closed here on the 27th November, 1893, and was reopened on the 21st April, 1894. Mail boat and general traffic have not been interrupted any during the opened period. Ordinary repairs have been made to the locks, lock gates and guide lights at upper entrance, government buildings, fences and bridges. Two buoys have been repaired. Three hundred feet long of pier south of old lock have been repaired. One thousand feet long of pier above the two old locks have been repaired.

One pier 18 feet x 30 feet above the new lock has been repaired, as well as 1,150 feet of booms.

Eleven hundred and five feet of pier below locks half way to Ile Perrot have been repaired, as well as the lighthouse pier at Ile Perrot.

A stop log shed has been built.

Two scows have been repaired.

Twenty-four stop logs for lock gates have been prepared.

### INCOME.

The work under this head comprises the renewal of the south pier in the south channel and the construction of a set of stop-logs for the new lock and a shed erected on canal bank to store them.

I have the honour to be, sir,
Your obedient servant,
J. L. DAOUST,
*Superintendent.*

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

### STE. ANNE'S LOCK.

STATEMENT showing depth of River Water on Mitre Sills of Ste. Anne's Lock, during the Fiscal Year ended 30th June, 1894.

| Months. | Lock No. 1, Lower Sill. | | Lock No. 1, Upper Sill. | |
|---|---|---|---|---|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July | 12 11 | 11 0 | 14 5 | 12 5 |
| August | 12 5 | 10 0 | 12 9 | 11 5 |
| September | 12 3 | 10 5 | 12 5 | 10 8 |
| October | 10 7 | 10 1 | 11 6 | 10 10 |
| November | 10 4 | 10 0 | 11 6 | 11 0 |
| December | 12 0 | 10 0 | 11 2 | 10 6 |
| 1894. | | | | |
| January | 12 5 | 11 1 | 11 9 | 11 2 |
| February | 12 0 | 10 1 | 11 9 | 11 0 |
| March | 13 2 | 9 9 | 14 5 | 11 0 |
| April | 14 2 | 11 7 | 17 4 | 12 11 |
| May | 14 3 | 13 0 | 17 6 | 15 2 |
| June | 13 4 | 12 0 | 15 4 | 13 11 |

# Department of Railways and Canals.

## CARILLON AND GRENVILLE CANALS.

CARILLON, 10th July, 1894.

SIR,—I have the honour to submit to you the annual report of the maintenance of staff and repairs of the Carillon and Grenville Canals for the fiscal year ending 30th June, 1894.

The Carillon and Grenville Canals were closed on 30th November, 1893, and again reopened on the 23rd of April, 1894.

The works accomplished are as shown below. The booms which were very much broken during the high water of spring 1893, have been thoroughly repaired and were placed in position above lock No. 2, Carillon Canal, on 26th April, 1894.

I beg also to draw your attention to the removing and rebuilding of dry wall at lock No. 6, same being 230 feet long, and is now in perfect condition.

Derrick scow for use of Carillon and Grenville Canals has been put into thorough repair, same having become nearly useless.

New lock-house for lock No. 6 was completed and is now occupied, old lock-house being used for a store-house for materials in use about said lock.

The tow-paths and banks of canal have required careful watching and constant repairs, more particularly Grenville Canal, due to its low banks, is very much given to breaking down, same have been strengthened in many places during past season, but still require constant work to keep in good repair.

Buildings on said canals have been more or less repaired, and are now all in good state.

I am, sir, your obedient servant,

G. H. SIMPSON,
*Superintendent.*

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

### CARILLON CANAL.

STATEMENT showing depth of River Water on the Mitre Sills of Locks Nos. 1 and 2, Carillon Canal, during the Fiscal Year ended 30th June, 1894.

| Months. | Lock No. 1, Lower Sill. | | | | Lock No. 2, Upper Sill. | | | |
|---|---|---|---|---|---|---|---|---|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1893. | Ft. | in. | Ft. | in. | Ft. | in. | Ft. | in. |
| July | 14 | 1 | 12 | 6 | 14 | 0 | 13 | 0 |
| August | 14 | 1 | 12 | 4 | 14 | 0 | 13 | 0 |
| September | 14 | 0 | 11 | 5 | 14 | 8 | 12 | 5 |
| October | 12 | 8 | 11 | 2 | 13 | 3 | 12 | 5 |
| November | 12 | 9 | 12 | 4 | 13 | 3 | 12 | 9 |
| December | 12 | 9 | 12 | 3 | 16 | 9 | 12 | 8 |
| 1894. | | | | | | | | |
| January | 13 | 1 | 12 | 3 | 13 | 7 | 12 | 6 |
| February | 13 | 4 | 12 | 8 | 13 | 0 | 11 | 9 |
| March | 16 | 8 | 13 | 3 | 16 | 6 | 12 | 0 |
| April | 19 | 7 | 14 | 6 | 20 | 6 | 14 | 5 |
| May | 19 | 9 | 17 | 0 | 21 | 0 | 17 | 8 |
| June | 17 | 4 | 15 | 4 | 18 | 6 | 16 | 3 |

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, 1894.

| Months. | Lock 3, Lower Sill. | | Lock No. 7, Upper Sill. | |
|---|---|---|---|---|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July | 20 0 | 16 8 | 17 0 | 13 10 |
| August | 16 7 | 15 3 | 14 11 | 12 0 |
| September | 17 0 | 14 6 | 13 9 | 11 0 |
| October | 15 9 | 14 6 | 12 7 | 11 0 |
| November | 15 9 | 15 0 | 12 10 | 11 0 |
| December | 19 0 | 15 0 | 12 0 | 11 3 |
| 1894. | | | | |
| January | 21 0 | 17 0 | 11 3 | 10 1 |
| February | 24 10 | 19 6 | 10 0 | 9 9 |
| March | 24 8 | 19 0 | 17 0 | 9 11 |
| April | 25 4 | 17 4 | 21 6 | 14 8 |
| May | 25 5 | 21 4 | 21 8 | 18 0 |
| June | 21 10 | 19 6 | 18 6 | 16 4 |

MONTREAL, 8th October, 1894.

SIR,—I have the honour to hand you my annual report for the fiscal year ending 30th June, 1894.

I was engaged on the Upper Ottawa River, surveying lands alleged to have been damaged by the government placing dams in the river at the Grand Calumet and Rocher Fendu Rapids.

The party consisted of four men, who were continuously employed from June till late in November. On the completion of the survey, I paid off my men and stored the boat and camping outfit at Fort Coulonge for the winter, returning to Ottawa, where I was engaged in plotting my summer work and writing a report on the same, which I handed to you in April. I was employed on the Grenville Canal, during that month, rebuilding a waste weir, which I had completed in time for the opening of the canal, when my services with the department were brought to a close for the time being.

I have the honour to be, sir,

Your obedient servant,

H. G. STANTON.

ERNEST MARCEAU, Esq.,
Superintendent Engineer,
Montreal.

## CHAMBLY CANAL.

SUPERINTENDENT'S OFFICE,
CHAMBLY BASIN, 16th August, 1894.

SIR,—I have the honour to submit the annual report of the works executed under my supervision on the Chambly Canal, during the fiscal year 1893-94.

The canal was closed on the 30th of November, 1893, and reopened on the 2nd of May following. Navigation was maintained without any interruption, during the whole time.

EXPENSES CHARGEABLE TO REPAIRS.

*Canal Banks.*—The inside slope wall in basins Nos. 4 and 6, on the berm side, has been rebuilt for a distance of 1,500 feet, by from 2 to 3 feet in height.

A retaining wall, 300 feet in length, by from 4 to 7 feet in height, has been built at mile 1½, to widen the tow-path at the foot of lock No. 3. During the month of April, the canal bottom was cleaned out, and stones, which were blasted, removed.

The stone of the inside slope walls of the canal, which had been disturbed by frost, was replaced on the tow-path side for a distance of 11½ miles, and for a length of 7 miles on the opposite side.

One hundred and twenty-five cubic yards of stone were picked up after this work was done and used elsewhere.

The tow-path, over 4½ miles of which was covered with gravel, during the year, has been kept in good order. This road which is 11½ miles in length is now macadamized on the whole distance. The first five miles were macadamized in 1888, only to a depth of from four to five inches ; the layer of gravel is not thick enough and is sinking in the clay. To properly maintain the road and ensure its permanency another layer of the same thickness would be required to be laid on these first five miles.

Eighty-five oak snubbing posts were set on the tow-path and wharfs at St. Johns. The trees alongside the canal had their branches lopped off, the brush was cut and the weeds mowed at the proper time.

LOCKS.

*Lock No. 1.*—Completed one pair of spare gates, took them to St. Johns and built a shed 24 x 18 feet for sheltering them. Repaired gangways, 2 new sluice rigging handles, and made a desk for the guard-house.

*Lock No. 2.*—Pointed lock walls with cement, 2 new sluice rigging handles. Painted upper part of gates, &c.

*Lock No. 3.*—Dug out trench 110 feet long, 18 feet deep in rear of lock wall, on berm bank, bored holes through the wall ; put in 20 iron bars, 21 feet long by 1¼ inch through wall to trench, where they were bolted behind heavy pieces of timber, for preventing the lock wall to incline in said lock. Nailed inside three sheets of boiler plate 3½ x 3½. Pointed lock walls, &c., and painted upper part of gates.

*Lock No. 4.*—Replaced one hollow quoin coping and two copings, all new stones. Laid bolts through anchors with lead and brimstone through the hollow quoin. Repaired mitre sill, pointed lock walls and painted upper part of gates.

*Lock No. 5.*—Pointed lock walls, painted upper part of gates and repaired sluices.

*Lock No. 6.*—Pointed lock walls and painted upper part of gates.

*Lock No. 7.*—Put on a new balance beam on berm bank side, replaced one sluice rack, pointed lock walls and painted gates.

*Lock No. 8.*—Repaired a frame for culvert sluice, repaired sluice riggings, put on a new shaft and pinion, painted gates and balance beams, pointed lock walls, &c.

*Lock No. 9.*—Took to lock No. 9, 40 cubic yards of stone for loading derricks, built one shed 16 feet x 13 feet for steam pump. General repairs to steam pump, 8 bolts for boiler shed and two iron bars for smoke stack.

Sawn and prepared 16 pieces of timber 25 feet 2 inches long for stop logs. Put up two derricks worked by steam, for cleaning out lock No. 9 and replacing mitre sill. Laid stop-logs and made a dam at lock No. 2, and a cut or opening in by-wash below lock No. 6 and the same at lock No. 7, for preventing water from flowing into lock No. 9, which was to be pumped out.

Dammed lower entrance of lock 9, with two tiers of stop logs 14 feet high, 3 feet apart, space between filled with puddle clay. Two pumps working night and day, one 6-inch worked by steam and the other 5-inch by electric power from the electric station, nearly two miles up.

Cleaned out lock bottom, filled one-half of its area with gravel and stones, over three feet deep, with tubs worked by two steam derricks. The sill whose edge had been broken off years ago, when the gates were knocked down by accident, was repaired and squared

with pieces of hardwood, well bolted with rag-bolts into the old sill. The timber in this old sill is still first-class after 50 years of use. Planked greatest part of the floor in the recess, where some joints were leaking. The work being completed, the stop-logs, pumps, arc lamps, telephone, electric motor, &c., were removed and stored at the proper places.

Put in 1 hollow quoin coping and 4 copings, all new cut stones. Laid bolts through anchors with lead and brimstone, through hollow quoins, at lower gate on berm bank. Replaced two balance beams at lower gates. Made new stairs to reach entrance pier and one square for gangway. Pointed lock walls and painted gates and balance beams.

GENERAL.

As usual, the basins between lock 2 and the lower entrance lock No. 9, were emptied on Sunday the 10th of September, for inspection, cleaning out, repairs to sills, sluices, lock-gates, &c. Made 7 iron rakes and 8 wheelbarrows. Prepared 8 oak pieces of timber for protecting gates against vessels. Prepared 5 gangways, with ironed edges, 15 screw-bolts, 70 rag-bolts, 12 bars and collars.

Prepared 3 riggings of sluices. Turned on lathe 15 sluice-gate riggings, shafts, &c. Supplied every lock with ten hemlock deals in case of accident.

*By-washes.*—Puddled the by-washes below lock No. 6 and at mile 6, prepared and put on railings. By-washes Nos. 2 and 3 were also puddled, 2 sluice-gates ironed. The by-wash at Wood's creek was repaired and puddled.

*Bridge No. 3.*—The bridge was repaired and the pier painted.

*Bridge No. 4.*—Timber was sawn and prepared for a new bridge, the foundations were rebuilt, and a turntable made for the wheels. The old bridge was removed and the new one put in place, it was made wider and stronger by four chains.

*Bridge No. 5.*—A new bridge replaced the old one at this place, the foundations were rebuilt, new wheel tracks made, the structure was painted and the approaches planked.

*Bridge No. 6.*—New segments were prepared and laid for the wheel track.

*Bridge No. 7.*—This bridge was painted and the two approaches replanked.

*Bridge No. 8.*—The flooring of the bridge and approaches was renewed and the bridge painted.

*Ste. Thérèse Ferry.*—The movable bridge at Ile Ste. Thérèse was placed in position at the close of navigation, and removed in the spring.

*Farm bridges.*—Three small bridges were repaired between mile 1½ and 4.

*Wharfs.*—The wharf above bridge No. 8 was repaired and the planking of wharf No. 3 at St. Johns partly renewed. A wooden drain 28 feet long was also laid at this point.

The south corner of this wharf was sheeted with plank and ironed, and a layer of gravel put on wharf No. 2.

*Ditches.*—29,234 lineal feet of ditches were cleaned.

*Culverts.*—Culverts Nos. 2, 3 and 4 and the approaches to culverts Nos. 3 and 4, 2,000 feet long, were cleaned and the outlet of culvert No. 4 rebuilt with timber.

*Buildings.*—The shingles on the roof of the guard-house of bridge No. 1 were renewed, the building painted inside and whitewashed outside.

The roofs of guard-houses of locks Nos. 2, 3, 4, 5 and 6, were covered with Canada plates. Two outbuildings 26 x 20 feet, for the lockmasters of locks Nos. 7 and 9 were built, painted and whitewashed. The chimney tops of lockmaster's house, lock No. 2, and bridge keeper's house of bridge No. 3, were rebuilt.

Sundry repairs were made to dwelling-houses of bridge tenders Nos. 4, 5 and 6 and of lockmaster No. 8. New stairs were made for houses of lockmasters of locks Nos. 5 and 7.

The lighthouse at the end of the entrance pier, in the Chambly Basin, was repaired.

A new kitchen was built for the lockmaster of lock No. 6 and the north portion of the roof of the house covered with Canada plates.

The roofs of the main work shops, blacksmith shop, storage and carter's sheds and of lockmaster's house of lock No. 9, were painted with mineral paint.

A fire proof building 26 feet x 16 feet was built for the storage of oils and paints.

The cellar of the superintendent's office was overhauled, and a concrete floor made for receiving the hot water apparatus for heating the superintendent's and collector's office. The upper story of the office was completed, a new floor laid and the walls finished with ½-inch pine, painted.

The office blinds and those of lockhouses Nos. 7, 8 and 9 were painted and the sand shed braced with 3 iron bars.

*Fences.*—The fence from mile 0 to mile 1 was repaired and 700 feet of the old railing or garde-corps at St. Johns were removed.

*Scows.*—The ferry scow at Isle Ste. Thérèse was repaired and caulked; a small scow 14 feet by 3 feet was built for repairs staff, and three scows repaired.

*Machinery.*—Turned on lathe 7 sets of commutator segments for arc dynamo, and made two brass shafts for brush holders. The transmission shaft to the smithshop was repaired and one snatch block made for derricks. The buzz planer was repaired. One new iron gate was placed on tow-path, and five other gates repaired.

Turned and adjusted a shaft 20 feet long by 2 inches in diameter, for pumping water into boiler. Scraped rust inside of turbine pipe 330 feet long, 40 inches in diameter and painted same inside and outside.

Made a wooden rack 10½ by 8 feet, adjusted in frame in front of feeding sluice to prevent grass and leaves from obstructing turbine. Repaired fifteen telephone instruments.

All steam machinery, electric light and motor, telephone line, and gates machinery, &c., were maintained in good order during the year.

*Tools.*—All the tools, of every description, used on the canal have also been kept in good order.

STAFF.

*Work done by permanent staff during winter.*

Bracing 9 locks to protect walls against frost.
Storing summer work implements, lamps, &c.
Taking daily record of water levels.
Blocking bridges, &c. Unblocking them in spring.
Cleaning out guard-houses.
Setting lamps, tools, life preservers, &c.
Cleaning snow on sidewalks in front of government lots.
Laying snow on bridges in spring.
Sawing and preparing timber and lumber at mainshop.
Cutting ice at entrance lock. Filling two ice-houses.
Taking care of by-washes.
Making 24 wheelbarrows and repairing 18 old ones.
Making handles and handling picks, hammers, axes, &c.
Filing saws.
Preparing ladders and poles for scows and locks, &c.
Cutting up waste timber for boiler, stoves, and for heating sand and cement, &c.

Working on repairs and on income works, and, as most of them are experienced hands, they had hired men and supervised repairs and structures.

Bridge tenders, besides, whitewashed their buildings and fences during summer time; all employees on locks and on bridges are bound to inspect daily a specified length of banks on each side of canal and to report at once to superintendent leakages, and any case of danger, &c.

Attending during summer to their respective locks and bridges.

INCOME.

*Bridge seats of Bridges 4 & 6.*

In November, 1893, made a trench in rear of walls of bridge seats 4 and 6, ready for work in the spring. Filled trenches with pea straw to prevent frost. In March,

1894, sawing and hauling timber. Made 300 rag-bolts (1,155 lbs.) ; 7 iron wedges (46 lbs). In April, 1894, demolished stone walls of bridge seats 4 and 6, 120 feet long each, 18 feet high, 4 feet thick, and rebuilt piers of same length and height, 9 feet in width : frames, face hemlock and pine 12 inches square. Cross-ties dove-tailed in face and in longitudinals, filled with rough stones (iron 1,600 lbs.) Rebuilt masonry for bridge pivot.

In May, 1894, put fenders along said piers. Removed old cut stones to stone yard at workshops. Took away, besides, forty cubic yards of rough stone to store them away above lock No. 2. In June, 1894, removed earth, cleaned and levelled grounds around bridges 4 and 6.

### Gravel on Towpath.

In October, 1893, laid gravel on towpath (between two furrows), 9 feet in width, 6 inches to 8 inches thick in centre and 4 inches to 5 inches on the sides, from mile $1\frac{1}{2}$ to mile 3 (1,621 tons).

In November, 1893, laid gravel from mile 3 to mile $4\frac{1}{4}$ (1,555 tons).

In May, 1894, laid gravel from mile $4\frac{1}{4}$ to mile $5\frac{1}{4}$ (1,376 tons).

In June, 1894, laid gravel, 1,417 tons, balance of contract.

### Fence in Town of St. Johns.

In June, 1894, prepared 273 square cedar posts, 9 feet long 6 inches square at small end for fence along canal in town of St. Johns, 2,730 feet long ; cast iron caps on top ; two chains $\frac{5}{16}$ through posts ; painted posts in white and caps and chains with black Japan.

Such are the works executed during the year 1893-94, a more detailed account of which has been given on the back of the monthly pay-lists.

Before closing my report, I will take the liberty to make the following remarks :—

I am informed that dredge No. 1, the only one which can enter the Chambly Canal, is presently laid up. I do not see where we could procure another one in case land slides should occur, which would block up the canal, as it did formerly. Without a dredge, it would be necessary to empty the canal and to remove the obstruction by shovel work, and navigation would be stopped for a few days.

I draw your attention to this danger in order that you will hasten the construction of a small dredge, which could be worked, when required, by our own men, and the expense of which could be charged to the repairs appropriation. It would be used for keeping in good order the canal bottom and the meeting places. It would be very handy in case of accident.

Books have been kept this year for the purchase and use of materials. New books for a more complete keeping of accounts will replace them.

The inventory made from time to time has been gone over and made in a more systematic manner.

The result of a careful keeping of accounts will be a better distribution of materials and a more economical management. But the complete success of these improvements cannot be obtained unless the storekeeper is a qualified book-keeper with a proper salary. It cannot be expected that a labourer paid at the rate of $1 or $1.25 per day can properly keep a set of books.

The work commenced a few years ago towards resuming possession of lands encroached upon by different persons along the canal has been continued during the year. Searches have been made to find maps, plans and documents to the above effect.

Action should also be taken towards regaining possession of the old Ste. Thérèse road, measuring 80,000 square feet. On this road are earth dumps deposited when the canal was built, and this material is now more necessary than ever for the maintenance of the canal banks and other works.

The Chambly Canal office continues to grow rich with maps, plans, correspondence and documents of all kinds bearing specially on the construction of the canal, and

which are absolutely necessary in determining the rights as well as the obligations of the Government towards the adjoining proprietors on the canal, on a distance of twelve miles.

The more complete the collection of documents will be, the easier it will be to settle claims, which are unavoidable on the public works.

I have the honour to be, sir,

Your obedient servant,

P. B. BENOIT,

*Supt. Chambly Canal.*

ERNEST MARCEAU, Esq.,
Superintending Engineer,
Montreal.

CHAMBLY CANAL.

STATEMENT showing the depth of River Water on Mitre Sills of Lock No. 9 at Lower Entrance, and Lock No. 1 at Upper Entrance, during the Fiscal Year ending 30th June, 1894.

| Months. | Lock No. 9, Lower Sill. | | Lock No. 1, Upper Sill. | |
|---|---|---|---|---|
| | Highest. | Lowest. | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July | 11 0 | 9 3 | 9 0 | 7 8 |
| August | 14 5 | 8 10 | 8 6 | 7 5 |
| September | 12 2 | 9 9 | 9 0 | 8 4 |
| October | 10 0 | 8 9 | 9 4 | 8 1 |
| November | 9 4 | 8 1 | 8 6 | 6 11 |
| December | 10 6 | 8 4 | 8 6 | 7 3 |
| 1894. | | | | |
| January | 11 9 | 10 7 | 8 11 | 8 7 |
| February | 11 6 | 10 10 | 8 9 | 8 5 |
| March | 17 6 | 11 0 | 10 8 | 8 4 |
| April | 14 6 | 12 5 | 11 0 | 9 7 |
| May | 13 9 | 11 2 | 10 5 | 8 11 |
| June | 12 0 | 10 9 | 9 6 | 8 7 |

## ST. OURS LOCK.

SUPERINTENDENT'S OFFICE, 13th August, 1894.

SIR,—I have the honour to submit my report for the fiscal year 1893-94. The lock was closed on the 26th November, 1893, and reopened to navigation on the 2nd April, 1894. No damages, accidents or delays to navigation have taken place during the fiscal year. The following works were executed, viz. :—

LOCK.

Some broken stone and sand were placed on the ground each side of the lock. Some mooring posts were renewed. Two guide lamps have been replaced and the others painted. The gates were painted and their anchorage repaired. The ground on both sides of the lock has been kept in good order, and the winches and chains repaired.

DAM.

Some stone was deposited on the east and west side of the dam and abutments.

Some pieces of timber were placed on the west side to prevent slides. This structure was visited to ascertain if the planks on top of the dam were in good order.

ISLAND.

Stone has been scowed and placed on the west side so as to prevent damages from water, and the ground cleaned and kept in good order.

### Scows.

The scows have been repaired and pumped at different times as needed, laid up for winter and the ice around them cut in the spring.

### Buildings.

The superintendent's house received sundry repairs, the roof, blinds and one floor were painted, and two oil cloths were put down. The other buildings were efficiently maintained and whitewashed.

### Booms.

The booms received also sundry repairs. They were put into winter quarters and placed in position at the opening of navigation.

### Wharfs and Piers.

The wharfs were maintained in a good state of repairs and the ice sawn around them to prevent their being disturbed by ice in the spring.

The piers above the lock were sheeted outside with plank and filled with stone.

The pier at the end of the wharf above the lock has been rebuilt from low water level, and the other piers repaired, the ice having also been sawn around them at the proper time.

### Sundry Works.

The coal bin was repaired, as well as the wheelbarrows. Firewood was cut for heating the lockmen's shanty and workshop.

The timber, materials, supplies, tools in the sheds and shop were kept in good order. An inventory of the government property at this station has been made.

I have the honour to be, sir,

Your obedient servant,

ALFRED CODERRE,

*Superintendent.*

Ernest Marceau, Esq.,
Superintending Engineer,
Montreal.

### St. Ours Lock.

Statement showing the depth of River Water on Mitre Sills of St. Ours Lock during the Fiscal Year ending 30th June, 1894.

| Months. | Lock No. 1, Lower Sill. | | Lock No. 1, Upper Sill. | |
|---|---|---|---|---|
| | Highest | Lowest. | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | Ft. in. | Ft. in. |
| July | 11 4 | 9 0 | 9 11 | 8 8 |
| August | 12 10 | 7 9 | 12 5 | 8 4 |
| September | 12 0 | 8 3 | 10 7 | 9 0 |
| October | 8 9 | 7 3 | 9 4 | 8 8 |
| November | 8 0 | 6 11 | 9 2 | 7 11 |
| December | 14 0 | 7 7 | 9 11 | 7 10 |
| 1894. | | | | |
| January | 14 0 | 12 11 | 10 2 | 9 3 |
| February | 13 1 | 11 2 | 9 7 | 8 7 |
| March | 19 11 | 11 8 | 19 11 | 11 8 |
| April | 16 10 | 13 5 | 13 6 | 11 2 |
| May | 15 6 | 11 10 | 12 0 | 10 0 |
| June | 13 0 | 10 10 | 10 8 | 9 7 |

# Department of Railways and Canals.

## TRENT VALLEY CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, August, 1894.

SIR,—I have the honour to submit my annual report on the works under my charge for the fiscal year ending 30th June, 1894. Navigation closed on the central reach 19th November, 1893, and opened again 16th April, 1894. On the lower reach navigation closed 27th November, 1893, and opened again 5th April, 1894. There was no interruption to navigation during the season. There was good navigable water during the season, there being from 5 to 6 feet on the sills on the several stretches. Seven feet could be had on the sills if the water in the reservoirs above was regulated in the interests of navigation.

The assumption by the Dominion Government of the numerous upstream reservoirs both natural and artificial, which are now under the divided control of the Ontario Government and the lumbermen, will very soon become a necessity in the interests of the canal, important extensions of which I understand the Government are about to undertake. These reservoirs should be obtained before vested rights in the north country become an important factor.

During the past spring the water was below the average height for the season of the year. However, owing to the heavy rains, the water again rose during the latter part of May and the early part of June to a height above the spring level and remained there for some days, doing considerable damage to crops by flooding on some of the stretches. The total number of lockages was 3,634 being an increase over last year of 750. The number of lockages does not, however, fairly represent the traffic on these waters as many of the steamers have regular routes which do not pass through any lock so that no record is kept of them. The number of vessels on these waters keeps increasing every year. As the importance of navigation increases greater trouble is experienced in keeping navigation free from the interference of lumbermen driving logs. Considerable expense has been incurred by the Department of Public Works in making and maintaining separate channels for the driving of logs. Some works are yet necessary to erect for this purpose. The Grand Trunk Railway bridge at Fenelon Falls having been completed there is now an uninterrupted stretch of navigation from Lakefield to Balsam Lake, a distance of about 70 miles. The size of the lock at Rosedale, however, restricts the size of vessels to the smaller class. This lock is only 100 feet long by 23 feet wide with about four feet water on sills and belongs to the Ontario Government. The water in Balsam Lake is not regulated in the interests of navigation, but is allowed to run off as the season advances, so that by the middle of the summer there is only navigation for vessels of very shallow draught. Both this lock and dam form part of the direct line of the canal and will, I presume, be assumed by the Dominion Government in the near future.

The following works chargeable to repairs were executed :—

### BOBCAYGEON.

The wharf at the upper entrance to the canal was repaired. This lock which gives constant trouble from the settlement of the walls of the lock chamber had again to be repaired. The north-west corner of the plate iron bottom, with which the floor is covered, became loose and caused considerable leakage. This was repaired; at the same time a timber binder was placed all around the edges of the iron to make it fast to the floor timbers. This iron bottom works well and makes a perfectly tight lock. The gates were also repaired and painted.

### LINDSAY.

The dam was repaired by renewing some of the posts, braces and also part of the apron.

LAKEFIELD.

The glance pier at the lower end of the slide having become undermined had to be partly rebuilt. The apron of the slide was also extended by building a crib-work foundation and flooring it over.

PETERBOROUGH.

Suspension rods were put on the lower gates and new swing beams were also put on all four gates and the gates otherwise overhauled. They were also painted.

HASTINGS.

New suspension rods were placed on all four gates. The mitre sills were also caulked and part of the flooring renewed. The valves were also overhauled. The lock gates at Buckhorn, Burleigh, and Fenelon Falls were repainted.

The following work chargeable to income was also done :—

SCUGOG RIVER.

A cut 1,000 feet in length and 100 feet wide and 8 feet in depth was dredged from the river into Drummond's Bay. The whole of this cut has been sheet piled on the sides in order to prevent the cut refilling with mud, and to keep the stumps and roots from being drawn into the channel by the wash from passing steamers. A beacon light will be placed at the north end, which with the light on the river will form a range light for the entrance to this cut. Heavy timber glances fastened to piles are placed at the four ends of the sheet piling to protect them. This cut, when completed, will be greatly appreciated by the boatmen, as it does away with a most dangerous point to navigation.

BOBCAYGEON.

A contract was let to William Kennedy, of Bobcaygeon, to build a glance boom and pier at the north side of the upper entrance to the canal. This was satisfactorily done.

DREDGE.

The boom dredge (70 x 20) purchased from Messrs. M. Beatty & Sons, which was only completed at the beginning of the fiscal year, has done its work admirably.

A table is attached showing the highest and lowest water on the mitre sills for each month of the year.

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

RICHARD B. ROGERS,
*Superintending Engineer.*

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Department Railways and Canals,
Ottawa.

# Department of Railways and Canals.

STATEMENT showing the highest and lowest Water Level at each Lock on the Trent Valley Canal for the Fiscal Year ending 30th June, 1894.

| Station. | 1893. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 8 3 | 6 11 | 6 11 | 6 7 | 7 1 | 6 10 | 7 3 | 6 8 | 7 2 | 6 8 | 7 2 | 7 0 |
| Peterborough | 7 9 | 4 9 | 7 6 | 6 3 | 7 6 | 5 6 | 7 6 | 6 3 | 8 0 | 6 8 | 8 0 | 6 0 |
| Lakefield | 5 10 | 5 0 | 5 7 | 4 7 | 5 6 | 4 10½ | 4 10½ | 4 8 | 5 7 | 4 6 | 5 6½ | 5 3 |
| Young's Point | 7 4 | 6 0 | 5 11 | 5 4½ | 5 4 | 4 8 | 5 1 | 4 8 | 5 1½ | 4 8 | 5 9 | 5 2½ |
| Burleigh Falls | 6 2½ | 5 1 | 5 7 | 4 6 | 4 11 | 4 6 | 4 10 | 4 3 | 5 1 | 3 3 | 3 10 | 3 3 |
| Lovesick | 7 4 | 5 4 | 5 9 | 5 4¼ | 5 5 | 5 3 | 6 0 | 5 2 | 6 0 | 5 0 | .... | ..... |
| Buckhorn | 6 4½ | 6 2½ | 6 3½ | 5 10½ | 5 11 | 5 4½ | 5 3 | 4 10½ | 5 1½ | 4 9 | 5 7½ | 5 0½ |
| Bobcaygeon | 6 10 | 6 6 | 6 8 | 6 5 | 6 4½ | 5 6½ | 6 1 | 5 8 | 6 3 | 5 6 | 6 2 | 5 7½ |
| Fenelon Falls | 6 2 | 4 10 | 5 4 | 4 10 | 5 2 | 4 10 | 5 5 | 4 5 | 5 4 | 5 0 | 5 7 | 4 10 |

| Station. | 1894. | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 8 | 6 11 | 7 5 | 7 0 | 9 8 | 7 0 | 9 1 | 7 8 | 8 9 | 7 4 | 9 1 | 7 10 |
| Peterborough | 6 10 | 5 6 | 5 3 | 4 9 | 9 6 | 4 6 | 8 10 | 7 0 | 8 9 | 7 5 | 9 0 | 7 7 |
| Lakefield | 5 10½ | 5 7 | 5 7 | 5 0½ | 6 11 | 4 11½ | 6 9½ | 6 2 | 6 10 | 6 6 | 6 9½ | 6 1 |
| Young's Point | 6 9½ | 5 11 | 6 8 | 5 2½ | 8 10¼ | 5 0 | 8 7½ | 6 8½ | 8 7 | 7 3 | 8 7½ | 7 4 |
| Burleigh Falls | 4 4 | 3 11 | 4 5 | 3 4 | 6 3½ | 3 6 | 6 1 | 5 0 | 6 5½ | 5 7 | 6 2 | 5 3 |
| Lovesick | 6 2 | 5 11 | 5 11 | ..... | 8 6 | 5 6 | 7 9 | 6 5½ | 8 6 | 6 8 | 8 7¾ | 6 8 |
| Buckhorn | 6 1 | 5 8½ | 6 0 | 5 6½ | 7 8½ | 5 5½ | 7 5½ | 6 0½ | 8 4½ | 6 5 | 8 3 | 6 8 |
| Bobcaygeon | 5 11 | 5 7 | 5 10 | 5 5 | 6 8 | 5 5½ | 6 11 | 6 0 | 7 0 | 6 2 | 6 10 | 6 3 |
| Fenelon Falls | 5 3 | 5 1 | 5 1 | 4 10 | 7 4 | 5 1 | 6 2 | 5 11 | 6 10 | 5 5 | 6 8 | 5 11 |

RICHARD B. ROGERS,
*Superintending Engineer.*

## RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 29th October, 1894.

SIR,—I have the honour to submit the annual report on the works performed during the fiscal year ending 30th June, 1894, on the Rideau Canal, now under my charge as acting superintending engineer.

Navigation closed at Ottawa, 30th November, 1893.
do do Kingston Mills, 23rd November, 1893.
do opened at Ottawa, 1st May, 1894.
do do Kingston Mills, 30th April, 1894.

On all the levels ascending to, and descending from, the summit level (Lower Rideau Lake), the water was maintained so as to give continually the required depth on the lock sills throughout the entire season of navigation.

The spring freshets were passed through the waste weirs and bulkheads without doing any material damage.

Navigation was uninterrupted during the whole season.

The principal repairs along the line of the canal at the various stations were as follows:—

### KINGSTON MILLS.

100 yards of gravel and stone placed on embankment. Four new chain blocks. Sluices repaired and sundry small repairs to station.

### LOWER BREWER'S MILLS.

One pair large lock gates renewed. Four new swing bars. Repairs to timber work of waste weir. Fifty yards of gravel on dam and locks.

### UPPER BREWER'S MILLS.

One new pair of lock gates. Small breach in embankment repaired. Storehouse sheeted inside.

### JONES'S FALLS.

Two pairs large lock gates rebuilt. Long bulkhead repaired. New sluice pier in basin built. Four new swing bars, and one pair sluice frames. Lower lock chamber cleaned out by diver.

### DAVIS'S.

Bulkhead repaired. Sundry small repairs to station.

### NEWBORO.

High level bridge painted. Sundry small repairs to station.

### CHAFFEY'S.

Sundry small repairs to station.

### NARROWS.

Sundry small repairs to station.

### PERTH BRANCH.

A retaining wall of ashlar masonry laid in Portland cement was built at the Gore Street swing bridge, canal basin, Perth.

POONAMALIE.

Masonry of wing walls of lower lock repaired. 100 yards of gravel placed on dam and embankment.

SMITH'S FALLS.

Puddle trench blasted through rock and filled with puddle to stop leakage from basin. Long bridge replanked with 10,000 feet B.M. 3-inch plank. Sundry small repairs to both combined and detached lock.

OLD SLY'S.

Wing walls and sides of lock grouted. Sundry small repairs to station.

EDMOND'S RAPIDS.

One pair of lock gates renewed, also six new chain blocks, and general small repairs.

MAITLAND'S.

Stone placed on back dam. Timber bulkhead renewed, and small repairs to station.

CLOWES.

100 yards of stone and gravel placed on dam, and small repairs to station.

NICHOLSON'S.

50 yards of gravel on dam, also small repairs to station.

BECKETT'S BRIDGE.

Swing span renewed, also swing piers and rests rebuilt from low water line and filled with stone, and the whole bridge painted.

MANOTICK BRIDGE.

Bridge floor relaid with 3 inch plank.

LONG ISLAND.

One pair of lock gates renewed in lower lock. Two new swing bars. Six chain blocks and sundry small repairs to station.

WELLINGTON BRIDGE.

Two new timber bents framed and placed under the superstructure. Bridge floor repaired.

BLACK RAPIDS.

Four new stop logs. Bulkhead sheeted with 3-inch plank. Long pier filled with stone, also stone placed on back of dam to replace that washed away by freshet.

HOG'S BACK.

One pair of lock gates renewed in lower lock. Two new swing bars. Twelve new stop logs for bulkhead, 543 yards of gravel placed on tow-path road. 3,000 feet B.M. 3-inch plank placed on aprons below bulkhead.

HARTWELL'S.

24 yards of cut dimension stone supplied by contract for relaying the upper sill of the lower lock. General small repairs to station.

OTTAWA.

One pair of lock gates renewed. New shed for engine built. Four new chain blocks. Painting of nine pairs of gates by contract, paint and oil supplied. Lower lock cleaned out by diver, and sundry small repairs to station and around basin. The west side of the Deep Cut from Maria Street bridge to the Neville's Creek, a distance of some 2,500 feet, was sheet piled with 10 x 10 timbers, 24 feet long, to check the land slips in the bank. This work was done by contract by Mr. John E. Askwith, of Ottawa. The material which had slid into the cut itself being excavated and deposited inside the line of piling by our own dredge.

DREDGE PLANT.

The dredge "Rideau" with her tug the "Shanly" and scows, was employed during the season in removing a shoal extending from Bank Street bridge, Ottawa, past the exhibition grounds, through which she cut an 80 foot channel. Also, she was employed in excavating clay and loading the scows for the purpose of stopping leaks through the dams at the following places, Long Island, Black Rapids and Hogsback, and also in excavating material which had slid into the Deep Cut at Ottawa, and placing it inside the new timber work along the west bank thereof. A new crane chain was purchased from the makers, Messrs. Beatty & Sons, of Welland, and also a pair of steel swinging cables, sundry small repairs also being made to the plant when fitting out in the spring. The entire dredging plant consisting of dredge, tug, four side pocket scows and one flat scow, are in good working order.

I have the honour to be, sir,
Your obedient servant,
A. T. PHILLIPS,
*Acting Superintending Engineer.*

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer of Railways and Canals,
Ottawa.

RIDEAU CANAL.

TABLE showing monthly the Highest and Lowest Water on the Lower Sills at Ottawa and Kingston Mills, respectively, from July, 1893, to June, 1894, both months inclusive.

| OTTAWA. | | | | | | KINGSTON MILLS. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Highest. | | | Lowest. | | | Highest. | | | Lowest. | | |
| | ft. | in. | | ft. | in. | | ft. | in. | | ft. | in. |
| July 1 | 16 | 0 | July 31 | 11 | 6 | July 1 to 9 | 9 | 6 | July 23 to 31 | 9 | 3 |
| Aug. 2 | 11 | 0 | Aug. 29 | 8 | 6 | Aug. 1 to 4 | 9 | 2 | Aug. 16 to 27 | 9 | 0 |
| Sept. 1 | 10 | 1 | Sept. 21 to 28 | 7 | 6 | Sept. 1 | 9 | 2 | Sept. 27 to 30 | 8 | 2 |
| Oct. 31 | 9 | 3 | Oct. 1 to 3 | 7 | 10 | Oct. 1 | 8 | 1 | Oct. 30 | 7 | 7 |
| Nov. 1 to 9 | 9 | 3 | Nov. 25 | 8 | 3 | Nov. 1 | 7 | 7 | Nov. 25 to 30 | 7 | 4 |
| Dec 11 | 8 | 9 | Dec. 18 to 21 | 8 | 4 | Dec. 22 to 31 | 7 | 8 | Dec. 1 to 6 | 7 | 4 |
| Jan. 1 | 8 | 6 | Jan. 20 to 31 | 8 | 3 | Jan. 29 to 30 | 8 | 6 | Jan. 1 | 7 | 8 |
| Feb. 2 | 8 | 3 | Feb. 5 to 18 | 8 | 1 | Feb. 1 to 6 | 8 | 6 | Feb. 28 | 8 | 1 |
| Mar. 21 | 15 | 9 | Mar. 1 to 7 | 8 | 0 | Mar. 26 to 30 | 8 | 7 | Mar. 1 to 5 | 8 | 1 |
| April 3 | 21 | 9 | April 7 to 13 | 12 | 4 | April 1 to 12 | 8 | 7 | April 13 to 30 | 8 | 6 |
| May 1 to 7 | 22 | 0 | May 31 | 17 | 8 | May 19 to 26 | 8 | 11 | May 1 to 4 | 8 | 6 |
| June 4 | 18 | 0 | June 30 | 14 | 10 | June 15 to 30 | 9 | 1 | June 1 to 14 | 9 | 0 |

# Department of Railways and Canals.

## ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1894.

SIR,—I beg to submit the following report for the fiscal year ending 30th July, 1894, upon the maintenance of the canals in my charge, also upon the new works of construction, surveys, &c., in connection with their enlargement.

The St. Lawrence district extends from the province line, Lake St. Francis, to the Harbour of Presqu'Ile on Lake Ontario, and includes the Cornwall, Williamsburg and Murray Canals, together with the improvement of the channel way in the intermediate navigable reaches.

### CORNWALL CANAL.

*Maintenance.*

Navigation for the season of 1893 was closed on the 9th December.

The canal, which was unwatered on the 10th of March, 1894, to permit the works of construction to be proceeded with, and also the ordinary spring repairs, was opened for traffic on the 23rd of April following.

Navigation is being maintained in a fairly satisfactory manner, notwithstanding the inconvenience to which forwarders and vessel owners are occasionally subjected owing to the prosecution of the works of enlargement or accidents to lock gates, necessitating the lowering of any of the levels.

As on the 15th November, 1893, the propeller "Cuba," in entering lock No. 17, struck a lower gate, breaking the suspension rod, thereby stopping navigation about 21 hours, and causing damage to the amount of $96.20, a statement of which, with a request for payment, was duly rendered to her owners by the superintendent.

And again, at the same lock, on the 8th of May last, the thread of an anchor bolt was stripped by the weight of the gate, and was replaced by a new one, causing a stoppage in navigation of 11 hours.

As a rule, unwatering when necessary has only been permitted during off hours on Sundays, viz., between 6 a.m. and 9 p.m.

The water for manufacturing purposes has not been interfered with except as in the case of the "Canada Cotton" and the other east end mills, to increase the supply by lowering the breast of the weir at old lock No. 17.

The usual works of renewal and repair at the shops were carried on during the winter and the necessary repairs to structures and banks made whilst the canal remained unwatered.

The gate lifter "John Page" has been repaired and strengthened.

Three pairs of gates have been rebuilt and placed in reserve for the old locks.

One of the repair scows has been partially rebuilt.

As anticipated, the efforts of the superintendent's staff to keep the old entrance locks Nos. 15 and 16 in working order, have failed and a sum has therefore been placed in the estimates for 1894-95, for their necessary repair, which it is proposed to expend during the present season.

In connection with repairs required on old lock No. 16, the subject of converting the basin between it and lock No. 17 into a dry dock is again submitted for the approval of the department.

The estimates also include sums for the construction of a telephone line for canal purposes and the extension of the Government sewer westwards to Wood's Creek culvert.

Extensive repairs and renewals not provided for in the estimates are required at the following works, viz. :—

The ice breaker at the foot of the canal.

Old locks Nos. 15 and 16, partially provided for as stated above.

Bearings for pivots of all gates, new locks Nos. 15 and 17.

The waste weir new lock No. 17.

The collector's office and lock-houses in connection with lower entrance.

The superstructure of the pier at upper entrance, including ice breaker.

The question of building houses for lock and bridge tenders at all new structures is submitted for your consideration, as also that of waste weirs for the levels between locks Nos. 18 and 20.

The superannuations of the past year are as follows, viz. :—

Duncan McDonell, foreman and diver, 14th June, 1893.

John Denneny, assistant bridge tender, 1st December, 1893.

No fines were imposed; nor any dues for wood or winterage charged during the past year.

The locks at the lower entrance were dismantled and otherwise prepared for winter immediately after the closing of the canal, on the 9th of December, and the gate lifter, scows, &c., laid up in the Cornwall basin.

The highest water recorded during the year at lock No. 15, lower entrance, was 22 feet 6 inches, and the lowest, 9 feet 3½ inches; at lock No. 21, the guard lock, the highest was 11 feet 8 inches, and the lowest 6 feet 6 inches.

The above levels are with reference to the old mitre sills.

## 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.

It is located on the north side of the St. Lawrence, on ground sloping rapidly towards the river, and at a considerable elevation (generally about 30 feet) above it.

By closely following the margin of the river, high embankments became necessary, which, when imperfectly constructed (as has been found to have been the case) have under certain conditions been subjected to frequent land slides, accompanied by subsidence, entailing as in 1888, very serious consequences. The works of enlargement now under construction consist in deepening, widening and straightening the original channel, in strengthening and protecting the embankments and in the construction of new and enlarged locks, supply weirs, bridges, &c., also in addition to the above included in the original contract, the construction of dams across the north or Sheik's Island channel with the necessary regulating weir, &c., on the island, designed to perfect the channel way and do away with the existing sinuous and imperfectly constructed embankments west of the village of Milleroches.

As no change or improvement in the original alignment was contemplated or provided for in the scheme for enlargement, attention was directed to the fact that the class of vessels for which the enlarged canal is designed would have great difficulty in navigating it, and that on certain curves on sections Nos. 6 and 7 west of Milleroches, it would be practically impossible for vessels of full canal size to pass each other when under headway.

The enlargement at the lower or eastern entrance (section No. 1) was commenced in 1876, and with the exception of some work on old lock No. 17, the weir and headrace to the mills, was completed in 1882.

Section No. 10, the upper entrance, which is still in progress, was commenced in 1884, and will be finished this season.

In 1888, the remainder of the work required to complete the enlargement was placed under contract and, except sections Nos. 6 and 7, is still in progress.

And in 1893, the contract for section No. 4 was extended to include the construction of the Sheik's Island dams, which have been commenced and the contracts for sections Nos. 6 and 7, and parts of 5 and 8 affected by their construction cancelled.

# Department of Railways and Canals.

STATEMENT of work under existing contracts and in progress.

| Locality. | Section. | Contractors. | Date of Contract. |
|---|---|---|---|
| Cornwall | 2 | Wm. Davis & Sons | November 5th, 1888. |
| Lock No. 19 | 3 | | |
| Maple Grove | 4 | | |
| Sheik's Island Dams | | | |
| Milleroches | 5 | The Gilbert Blasting and Dredging Co | November 2nd, 1888. |
| Moulinette | 6 | | |
| Land Bridge | 7 | | |
| Long Sault | 8 | | |
| Dickinson's Landing | 10 | Jocks, Delorimier & Broder | April 7th, 1884. |

Section No. 2, includes the completion of Section No. 1.
Section No. 4, includes the Sheik's Island dams.
Section No. 8, adjoins section No. 10.

The water was drawn off the canal by the 10th March, 1894, and so continued until the 23rd April following. This enabled the contractors on sections Nos. 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 Milleroches.

Masonry was continued throughout the season of 1893, until stopped by frost in November, 1893, and begun again on 19th March, 1894, and has since been continued without interruption.

## SUMMARY OF THE YEAR'S WORK.

### *Section No. 2.*

The new supply weir has been completed and brought into use.

The south retaining wall of the swing bridge has been extended past the grist mill and electric light works.

Good progress has been made with the excavation in the straightening of the channel above lock No. 18.

### *Section No. 3.*

The foundation of the supply weir at lock No. 19 has been put in and masonry commenced.

The masonry glance pier at foot of lock No. 19, has been built and a connection made at the head between the old and new locks.

The new lock has been fitted up and will soon be ready for use.

Excavation, and widening and strengthening the bank east of the lock is progressing satisfactorily.

### *Section No. 4.*

The extension of the south wall of the supply weir to connect with the head of the old lock No. 20 has been completed.

The supply weir has been finished and brought into use. The south-west extension wall of the new lock, and the embankment in rear of it, have been completed, and the upper entrance to the lock widened and deepened.

*Section No. 5.*

One small dredge has been working, but makes so little progress that the contractors have again been notified that they must increase their force in order to finish the dredging by the 1st July, 1895.

*Sections No. 6 and 7.*

Owing to its having been decided to proceed with the construction of the Sheik's Island dams (pending which decision all operations have been suspended since 1891) these contracts have recently been cancelled, all works stopped, and a settlement effected with the contractors.

*Section No. 8.*

The dredges have made fair progress with the excavation which it is expected will be completed this season.

*Section No. 10.*

The excavation on this section has been completed. The old guard lock and supply weir have been removed. Some trimming up of the banks is all the work required to be done to finish this contract.

*Sheik's Island Dams.*

Work was commenced in June, 1893, the water being shut out of the channel by a temporary dam at the head of Sheik's Island.

The seats of both dams have been cleared, the trenches for slopes and cut-offs formed, and the masonry in cut-off walls in the centre of each dam commenced, and a considerable quantity of puddle, and earth and stone filling, has been put in the body of the dam.

Preparations are being made to commence the excavation for the tail race, and that for the regulating weir at the lower dam is well advanced.

The deepening and widening of the channel is now nearing completion, the work remaining to be done is chiefly on sections 2, 4, and 5 and the new channel formed by the Sheik's Island dams.

In order to raise the water in the levels between locks Nos. 17, 18 and 19, two feet, as provided for in the contract, the walls of the old lock No. 17, the supply weir and banks, the head race and the north bank of old canal west to the town wharf will have to be raised, also the walls of old locks No. 18 and 20.

Work on the lock gates is well advanced. Six pairs have been built, and four pairs have been placed in position.

Attention is again 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, 1893, and reopened for the season of 1894 on the 23rd April last.

The buoy service between Prescott and Dickinson's Landing was performed soon after the opening of navigation and thirteen new buoys substituted for those found to be unfit for use.

Navigation has been maintained in a satisfactory manner during the year, notwithstanding the prosecution of the extensive works of enlargement.

No unusual interruptions have occurred to traffic, and the water has generally been up to its normal height, viz., 9 feet on the mitre sill of old lock No. 23.

There have been no accidents during the year to report.

Only ordinary repairs have been made to the various structures, lock gates, bridges, &c., and to the banks, booms and entrance piers.

But extensive renewals and repairs at Farran's Point and the Galops Canals will have to be made next season, which should be provided for in supplementary estimates for 1894-95, viz. :—

Farran's Point.—Renewals of superstructure of wharf and south pier at lower entrance, and new pair of lower gates.

Point Iroquois.—Renewal in part of rock booms.

Cardinal.—Renewal of superstructure of wharf and south pier at lower entrance.

Galops.—Renewal of superstructure of pier and ice-breaker at upper entrance.

The following fines have been imposed on the undermentioned vessels for want of care and disregard to canal regulations, viz :—

| | |
|---|---|
| Steam barge "Hall," August 11, 1893..... | $20 00 |
| do tug "Montmorenci," August 22, 1893..... | 5 00 |
| Barge "American," September 14, 1893..... | 5 00 |
| do "Adele," May 26, 1894..... | 5 00 |

It is intended to replace the upper gates of lock No. 23, now in use by new ones, for which purpose the required sum has been included in the estimates for 1894-95.

The lowest water on the sill of lock No. 23, the governing point on these canals, was 5 feet 11 inches, and the highest 11 feet 2 inches.

The lowest water on the sill of lock No. 27 was 7 feet 1 inch, and the highest 11 feet.

## WILLIAMSBURG CANAL ENLARGEMENT—CONSTRUCTION.

### Farran's Point.

This canal is about $\frac{3}{4}$ of a mile in length and has a lockage of $3\frac{1}{2}$ 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 the canal and of extending both the entrances to a safe distance beyond the influence of the eddy and current.

### Rapide Plat.

The lockage on this canal is $11\frac{1}{2}$ feet, it surmounts the rapid of Rapide Plat, and extends from the village of Morrisburg west to Flagg's Bay, about $3\frac{3}{4}$ miles.

The works now under contract and in progress are as follows, viz. :

| Location. | Section. | Contractors. | Date of Contract. |
|---|---|---|---|
| Morrisburg..... | 1 | Poupore & Fraser..... | January 26th, 1891. |
| Mariatown ..... | 2 | The Weddell Dredging Co..... ..... | January 12th, 1891. |
| New Road..... Flagg's Bay.... .... | 3 | Poupore & Fraser..... .. | January 26th, 1891. |

The change in aligment on section No. 4 is included in section No. 3.

The enlargement was commenced in 1884, on section No. 4, the upper or western entrance, which was 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 locks and supply weirs, and the necessary retaining walls, protection crib-work, &c.

*Section No. 1.*

This section extends west along the river front of the village of Morrisburg and includes the new lock.

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 27th October, 1893, resumed again on 27th April, 1894, and are progressing favourably. The material excavated has been utilized in widening and strengthening the towing path and in forming an embankment upon and outside the protection crib-work.

The formation of a trench for a close pile dam or bulkhead to protect the south wall of the old lock was completed in March, 1894, in accordance with the modified plan of March, 1892.

A leak occurred on the 2nd October, 1893, during the construction of the above mentioned trench, owing to the defective condition of the foundation of the old lock, and to avoid interfering with navigation immediate steps had to be taken to secure the upper south-west end of the old lock wall, thereby incurring an unexpected outlay.

Again, on the 9th January, 1894, while excavating that portion of the trench, the same leak broke out at a lower level, but had assumed an entirely different direction; the water was let out of the canal to allow of permanent repairs being made, and after a few days' delay the excavation of the trench was completed without encountering further obstacles.

The excavation of the lockpit by a steam excavator was commenced on the 1st April, 1894, and is now in progress. The material excavated is being deposited in bank immediately outside the protection crib-work, in order to strengthen and complete the coffer dam.

For the unwatering of the lockpit, two steam pumps are being erected, in the meantime two small pulsometer pumps are doing good service.

The construction of the crib-work for the seat of the north retaining wall of the canal, was stopped on the 25th November, 1893, resumed on the 8th May, 1894, and will be completed in a few weeks. The masonry for the above wall was commenced on the 18th April, 1894, and is now making very satisfactory progress.

The stone for the lock, which is being cut and prepared at Milleroches quarry, Cornwall Canal, and that for retaining walls, &c., at the Wolfe Island quarries, is being delivered on the works.

In connection with the works of enlargement at lock No. 23, attention is again directed 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 work.

*Section No. 2.*

This section 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 the 20th December, 1893, and resumed on the 15th March, 1894. Two dredges are now engaged on the work.

The material dredged has been utilized in widening and strengthening the towing paths and embankments throughout the section.

For the protection of the outside slope of the river bank, a stone talus is being built.

The dredging will probably be completed early in the season of 1895.

*Section No. 3.*

Section No. 3 commences a short distance above Mariatown and extends west to within a short distance of the new guard lock (No. 24). It includes the widening and deepening of the east end of section No. 4, and extends to the spoil grounds, and other works connected with Flagg's Bay.

The dredging operations were stopped on the 19th December, 1893, and resumed on the 21st March, 1894, and have since been continued without interruption.

The excavation for dry work was stopped on the 30th November, 1893.

The excavated material is principally utilized in widening and strengthening the towing paths and embankments, a portion only of the dredged material being conveyed in scows to the dumping ground on Canadian waters, on the south side of the channel near Ogden's Island, and wasted.

*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.

Since the completion of the contract, it has been found necessary to change the alignment at the lower end of this section.

The work in connection with which is included in section No. 3.

## GALOPS CANALS.

*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 extends westwards to Presqu'Ile, overcoming the Point Iroquois Rapid, and other stretches of swift water, as at Sparrow Hawk's Point, &c.

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 by means of an embankment in the river with the Galops Canal at Point Cardinal (lock No. 26).

There are no works of construction on this division on which to report.

*The Junction Division.*

The Junction Division commences at Presqu'Ile and extends up stream to lock No. 26, at the village of Cardinal.

It consists chiefly of an embankment about 2½ miles in length, formed in the river and connects the Galops and Point Iroquois divisions, and thereby, as stated above, raises the water and affords a means of controlling the level in the Iroquois reach.

The fall in the river between the above mentioned canals is one foot seven and a half inches.

Work on the junction was completed in 1856.

There are no works of construction on this division whereon to report.

*Galops Division.*

This, the original Galops Canal, had a lockage of 6 feet 8 inches, and extended upwards from the village of Cardinal, about two miles to the head of the Galops Rapid, which it was designed to overcome, and which commences about 7 miles east of the town of Prescott.

Some years after the completion of the canal, the pier head was extended up stream by crib-work, 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 15th November, 1893, and resumed on 18th April last.

The undermentioned works have been completed during the year, viz. :—

The guard gate extension to the lift lock.

The connecting wall at the west end between guard and lift locks and also the lower extension walls of both locks.

Five pairs of lock gates have been completed, launched, and are ready for hanging.

The protection crib-work to be used in straightening the tow-path above McLaughlin's Point has been completed in place and ballasted.

Dredging, and drilling and blasting operations have been carried on uninterruptedly during the working seasons.

All dredged material, except rock required on the work, and earth suitable for embankment, has been conveyed in dump scows to the dumping ground between Pier and Squaw Islands, and wasted.

The coffer dams have continued staunch and water tight.

The filling behind lock walls is well advanced, and will be completed within a short time.

Stone for the new supply weir has been cut at the Belleville quarries, and a large quantity delivered.

The timber also for the weir foundation and for the line of detached crib-work above the weir has been delivered.

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.

Preliminary surveys have been made, or are in progress, of the Galops, Junction and Iroquois Divisions, and of the adjacent coast line and shoals, for the purpose of deciding upon the character and extent of the proposed enlargement.

*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 is 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 water in the river has been at its medium stage, and the old or north channel has therefore been generally used, and the usual accidents to tows have occurred.

The new channel has not been examined since the spring of 1893, neither have the buoys been replaced, as a consequence it has temporarily fallen into disuse.

*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-examined 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.

## MURRAY CANAL.

### Maintenance.

Navigation was closed for the season on the 3rd December, 1893, and opened on 1st April last, and has since been maintained without interruption.

The number of vessels passed through the canal for the year was 701.

No accidents have occurred and no fines were imposed during the year.

The bridge structures are in good repair, the railway bridge has been raised and adjusted by men from the Trenton Bridge Works.

New mooring posts have been supplied where required.

The semaphores at the railway bridges are working to the satisfaction of the railway officials.

A semaphore signal has been put up at the Smithfield Road bridge, and works satisfactorily.

The tow-paths formed of sand, west of the Smithfield road bridge, on the north side of canal, have been protected by gravel, also the north bank west of the railway bridge.

Generally, the banks have been maintained in good condition, the ditches kept open, and the rip-rap protection raised and repaired. See report of superintendent.

A substantial store-house, 20 x 30 feet, has been built on north side of canal, near Brighton Road bridge, which contains blacksmith's and carpenter's workshops.

The collector's office has been removed from the vicinity of the railway swing bridge to the west of the Smithfield Road bridge and placed on a stone foundation.

The bridge piers and abutments have all been repointed and a portion of the coping re-set.

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 7 inches, and the lowest 12 feet 2 inches.

### 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 he 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.

The canal was completed in August, 1889.

The works included in the contract for its construction 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 six miles, located on a direct line from navigable water in the Bay of Quinté, through Twelve O'Clock Point, Dead Creek Marsh and Wease's Creek, towards 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 three 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 one 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.

## SURVEYS OF ST. LAWRENCE RIVER AND CANALS.

The work done under this head during the past season may be summarized as follows :—

The location and land surveys and plans for registration in connection with the Sheik's Island dams.

Also final measurements of sections Nos. 6 and 7 and portions of sections Nos. 5 and 8.

Further surveys for straightening and enlarging the upper entrance of the Cornwall Canal.

Further surveys of the river between lock No. 20 and the lower entrance, Cornwall Canal.

Additional surveys of the Point Iroquois division, Galops Canal.

A statement is appended showing the highest and lowest water during the past year at each of the canals in the St. Lawrence district.

The variations of the water level on the different canals are not uniform; the governing point assumed by the forwarding companies is at lock No. 23, Rapide Plat Canal, where the least depth of water on the mitre sill prevails at all stages of the river.

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

TOM S. RUBIDGE,
*Superintending Engineer.*

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
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, 1894.

| 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. | Ft. in. |
| 1893. | | | | | | | | | | | | | | | | |
| July..... | 11 5 | 11 1 | 11 1 | 10 7 | 10 9 | 10 3 | 10 7 | 10 3 | 10 9 | 10 4 | 13 7 | 13 0 | 11 0 | 10 6 | 14 7 | 14 0 |
| August. .. | 11 8 | 10 8 | 10 9 | 9 8 | 10 9 | 9 0 | 10 3 | 8 3 | 10 6 | 7 4 | 12 11 | 10 9 | 10 6 | 9 0 | 14 2 | 13 6 |
| September. | 11 7½ | 10 8 | 11 8 | 9 11 | 10 1 | 9 6 | 10 3 | 8 10 | 10 2 | 8 9 | 13 0 | 11 6 | 11 0 | 8 0 | 13 9 | 13 3 |
| October ... | 10 7½ | 10 2 | 11 8 | 9 0 | 11 0 | 8 7 | 11 2 | 8 0 | 11 2 | 8 2 | 15 6 | 10 8 | 10 4 | 9 0 | 13 5 | 12 6 |
| November. | 10 2½ | 9 6½ | 10 4 | 9 0 | 9 8 | 8 3 | 9 0 | 7 9 | 9 0 | 7 6 | 12 0 | 10 0 | 10 1 | 8 2 | 12 11 | 12 2 |
| December . | 20 6 | 9 3½ | 10 6 | 8 4 | 9 11 | 7 10 | 9 7 | 6 9 | 9 4 | 6 9 | 12 0 | 8 0 | 9 11 | 7 6 | 12 9 | 12 4 |
| 1894. | | | | | | | | | | | | | | | | |
| January .. | 22 6 | 15 0 | 10 3 | 8 9 | 10 2 | 8 0 | 9 6 | 7 7 | 9 0 | 7 4 | 11 3 | 9 6 | 9 11 | 8 4 | 13 0 | 12 8 |
| February.. | 18 9 | 11 11 | 9 3 | 6 6 | 10 0 | 6 11 | 8 3 | 5 11 | 7 8 | 5 5 | 10 2 | 7 2 | 8 10 | 7 6 | 13 1 | 12 10 |
| March .... | 21 0 | 10 7½ | 10 6 | 7 10 | 10 0 | 9 0 | 9 6 | 7 3 | 10 0 | 6 3 | 12 6 | 8 2 | 10 6 | 7 1 | 13 5 | 13 0 |
| April . ... | 10 9½ | 10 3 | 10 6 | 9 7 | 10 1 | 8 10 | 9 8 | 8 4 | 9 9 | 8 5 | 12 4 | 11 0 | 10 0 | 9 6 | 13 6 | 13 2 |
| May..... | 11 10 | 10 4 | 10 7 | 9 10 | 10 0 | 9 3 | 9 11 | 8 10 | 10 2 | 8 9 | 12 11 | 11 5 | 10 6 | 9 5 | 13 9 | 13 3 |
| June..... | 11 0½ | 10 7½ | 10 11 | 10 6 | 10 6 | 10 0 | 10 1 | 9 8 | 10 5 | 9 8 | 13 2 | 12 2 | 10 9 | 10 2 | 14 0 | 13 10 |

# Department of Railways and Canals.

## MURRAY CANAL.

BRIGHTON, ONT., 31st July, 1894.

SIR,—I have the honour to submit the following annual report on the works under my charge for the fiscal year ended 30th June, 1894 :

Navigation closed on the 3rd December, 1893, and opened on 1st April, 1894.

The number of vessels passed through the canal from 30th June, 1893, to 30th June, 1894, was 701.

There was but one accident which occurred at 7.30 p.m., on Sunday, 9th July, 1893, and was caused by the steamer "Magnet" running into the Trenton Road swing bridge to which she did damage amounting to about $30.

The tow-path ditches have been thoroughly cleaned out the entire length of canal on both sides twice, and two cuts have been put through spoil banks in the sand at east end, to prevent the water in spring time running over the edge into canal.

The swing bridges have been all thoroughly gone over and all nuts and stays tightened and centres readjusted.

A substantial store-house has been built on the north side of canal near Brighton Road bridge, 20 feet by 30 feet in size, and two stories high, fitted with a blacksmith's and carpenter's shop.

The thistles and other weeds have been carefully cut, and grass seed has been sown on the banks, the seed sown last year has come on very well and tends to prevent the earth washing from the spoil banks into the ditches.

The toll office has been moved from the vicinity of the railway swing bridge to the west of Smithfield bridge and put on a stone foundation ; a well has been dug near office and a pump put in, an alarm bell has been placed also to indicate the approach of vessels.

The filling was replaced behind the dry stone walls on south side at Brighton Road bridge, the railway bridge and Trenton Road bridge, and the wall straightened up where it had fallen in.

Early in the spring the ice was cut out of the ditches in order to prevent the water rising over the tow-path.

The cut stone piers have all been repointed and some of the top stones relaid.

Painted signs have been placed upon each bridge to warn the public against fast driving over same.

There have been graded and gravelled 3,800 feet of path west of the Smithfield Road bridge on the north side of canal, and there are 7,100 now graded ready for gravel.

Stone has been broken to the amount of 1,050 yards and put into the rip-rap.

Gravel has been put on the path between Brighton Road bridge and Trenton Road bridge amounting to 2,060 yards.

The mooring posts have been inspected and ten replaced and packed in with broken stone.

A semaphore signal has been put up on the Smithfield Road bridge and works in a most satisfactory manner.

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

T. P. KEELER,
*Superintendent, Murray Canal.*

TOM S. RUBIDGE, Esq.,
Superintending Engineer, St. Lawrence District,
Cornwall.

## CORNWALL CANAL.

CORNWALL, ONT., 11th August, 1894.

SIR,—I beg leave to submit the following report of the works under my charge for the year ending 30th June, 1894.

The Cornwall Canal had an unusually busy season during 1893, the amount of traffic being largely in excess of any previous year since I have been in charge. Navigation was uninterrupted except for short periods mentioned below. Accidents were very few, and, on the whole, the year has been most satisfactory.

On 15th November, 1893, the steamer "Cuba" on entering lock 17 from below, struck the south gate and broke the suspension rod, causing a delay of twenty-one hours. Very few boats were delayed by the accident.

An account to amount of $96.20 was rendered owners of vessel and a copy forwarded to department.

On 8th May, 1894, the thread of anchor bolt on lock 15 was stripped by the weight of the gate and required to be replaced by a new one, causing a delay of 11 hours.

Canal was closed on 10th December, 1893. During winter the mechanics were employed making foot bridges, top bars, sheaves, knees, wheelbarrows, &c., as well as general repairs for spring. Water was let out of canal on 10th March, 1894, and remained out until 22nd April. The length of time was for convenience of contractors. While water was out, locks were cleaned out and repaired where necessary, and banks attended to. Navigation opened on 23rd April. During this season all necessary repairs were attended to as required. One of the scows was partially rebuilt. Three pairs of old gates were rebuilt. The gate-lifter had a good deal of repairs. Wharf at foot of canal was damaged by ice during winter and was repaired this season.

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.*

T. S. RUBIDGE, Esq., C.E.,
Superintending Engineer,
Cornwall, Ont.

## CORNWALL CANAL.

STATEMENT showing depth of water in River on Mitre Sills of Lock No. 15, at Lower Entrance, and Lock No. 21, at Upper Entrance, for Fiscal year ending 30th June, 1894.

| MONTH. | Lock 15, Lower Sill. | | | | Lock 21, Upper Sill. | | | |
|---|---|---|---|---|---|---|---|---|
| | Highest. | | Lowest. | | Highest. | | Lowest. | |
| 1893. | Ft. | in. | Ft. | in. | Ft. | in. | Ft. | in. |
| July | 11 | 5 | 11 | 1 | 11 | 1 | 10 | 7 |
| August | 11 | 8 | 10 | 8 | 10 | 9 | 9 | 8 |
| September | 11 | 7½ | 10 | 8 | 11 | 8 | 9 | 11 |
| October | 10 | 7½ | 10 | 2 | 11 | 8 | 9 | 0 |
| November | 10 | 2½ | 9 | 6½ | 10 | 4 | 9 | 0 |
| December | 20 | 6 | 9 | 3½ | 10 | 6 | 8 | 6 |
| 1894. | | | | | | | | |
| January | 22 | 6 | 15 | 0 | 10 | 3 | 8 | 9 |
| February | 18 | 9 | 11 | 11 | 9 | 3 | 6 | 6 |
| March | 21 | 0 | 10 | 7½ | 10 | 6 | 7 | 10 |
| April | 10 | 9½ | 10 | 3 | 10 | 6 | 9 | 7 |
| May | 11 | 10 | 10 | 4 | 10 | 7 | 9 | 10 |
| June | 11 | 0½ | 10 | 7½ | 10 | 11 | 10 | 6 |

## WILLIAMSBURG CANALS.

MORRISBURG, ONT., 2nd August, 1894.

SIR,—In compliance with your letter of the 24th July last, asking for the annual report on the works under my charge on these canals, I herewith submit the following :—

These canals were closed on the 13th of December last, and were opened again to navigation on the 23rd of April, 1894.

We have had no accidents during the year, and the several canals have been kept in good working order. The work of enlargement of the Rapide Plat Canal has been so far completed that the movements of vessels have been facilitated.

The water has been well up to the ordinary level during the navigable year.

There have been several fines on vessels imposed during the year and are as follows :

| | |
|---|---|
| Steam barge "Hall," 11th August, 1893 | $20 00 |
| Tug "Montmorency," 22nd do 1893 | 5 00 |
| Barge "American," 14th September, 1893 | 5 00 |
| do "Adele," 26th May, 1894 | 5 00 |

The work done by the repairs staff has been general on each canal.

### FARRAN'S POINT CANAL.

*Lock 22.*—One valve and lifting rod on upper gate of this lock were renewed. Both gates were raised twice and slight repairs made to piers and lock.

### RAPIDE PLAT CANAL.

*Lock 23.*—New valves were put in upper gates of this lock. Bridge planks, one knee and one sheave were renewed. General repairs were made on gates and crabs. This lock had to be cleaned out several times during the year, on account of the new work rolling so much gravel and small stones along the bottom, and also on account of the lowering of the water every Sunday three feet to accommodate the laying of stone on piers along the north side of section No. 1.

*Lock 24.*—The boom had to be repaired at its fastenings, and general repairs were made to gates and crabs.

GALOPS CANAL.

*Lock 25.*—General repairs were made on gates, bridges, buildings and fences, piers and wharf. The booms in the canal had to be largely renewed. The ditch was extensively cleaned out and stone relaid.

*Lock 26.*—The gates here were raised and repaired, and also the bridges. Several of the coping stones were relaid and bolted. This lock had to be cleaned out several times, and many minor repairs were made to piers.

*Lock 27.*—General repairs to gates and locks were made. One knee and one block were renewed. The entrance to weir cleaned out and a new boom placed at mouth. This lock also had to be cleaned out frequently from stone, ground and logs.

The banks of the canal were restored and repaired in many places.

Thirteen new buoys were purchased, and with those we had on hand, nineteen were placed in the river at the proper points between Prescott and Dickinson's Landing.

General repairs were made on buoy boat, such as replanking, caulking and painting, The scow was nearly rebuilt ; one side and covering, and on the inside the posts and braces were renewed. It was wholly caulked and painted and is now as good as new. The ways were repaired for hauling out last fall and as they are extensively rotten, they are no longer safe for this work.

Many minor repairs to locks, gates, piers and operating appliances, though small, individually represent, on the whole, a large amount of labour and consumption of supplies.

I annex a statement showing the extreme depth of water on the mitre sills of the entrance and exit locks during the year from 1st July, 1893, to the 30th June, 1894.

The above is respectfully submitted.

Your obedient servant,

CHAS. E. HICKEY,
*Superintendent.*

T. S. RUBIDGE, Esq.,
Superintending Engineer.

## WILLIAMSBURG CANALS.

STATEMENT of the Highest and Lowest Water for the Year ending 30th June, 1894.

| 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. |
| 1893. | | | | | | | | | | |
| July | 10 9 | 10 3 | 10 7 | 10 3 | 10 9 | 10 4 | 13 7 | 13 0 | 11 0 | 10 6 |
| August | 10 9 | 9 0 | 10 3 | 8 3 | 10 6 | 7 4 | 12 11 | 10 9 | 10 6 | 9 0 |
| September | 10 1 | 9 6 | 10 3 | 8 10 | 10 2 | 8 9 | 13 0 | 11 6 | 11 0 | 8 0 |
| October | 11 0 | 8 7 | 11 2 | 8 0 | 11 2 | 8 2 | 15 6 | 10 8 | 10 4 | 9 0 |
| November | 9 8 | 8 3 | 9 0 | 7 9 | 9 0 | 7 6 | 12 0 | 10 0 | 10 1 | 8 2 |
| December | 9 11 | 7 10 | 9 7 | 6 9 | 9 4 | 6 9 | 12 0 | 8 0 | 9 11 | 7 6 |
| 1894. | | | | | | | | | | |
| January | 10 2 | 8 0 | 9 6 | 7 7 | 9 0 | 7 4 | 11 3 | 9 6 | 9 11 | 8 4 |
| February | 10 0 | 6 11 | 8 3 | 5 11 | 7 8 | 5 5 | 10 2 | 7 2 | 8 10 | 7 6 |
| March | 10 0 | 9 0 | 9 6 | 7 3 | 10 0 | 6 3 | 12 6 | 8 2 | 10 6 | 7 1 |
| April | 10 1 | 8 10 | 9 8 | 8 4 | 9 9 | 8 5 | 12 4 | 11 0 | 10 0 | 9 6 |
| May | 10 0 | 9 3 | 9 11 | 8 10 | 10 2 | 8 9 | 12 11 | 11 5 | 10 6 | 9 5 |
| June | 10 6 | 10 0 | 10 1 | 9 8 | 10 5 | 9 8 | 13 2 | 12 2 | 10 9 | 10 2 |

## WELLAND CANAL.

St. Catharines, Ont., 28th September, 1894.

Sir,—I beg to submit my annual report upon the Welland Canal and its branches for the fiscal year ending 30th June, 1894.

Among the larger items of repairs to locks, weirs and bridges, may be mentioned the taking down and rebuilding of the rest piers of bridge No. 4, which carries the Welland Branch of the Grand Trunk Railway over the Welland Canal, between Port Dalhousie and St. Catharines.

These piers had been struck at intervals by passing vessels until their condition was such as to necessitate their being taken down and rebuilt, which work was done, and the bridge fenders renewed during the season of closed navigation.

On the line of the 12-mile creek adjoining lock No. 23, the dry wall which had retained the outer slope of the canal bank gave way, for a distance of about 60 feet, and was taken down and rebuilt with native cement mortar.

On lock No. 24 level, a leak occurred 1st November, at the point where the 12-mile creek is passed under the new canal by a stone syphon culvert, and here the water was found to have passed down by the side of the culvert and under the floor which it burst up, allowing the canal water to escape into the culvert.

To stop this leak, it was necessary to unwater lock No. 24 level, and form dams across the 12-mile creek above and below the syphon culvert to admit of its being pumped out.

This work which would have been impracticable in the usual condition of the stream at the season mentioned, was done under the most favourable conditions of weather, the leak stopped and navigation resumed 7th November.

On the morning of 11th November, a second leak of the same nature occurred near the one just spoken of, when the same operations were repeated and navigation resumed 13th November.

At the raceway below lock No. 25 weir, the east wall had been settling for some years, and was so far displaced that for about 70 feet in length it was necessary to take it down and rebuild it.

This was done in the months of March and April.

Repairs at the Dunnville dam and bridge over it, were required in consequence of damage by ice, during the first week in March, the freshet being above the average, and causing more or less damage along the entire length of the Grand River.

On the line of the old canal, the four gates of lock No. 1 were carried away, 30th May, by the steamer "City of Windsor," when upward bound, the steamer not being checked in time and striking the head gates with the usual result.

The gates were much damaged, the breast wall also, and the timbers forming the mud pocket were carried away.

New gates were hung as speedily as possible and navigation resumed, but the repairs were not completed 30th June, and will be spoken of in the current year's report.

The minor repairs of locks, weirs, and bridges, banks, and water-courses, were attended to when required, and though small individually, gave constant employment to the repair force during the season of navigation, and required large quantities of timber, iron and other materials.

The interruptions to navigation worthy of mention, were in the order of their occurrence, on the evening of 30th May, and until the evening of 3rd June when navigation on the new canal was stopped by the carrying away of the gates of lock No. 1 old canal by the steamer "City of Windsor," already mentioned, the unwatering of the level above lock No. 1 old canal, necessitating the unwatering of No. 1 level new canal also.

On this occasion navigation by the old canal, between Port Dalhousie and St. Catharines, was not resumed until the evening of 9th June.

A bond for the sum of $5,000 was given by the owners of the "City of Windsor" and others, to ensure payment of the cost of repairs when completed, which bond is held in this office.

On the 5th of October the steamer "Toledo" ran into and displaced the left upper gate of lock No. 25, causing a delay to navigation of 24 hours.

From 1st November to 7th November navigation was interrupted by the leak at Hoover's culvert, and a still further interruption occurred by a second leak at Hoover's culvert from 11th to 13th November.

Of the damages to canal property by vessels, as seen on the accompanying statement marked A, the most extensive was by the steamer "Cadillac," which struck the centre pier crib fender of the Humberstone Bridge, when bound down on the 10th July, 1894, destroying the crib, which has since been rebuilt, and paid for by the vessel owners.

On 13th July the ss. "Interocean" ran into the Welland bridge fenders, when bound down.

On 26th July the ss. "Everett" when bound up, ran into the north end of the centre pier fenders of the Humberstone bridge.

On 14th September the ss. "Britannic" bound down, ran into the Port Robinson bridge fenders.

On 5th October the ss. "Toledo," when bound up, ran into the left upper gate of lock No. 25, and on the 25th October the ss. "Monteagle" bound up, ran into the Allanburgh bridge fenders.

The above are the most extensive damages, as seen by reference to the statement where the amounts are given, the other items being of the same character, but less in amount, the last column of the statement shows where the amounts were paid.

Prior to the opening of navigation in the spring of 1894, a reorganization of the canal staff was put into effect, by which the services of three overseers, a harbour master, a pay-master, and 33 lock and bridge tenders were dispensed with.

The reduction in the number of overseers was effected by lengthening the beats, No. 1 extending from Port Dalhousie to Marlatt's bridge on the new canal, No. 2 extending from the north side of Marlatt's bridge to the south side of the Welland bridge, and the old canal also; No. 3 extending from the south side of the Welland bridge to Port Colborne, and No. 4 comprising the feeder, the Port Maitland Branch, and the works about Dunnville.

The paymaster's duties were added to those of the clerk in the canal office, St. Catharines.

The reduction in the number of the lock and bridge-tenders on the new canal was effected by dispensing with bridge-tenders in cases where the bridges were so near the locks, that the bridge-tender's duties could be performed by the lock-tenders on the adjoining locks.

The old canal, above St. Catharines, has for some years been little used as a navigable channel, and the force was reduced to that necessary to pass the occasional scows, rafts, &c., and regulate the flow of water now affording excellent facilities for manufacturing.

The majority of the men on the old canal were contributors to the superannuation fund, and those whose services were no longer required on the old canal were found employment as lock or bridge-tenders on the new canal, by dispensing with the services of men on the new canal, who were not contributors to the superannuation fund.

The canal has been worked efficiently with the reduced staff.

All supplies for the operation and maintenance of the canal have been furnished by tender, except in some very trifling matters, where unexpected wants had to be met without delay.

Statement B contains a list of fines collected from vessel owners and lock-tenders, for breaches of canal rules and regulations, the amounts having been paid to the collectors of canal tolls, as shown.

Statements C and D give the recorded highest and lowest depths of water on the mitre sills of the old and new locks at Port Dalhousie and Port Colborne, respectively, for every month in the year.

The canal was closed 11th December, 1893, and was opened for navigation 19th April, 1894.

*Operations chargeable to Income.*

Under the above heading is embraced the renewal of the superstructure of the east pier at Port Dalhousie, the removal of a slide on the summit level of the canal, and the the improvement of the back ditches on the Welland Canal feeder.

The Port Dalhousie piers, which had been originally constructed of timber, required renewal of the superstructure, and a commencement was made in 1888, the renewed portion being formed of concrete from a foot below water line.

The work done in 1888 having given good results, it was decided to continue the renewal in concrete, and tenders having been called for, the work was awarded to Mr. John Riley, of St. Catharines, his tender being the lowest.

The contract covered 476 feet in length of the east pier, which work has been completed in a satisfactory manner.

At a point about half a mile north of the Air Line Railway crossing of the Welland Canal, a slide had occurred on the west side of the canal, where for about 500 feet in length the slope of the cutting, and spoil bank in rear of it, had moved forward and narrowed the channel objectionably.

The contract for the removal of the slide was awarded to Mr. John McNamee, his offer being the lowest, and the work has been completed as specified.

A mile in length of the back ditch on the north side of the Welland Canal feeder, was deepened and improved by Mr. Peter Neff, under contract, his tender for that work being the lowest.

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

W. G. THOMPSON, *M. Inst. C.E.*
*Superintending Engineer.*

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer, Railways and Canals,
Ottawa.

# Department of Railways and Canals.

"A."

STATEMENT of damages to Welland Canal property, during the Fiscal Year ending 30th June, 1894, and amount paid on account of damages in the same year.

| Date of Damage. | Name of Vessel. | Amount of Damages. Paid. | Amount of Damages. Unpaid. | Date Paid. | Where Paid. Collector's Office. |
|---|---|---|---|---|---|
| 1891. | | $ cts | $ cts. | 1894. | |
| April 5..... | Brg "Antelope"..... | 60 82 | ..... .... | Mar. 13..... | Port Dalhousie. |
| 1892. | | | | 1893. | |
| Oct. 3..... | Steamer "Arabia"..... | 18 77 | ... ..... | Aug. 4..... | do do |
| do 19..... | Brg "Ceylon"..... .. . | 31 55 | } | | |
| Nov. 10..... | do "Ceylon"..... ..... | 33 42 | } | | |
| | | | | 1894. | |
| do 17..... | do "Ark"..... | 113 31 | ..... | Mar. 13 .... | do do |
| Dec. 10..... | do "Ceylon"..... | 82 12 | } | | |
| do 10..... | do "Ceylon". ... ... | 84 27 | } | | |
| | Interest ..... .. | 13 88 | } | | |
| 1893. | | | | 1893. | |
| May 24.. .. | Steamer "Blanchard"..... | 53 82 | ..... | July 7..... | Port St. Catharines. |
| June 15..... | do "Waverly"..... . | ..... | 50 00 | | |
| do 15 .... | Brg "Augustus"..... .... | 16 34 | ..... | Oct. 5..... | Port Dalhousie. |
| do 18..... | Steamer "D. C. Whitney".. | 28 10 | ..... | do 11..... | Port Colborne. |
| do 26... .. | do "W. J. Averill"..... | 20 42 | ..... | July 19..... | Port Dalhousie. |
| July 8. ... | do "Monteagle".. ... | 13 37 | ..... | do 31. .... | do do |
| do 10.. ... | do "Cadillac"..... . . | 500 00 | 270 33 | do 31..... | do do |
| do 13..... | do "Inter-Ocean"..... | 175 00 | ..... | do 13..... | do do |
| do 15..... | Brg "Minnedosa"..... | 36 95 | .. . .... | Aug. 11..... | do do |
| | | | | 1894. | |
| do 26..... | Steamer "Everett"..... | 200 00 | ..... | May 2..... | Port Colborne. |
| do 29..... | do "Geo. Spencer"..... | ..... | 10 00 | | |
| | | | | 1893. | |
| do 29 .... | do "Sequin"..... | 16 45 | ..... | Aug. 14 ..... | do do |
| Aug. 7..... | Tug "Golden City"..... | 6 30 | ..... ... | Sept. 16..... | Port Dalhousie. |
| do 8..... | Steamer "Monteagle" ..... | 19 79 | ..... | do 13..... | Port Colborne. |
| | | | | 1894. | |
| do 10 ..... | do "City Owen Sound" | 8 30 | ..... | April 30..... | Port Dalhousie. |
| | | | | 1893. | |
| do 11.... | do "Denver"..... | 4 75 | .. . ... | Sept. 11.... | do do |
| do 24..... | do "Columbia".. .... | 100 00 | ..... | Aug. 28 .... | do do |
| do 28... .. | Brg "Minnedosa"... ... | 20 09 | ..... | Sept. 16..... | do do |
| do 28..... | Steamer "McVitter". . ... | 9 56 | ..... | do 16... . | do do |
| | | | | 1894. | |
| Sept. 1. . .. | do "New Orleans"... | 7 38 | ..... | May 7..... | do do |
| | | | | 1893. | |
| do 1..... | do "W. L. Frost"..... | 65 70 | ..... | Oct. 31..... | do do |
| do 11..... | do "Denver". ..... | 38 55 | .. . .... | Sept. 12.... | do do |
| do 11.... . | do "Denver"..... | 97 59 | ... .... | do 25..... | do do |
| do 14.... | do "Britannic"..... . | 284 67 | ..... | Nov. 27..... | do do |
| do 15..... | do "E. B. Hale". .. | ..... | 42 75 | | |
| do 16.. .. | do "Sequin" ..... | 130 08 | ..... ... | Oct. 4 ..... | do do |
| do 19..... | Schooner "D. P. Rhodes".. | 20 00 | ... ..... | Sept. 20..... | Port Colborne. |
| | Carried forward..... | 2,311 35 | 373 08 | | |

A.—STATEMENT of damages to Welland Canal property, during the Fiscal Year ending 30th June, 1894, and amount paid on account of damages in the same year—*Con.*

| Date of Damage. | Name of Vessel. | Amount of Damage. | | Date Paid. | Where Paid. |
|---|---|---|---|---|---|
| | | Paid. | Unpaid. | | Collector's Office. |
| | | $ cts. | $ cts. | 1893. | |
| | Brought forward | 2,311 35 | 373 08 | | |
| Sept. 25 | Steamer "Nepigon" | 21 35 | | Oct. 13 | Port Dalhousie. |
| do 25 | do "Pueblo" | 51 54 | | do 2 | do do |
| do 27 | do "Argonaut" | 15 63 | | do 18 | do do |
| do 28 | Brg "Augustus" | 15 57 | | do 31 | do do |
| | | | | 1894. | |
| Oct. 5 | Steamer "Toledo" | 275 59 | | Mar. 13 | do do |
| | | | | 1893. | |
| do 9 | do "McVitter" | 4 78 | | Nov. 10 | do do |
| do 9 | do "J. R. Langdon" | 4 77 | | do 15 | do do |
| | | | | 1894. | |
| do 9 | Barge "Alta" | | 11 82 | | |
| do 18 | Steamer "Columbia" | 6 15 | | April 30 | do do |
| do 25 | do "Monteagle" | 166 00 | | Jan. 23 | do do |
| do 26 | Barge "Augustus" | | 113 88 | | |
| do 30 | Schooner "T. L. Parker" | 29 83 | | May 4 | do do |
| | | | | 1893. | |
| Nov. 14 | Steamer "R. Richards" | 21 85 | | Nov. 28 | do do |
| 1894. | | | | 1894. | |
| April 4 | Barge "Minnedosa" | 24 92 | | May 4 | do do |
| do 27 | do "Baltic" | | 9 55 | | |
| do 27 | Steamer "Walter Vail" | | 48 18 | | |
| May 8 | do "Colwell" | 17 00 | | May 9 | Port Colborne. |
| do 8 | do "Hopkins" | 11 00 | | do 9 | do do |
| do 25 | do "Queen of the West" | 50 00 | | do 25 | do do |
| June 9 | do "Sam. Marshall" | | 40 75 | | |
| | Total | 3,027 33 | 597 26 | | |

# Department of Railways and Canals.

"B."

STATEMENT of Fines collected from Vessels contravening Canal Regulations, and from Locktenders for neglect of duty in the Fiscal Year ending 30th June, 1894, also, for use of Government Property in the same year.

| Date of Fines. | Name of Vessels. | Amount of Fines. | | Date paid. | Where paid. — Collector's Office. |
|---|---|---|---|---|---|
| | | Paid. | Unpaid. | | |
| 1893. | | $ cts. | $ cts. | 1893. | |
| June 9.... | Brg "Muskoka"..... | 10 00 | ..... ..... | July 7.... | Port St. Catharines. |
| July 4.... | Steamer "McVitter".. . ... | 10 00 | ..... ... | do 7.... | do |
| Aug. 1.... | do "Myles"..... | 10 00 | ..... ... | Aug. 15.... | Port Colborne. |
| 1894. | | | | 1894 | |
| May 5.... | Steamer "Lake Michigan".. | 4 00 | ..... ..... | June 4.... | Port Dalhousie. |
| | *Locktenders.* | | | 1893. | |
| | J. M. Woodall..... ..... | 1 25 | ..... ... | July 7... | Port St. Catharines. |
| | George Howe..... ..... | 1 25 | ..... ... | do 7.... | do |
| | John Patton.. ..... | 1 25 | . ..... | do 7.... | do |
| | Jos. Johnston..... . ..... | 1 25 | ..... | do 7.... | do |
| | F. Darby ..... | 1 25 | ..... | do 7.... | do |
| | P. O. Smith ..... .... | 1 25 | ..... . | do 7 ... | do |
| | Jno. Henshaw..... ..... | 10 00 | ..... | Nov. 27.... | Port Colborne. |
| | | | | 1894. | |
| | Robt. Secord ..... . | 10 00 | ..... | Mar. 29.... | Port St. Catharines. |
| 1893. | *Use of Government Property.* | | | 1893. | |
| June 8.... | Tug "Mitchell"—For use of diving apparatus.... ... | 9 25 | . ... ..... | July 7.... | Port St. Catharines. |
| | Total..... | 70 75 | ..... | | |

"C."

STATEMENT showing the Highest and Lowest Depth of Water on the Lower Mitre Sil Lock No. 1, Old Canal Port Dalhousie, for Fiscal Year ending 30th June, 1894.

| Months. | Lower Sill. | | Months. | Lower Sill. | |
|---|---|---|---|---|---|
| | Highest. | Lowest. | | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | 1894. | Ft. in. | Ft. in |
| July..... | 14 5 | 12 2 | January ... . .. ..... | 12 8 | 12 |
| August..... | 13 9 | 13 3 | February..... ..... | 13 0 | 12 |
| September..... .... ..... | 13 7 | 13 0 | March ..... | 13 2 | 12 |
| October..... .... ..... .. | 13 2 | 12 5 | April ..... | 13 2 | 13 |
| November..... | 12 8 | 11 0 | May .... ... .. . ..... | 13 9 | 12 |
| December..... | 12 5 | 11 10 | June..... ..... | 13 9 | |

STATEMENT showing the Highest and Lowest Depth of Water on the Lower Mitre Sill Lock No. 1, New Welland Canal, Port Dalhousie, for Fiscal Year ending 30th June, 1894.

| Months. | Lower Sill. | | Months. | Lower Sill. | |
|---|---|---|---|---|---|
| | Highest. | Lowest. | | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | 1894. | Ft. in. | Ft. in. |
| July | 17 4 | 15 1 | January | 15 7 | 15 1 |
| August | 16 8 | 16 2 | February | 15 11 | 15 3 |
| September | 16 6 | 15 11 | March | 16 1 | 15 6 |
| October | 16 1 | 15 4 | April | 16 1 | 15 11 |
| November | 15 7 | 13 11 | May | 16 8 | 15 10 |
| December | 15 4 | 14 9 | June | 16 8 | 16 4 |

"D."

STATEMENT showing the Highest and Lowest Depth of Water on the Upper Mitre Sill of Old Lock at Port Colborne, Welland Canal, for Fiscal Year ending 30th June, 1894.

| Months. | Upper Sill. | | Months. | Upper Sill. | |
|---|---|---|---|---|---|
| | Highest. | Lowest. | | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | 1894. | Ft. in. | Ft. in. |
| July | 13 2 | 12 1 | January | 12 3 | 10 9 |
| August | 12 8 | 11 8 | February | 12 11 | 10 11 |
| September | 12 5 | 11 2 | March | 12 8 | 8 5 |
| October | 15 6 | 10 11 | April | 11 11 | 10 6 |
| November | 13 0 | 10 4 | May | 12 6 | 11 3 |
| December | 12 11 | 10 2 | June | 13 2 | 11 11 |

STATEMENT showing the Highest and Lowest Depth of Water on the Upper Sill of New Lock, at Port Colborne, Welland Canal, for the Fiscal Year ending 30th June, 1884.

| Months. | Upper Sill. | | Months. | Upper Sill. | |
|---|---|---|---|---|---|
| | Highest. | Lowest. | | Highest. | Lowest. |
| 1893. | Ft. in. | Ft. in. | 1894. | Ft. in. | Ft. in. |
| July | 16 1 | 15 0 | January | 15 2 | 13 8 |
| August | 15 7 | 14 7 | February | 15 10 | 11 4 |
| September | 15 4 | 14 1 | March | 15 7 | 13 4 |
| October | 18 5 | 13 10 | April | 14 10 | 13 5 |
| November | 15 11 | 13 3 | May | 15 5 | 14 2 |
| December | 15 10 | 13 1 | June | 16 1 | 14 10 |

## ST. PETER'S CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
ST. PETER'S, 10th August, 1894.

SIR,—I have the honour to submit the annual report on the works in my charge or the fiscal year ending 30th June, 1894.

The different works referred to in my last annual report, then in course of construction, including the works on the western side of the canal, viz., removing the balance of the old retaining wall, as well as the clay bank behind it, renewing the tow path wall in cedar and re-gravelling same, removing a point of rock on the tow-path, some 200 cubic yards, rebuilding about 1,250 feet of the "haul-over" road along the top of the slope, building a dry stone wall at the foot of the slope, 1,500 feet long, containing about 750 cubic yards, erecting 16 additional mooring posts, renewing 58 hanging fenders, etc., were all duly completed, except a piece of the tow-path wall (previously referred to) on the north end, the material for which was not then available, but has since been ordered and a part of it has been delivered.

The eastern bank of the canal was cleaned and resloped and a large quantity of overhanging rock was removed in scows, nothing has, however, as yet been done towards repairing the retaining wall on this side, which, as I already reported, is badly decayed.

The swing bridge that crosses the canal was raised on to bents after the close of navigation, and the centre pier underneath it, whose surface, owing to settlement in the pier, was very uneven and shaky, and appeared to be gradually getting worse, was torn down to the arch springings and rebuilt in approved hydraulic cement mortar; the wheels and track castings were also thoroughly repaired and renewed, where found necessary, and the whole is now in good working order.

The necessary renewals and repairs were made to the gate winches and chains, etc., and some temporary repairs were also made to the lock gates.

The condition of the lock under water is much the same as when I previously reported. No repairs to it have been attempted beyond cleaning back of the lock gates and shimming up the track to assist the movements of the gates which continue to be operated with much difficulty.

There was no work done on account of capital.

Navigation through the canal closed on the 6th of January, 1894, and opened again on the 28th of April, 1894.

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

WM. McCARTHY,
*Superintending Engineer.*

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer Canals,
Ottawa.

# APPENDIX No. 7.

OFFICE OF THE INSPECTOR OF CANALS,
HAMILTON, 29th August, 1894.

SIR,—I have the honour to report that during the fiscal year ending 30th June, 1894, I inspected all offices for collection of tolls on the Dominion canals.

At date of inspection, detailed returns, showing particulars of collections at each office, were submitted to the department.

The aggregate receipts, on account of canal revenue, for the fiscal year 1893-4 are $352,330.27.

For hydraulic and other rents, the receipts for the fiscal year are $39,181.97.

The exhibit of revenue, collected at the thirty toll offices, classified under subdivisions of tolls, wharfage and storage, fines and damages, hydraulic and other rents, and sundry minor 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 | 129,763 37 | ..... | 439 72 | 49 54 | 130,252 63 | 119 00 |
| Port Dalhousie | 59,222 02 | ..... | 2,459 70 | 24 30 | 61,706 02 | 1,947 70 |
| Dunnville | 346 72 | ..... | ..... | ..... | 346 72 | 350 00 |
| Port Maitland | 17 05 | ..... | ..... | ..... | 17 05 | ..... |
| Port Robinson | 384 44 | ..... | ..... | ..... | 384 44 | 726 00 |
| St. Catharines | 676 41 | ..... | 550 82 | ..... | 1,227 23 | 5,199 51 |
| Chippawa | 31 06 | ..... | ..... | ..... | 31 06 | 5 00 |
| Total | 190,441 07 | ..... | 3,450 24 | 73 84 | 193,965 15 | 8,347 21 |

## ST. LAWRENCE CANALS.

| | | | | | | |
|---|---|---|---|---|---|---|
| Valleyfield | 1,381 87 | ..... | 121 00 | 4 00 | 1,506 87 | 2,402 00 |
| Cornwall | 30,892 01 | ..... | ..... | ..... | 30,892 01 | 2,773 50 |
| Cardinal | 716 24 | ..... | 35 00 | ..... | 751 24 | 700 00 |
| Lachine | 2,831 16 | 21 09 | ..... | 1,187 98 | 4,040 23 | ..... |
| Montreal | 27,542 79 | 2,435 35 | ..... | 14,718 12 | 44,696 26 | 23,557 11 |
| Kingston | 7,925 78 | ..... | ..... | ..... | 7,925 78 | ..... |
| Total | 71,289 85 | 2,456 44 | 156 00 | 15,910 10 | 89,812 39 | 29,432 61 |

## CHAMBLY CANAL.

| | | | | | | |
|---|---|---|---|---|---|---|
| Chambly | 9,123 35 | ..... | 1 00 | 42 83 | 9167 18 | 0 00 |
| St. Johns | 12,293 93 | ..... | 10 00 | ..... | 12,303 93 | 50 00 |
| St. Ours Lock | 862 15 | ..... | ..... | ..... | 862 15 | ..... |
| Totals | 22,279 43 | ..... | 11 00 | 42 83 | 22,333 26 | 120 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 | 19,859 57 | | | | 19,859 57 | |
| Grenville | 13,954 23 | | | | 13,954 23 | 13 00 |
| Carillon | 60 60 | | | 8 00 | 68 60 | 23 00 |
| Ste. Anne's | 1,467 93 | | 4 00 | | 1,471 93 | |
| Total | 35,342 33 | | 4 00 | 8 00 | 35,354 33 | 36 00 |

RIDEAU CANAL.

| | | | | | | |
|---|---|---|---|---|---|---|
| Ottawa | 4,134 84 | 160 38 | | 262 00 | 4,557 22 | 521 75 |
| Kingston Mills | 1,406 26 | | | | 1,406 26 | 415 00 |
| Smith's Falls | 586 92 | 0 54 | | | 587 46 | 156 90 |
| Total | 6,128 02 | 160 92 | | 262 00 | 6,550 94 | 1,093 65 |

ST. PETER'S CANAL.

| | | | | | | |
|---|---|---|---|---|---|---|
| St. Peter's | 2,603 88 | | 28 00 | | 2,631 88 | |

MURRAY CANAL.

| | | | | | | |
|---|---|---|---|---|---|---|
| Brighton | 648 41 | | | | 648 41 | |

TRENT VALLEY CANALS.

| | | | | | | |
|---|---|---|---|---|---|---|
| Burleigh Falls | 112 03 | | | | 112 03 | 0 25 |
| Bobcaygeon | 559 74 | | | | 559 74 | 96 00 |
| Fenelon Falls | 22 81 | | | | 22 81 | 52 25 |
| Hastings | 50 19 | | | | 50 19 | |
| Peterborough | 201 86 | | | | 201 86 | 4 00 |
| Buckhorn | 87 28 | | | | 87 28 | |
| Total | 1,033 91 | | | | 1,033 91 | 152 50 |
| Grand Totals | 329,766 90 | 2,617 36 | 3,649 24 | 16,296 77 | 352,330 27 | 39,181 97 |

The receipts, as above, were balanced by bank remittances in favour of the Receiver General.

I have the honour to be, sir,
Your obedient servant,
H. B. WITTON,
*Inspector of Canals.*

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister of Railways and Canals.

# APPENDIX No. 8.

## RAILWAY SUBSIDIES.

TABLE of Cash Subsidies granted and paid in aid of Railway Construction.

| No. | Name of Railway or Description of Route. | Estimated length in Miles. | Subsidy granted. | Subsidy paid up to 30th June, 1894. | Subsidy paid up to 30th Sept., 1894. |
|---|---|---|---|---|---|
| | | | $ | $ cts. | $ cts. |
| 1 | Albert Southern | 16 | 51,200 | 50,460 00 | 50,460 00 |
| 2 | Baie des Chaleurs | 70 | 620,000 | 620,000 00 | 620,000 00 |
| 3 | Beauharnois Junction | 30 | 96,000 | 58,900 00 | 58,900 00 |
| 4 | Belleville and North Hastings | 7 | 22,400 | 21,888 00 | 21,888 00 |
| 5 | Belleville and Lake Nipissing | 30 | 96,000 | | |
| 6 | Boston and Nova Scotia | 35 50/100 | 113,600 | | |
| 7 | Bracebridge and Baysville | 15 | 48,000 | | |
| 8 | Brantford, Waterloo and Lake Erie | 18 | 57,600 | 52,810 00 | 52,810 00 |
| 9 | Brockville, Westport and Sault Ste. Marie | 60 | 192,000 | 105,200 00 | 105,200 00 |
| 10 | Buctouche and Moncton | 32 | 102,400 | 101,600 00 | 101,600 00 |
| 11 | Canada Atlantic | 54 50/100 and bridge | 314,400 | 282,355 20 | 282,355 20 |
| 12 | Canada Central | 120 | 1,525,250 | 1,525,250 00 | 1,525,250 00 |
| 13 | Canada Eastern | 111 | 355,200 | 312,000 00 | 312,000 00 |
| 14 | Canadian Pacific | 1,905 | 25,000,000 (special) | 25,000,000 00 | 25,000,000 00 |
| | do (for extensions) | 162 and bridge | 1,580,000 | 1,500,000 00 | 1,500,000 00 |
| 15 | Cap Rouge and St. Lawrence | 12 | 38,400 | | |
| 16 | Cape Breton Extension | 30 | 96,000 | | |
| 17 | Caraquet | 67 | 224,000 | 224,000 00 | 224,000 00 |
| 18 | Central Ontario | 20 | 64,000 | | |
| 19 | Central (of New Brunswick) | 59 50/100 | 190,400 | 75,639 00 | 75,639 00 |
| 20 | Cobourg, Northumberland and Pacific | 49 | 156,800 | | |
| 21 | Cornwallis Valley | 14 | 44,800 | 44,800 00 | 44,800 00 |
| 22 | Columbia and Kootenay | 35 | 112,000 | 88,800 00 | 88,800 00 |
| 23 | Cumberland | 14 | 44,800 | 39,850 00 | 39,850 00 |
| 24 | Dominion Lime | 7 | 22,400 | 15,360 00 | 15,360 00 |
| 25 | Dominion Coal | 28 | 89,600 | | |
| 26 | Drummond County | 93 10/100 | 297,920 | 195,840 00 | 195,840 00 |
| 27 | Elgin, Petitcodiac and Havelock | 12 | 38,400 | 38,400 00 | 38,400 00 |
| 28 | Erie and Huron | 52 | 166,400 | 96,000 00 | 96,000 00 |
| 29 | Esquimalt and Nanaimo | 71 | 750,000 | 750,000 00 | 750,000 00 |
| 30 | Fredericton and St. Mary's Railway Bridge Co. | 1 and bridge | 30,000 | 30,000 00 | 30,000 00 |
| 31 | Goderich and Wingham | 31 | 99,200 | | |
| 32 | Grand Trunk, Georgian Bay and Lake Erie | 15 | 48,000 | | 39,744 00 |
| 33 | Great Eastern | 60 | 229,500 | 40,345 00 | 40,345 00 |
| 34 | Great Northern | 102 | 326,400 | 78,688 00 | 78,688 00 |
| 35 | Guelph Junction | 16 | 51,200 | 46,000 00 | 46,000 00 |
| 36 | Harvey Branch | 3 | 9,600 | 5,553 57 | 5,553 57 |
| 37 | Hereford | 49 | 156,800 | 155,200 00 | 155,200 00 |
| 38 | International | 49 | 156,800 | 156,800 00 | 156,800 00 |
| 39 | Inverness and Richmond | 25 | 80,000 | | |
| 40 | Irondale, Bancroft and Ottawa | 50 | 160,000 | 64,000 00 | 64,000 00 |
| 41 | Jacques Cartier Union | 5 50/100 | 20,000 | | |
| 42 | Joliette and St. Jean de Matha | 20 | 64,000 | | |
| 43 | Joggins | 13 1/4 | 42,400 | 37,500 00 | 37,500 00 |
| 44 | Kingston and Pembroke | 15 | 48,000 | 48,000 00 | 48,000 00 |
| 45 | Kingston, Napanee and Western | 80 | 268,400 | 208,732 80 | 208,732 80 |
| 46 | L'Assomption | 3 50/100 | 11,200 | 11,200 00 | 11,200 00 |
| 47 | Lake Erie and Detroit River | 85 | 342,400 | 338,731 00 | 338,731 00 |
| 48 | Lake Temiscamingue Colonization | 50 | 327,700 | 52,760 00 | 140,672 00 |
| 49 | Leamington and Lake St. Clair | 16 | 51,200 | 51,200 00 | 51,200 00 |
| | Carried forward | 3,918 85/100 | 35,032,770 | 32,523,862 57 | 32,651,518 57 |

TABLE of Cash Subsidies granted and paid in aid of Railway Construction.—*Con.*

| No. | Name of Railway or description of Route. | Estimated length in Miles. | Subsidy granted. | Subsidy paid up to 30th June, 1894. | Subsidy paid up to 30th Sept. 1894. |
|---|---|---|---|---|---|
| | | | $ | $ cts. | $ cts. |
| | Brought forward | 3,918 85/100 | 35,032,770 | 32,523,862 57 | 32,651,518 57 |
| 50 | Lindsay, Bobcaygeon and Pontypool | 32 | 102,400 | | |
| 51 | Lotbinière and Megantic | 30 | 96,000 | 35,200 00 | 35,200 00 |
| 52 | Manitoba and North-western | 100 | 320,000 | | |
| 53 | Manitoulin and Northern | 40 | 128,000 | | |
| 54 | Massawippi Junction | 25 | 80,000 | | |
| 55 | Montreal and Sorel | 45 | 112,000 | 93,757 57 | 93,757 57 |
| 56 | Montreal and Champlain Junction | 63 | 103,600 | 103,600 00 | 103,600 00 |
| 57 | Montreal and Western | 70 | 361,270 | 361,270 00 | 361,270 00 |
| 58 | Montreal and Lake Maskinongé | 13 60/100 | 42,200 | 41,280 00 | 41,280 00 |
| 59 | Montreal and Ottawa | 60 | 192,000 | 73,600 00 | 73,600 00 |
| 60 | Montfort Colonization | 33 | 105,600 | 32,000 00 | 32,000 00 |
| 61 | Nakusp and Slocan | 38 | 121,600 | | |
| 62 | New Brunswick and Prince Edward | 37 | 118,400 | 113,440 00 | 113,440 00 |
| 63 | New Glasgow Iron, Coal and Railway Co | 17 60/100 | 56,000 | 38,400 00 | 38,400 00 |
| 64 | Nicola Valley | 53 | 169,600 | | |
| 65 | Nipissing and James Bay | 68 | 217,000 | | |
| 66 | Northern Pacific Junction | 110 | 1,320,000 | 1,320,000 00 | 1,320,000 00 |
| 67 | Nova Scotia Central | 80 | 256,000 | 230,700 00 | 230,700 00 |
| 68 | Nova Scotia Southern | 75 | 240,000 | | |
| 69 | Ontario and Pacific | 53 87/100 | 172,400 | | |
| 70 | Ontario, Belmont and Northern | 10 | 32,000 | | |
| 71 | Ontario and Quebec | 61 25/100 | 196,000 | 196,000 00 | 196,000 00 |
| 72 | Orford Mountain | 31 | 99,200 | 84,800 00 | 84,800 00 |
| 73 | Oshawa Railway and Navigation Co | 7 | 22,400 | | |
| 74 | Ottawa and Gatineau Valley | 82 | 384,000 | 284,128 00 | 284,128 00 |
| 75 | Ottawa, Arnprior and Parry Sound | 107 | 430,400 | 101,120 00 | 132,800 00 |
| 76 | Parry Sound Colonization | 60 | 192,000 | 59,220 00 | 99,000 00 |
| 77 | Pontiac and Kingston | 22 | 70,400 | | |
| 78 | Pontiac Pacific Junction | 92 45/100 | 313,100 | 174,828 00 | 193,578 00 |
| 79 | Pontiac and Ottawa | 23 | 73,600 | | |
| 80 | Philipsburg Junction | 6 75/100 | 21,600 | 18,688 00 | 18,688 00 |
| 81 | Pontiac and Renfrew | 6 | 19,200 | 13,600 00 | 13,600 00 |
| 82 | Port Arthur, Duluth and Western | 89 75/100 | 287,200 | 271,200 00 | 271,200 00 |
| 83 | Quebec Central | 75 | 348,342 | 60,342 00 | 60,342 00 |
| 84 | Quebec, Montreal, Ottawa and Occidental | 120 | 1,440,000 | | |
| 85 | Quebec and Lake St. John | 262 | 1,048,295 | 1,002,999 50 | 1,002,999 50 |
| 86 | Quebec, Montmorency and Charlevoix | 30 | 96,000 | 65,600 00 | 65,600 00 |
| 87 | Restigouche and Victoria | 35 | 112,000 | | |
| 88 | Shuswap and Okanagan | 51 | 163,200 | 162,900 00 | 162,900 00 |
| 89 | South Shore N.S | 35 | 112,000 | | |
| 90 | South Norfolk | 17 | 54,400 | 54,400 00 | 54,400 00 |
| 91 | South-eastern | Bridge. | 50,000 | | |
| 92 | South Ontario Pacific | 49 | 158,400 | | |
| 93 | Strathroy and Western Counties | 25 | 80,000 | | |
| 94 | St. Catharines and Niagara Central | 46 | 147,200 | 38,400 00 | 38,400 00 |
| 95 | St. Clair Frontier Tunnel | 2 22/100 | 375,000 | 375,000 00 | 375,000 00 |
| 96 | St. Lawrence, Lower Laurentian and Saguenay | 38 86/100 | 217,600 | 217,600 00 | 217,600 00 |
| 97 | St. Louis, Richibucto and Buctouche | 7 | 22,400 | 22,400 00 | 22,400 00 |
| 98 | St. John Valley and Rivière du Loup | 59 | 188,800 | | |
| 99 | St. Lawrence and Adirondack | 25 83/100 | 82,624 | 65,001 60 | 65,001 60 |
| 100 | Témiscouata | 119 | 670,800 | 645,950 00 | 645,950 00 |
| 101 | Thousand Islands | 17 | 54,400 | 24,400 00 | 24,400 00 |
| 102 | Tilsonburg, Lake Erie and Pacific | 16 | 51,200 | | |
| 103 | Tobique Valley | 43 | 182,400 | 134,016 00 | 134,016 00 |
| 104 | Toronto, Grey and Bruce | 5 | 16,000 | 14,656 00 | 14,656 00 |
| 105 | United Counties | 64 | 204,800 | 88,973 00 | 88,973 00 |
| 106 | Waterloo Junction | 11 | 35,200 | 32,800 00 | 32,800 00 |
| 107 | Western Counties | 20 | 500,000 | 500,000 00 | 500,000 00 |
| 108 | West Ontario and Pacific | 18 75/100 | 60,000 | 60,000 00 | 60,000 00 |
| 109 | Woodstock and Centreville | 26 | 83,200 | | |
| | Carried forward | 6,778 61/100 | 47,959,001 | 39,736,132 24 | 39,953,998 24 |

TABLE of Cash Subsidies granted and paid in aid of Railway Construction—*Con.*

| No. | Name of Railway or Description of Route. | Estimated length in Miles. | Subsidy granted. | Subsidy paid up to 30th June, 1894. | Subsidy paid up to 30th Sept., 1894. |
|---|---|---|---|---|---|
| | | | $ | $ cts. | $ cts. |
| | Brought forward | 6,778 61/100 | 47,959,001 | 39,736,132 24 | 39,953,998 24 |
| | For a Railway— | | | | |
| 110 | Abbotsford Station to Chilliwack | 21 | 67,200 | | |
| 111 | Cap Tourmente towards Murray Bay | 20 | 64,000 | | |
| 112 | Cap de la Magdeleine to C.P.R. | 3 | 9,600 | | |
| 113 | Cross Creek Station to Stanleyville, N.B. | 6 | 19,200 | | |
| 114 | Elk and Kootenay Rivers to Coal Creek | 34 | 108,800 | | |
| 115 | Fredericton via Oromocto and Gagetown to N. B. R. | 30 | 96,000 | | |
| 116 | Joggins Ry. near River Hebert to Young's Mills | 5 | 16,000 | | |
| 117 | Lachine Bank to Rivière des Prairies | 15 | 48,000 | | |
| 118 | Lime Ridge northerly into Co. Megantic | 50 | 160,000 | | |
| 119 | Newcastle to point opposite Chatham | 6 | 19,200 | | |
| 120 | Ottawa to Morrisburgh | 52 | 166,400 | | |
| 121 | Point on I. C. Ry towards Havelock | 20 | 64,000 | | |
| 122 | Pokemouche Siding on C. Ry. to Tracadie Village | 12 | 38,400 | | |
| 123 | Summerside to Richmond Bay | 3 | 9,600 | | |
| 124 | St. Eustache to C. P. Ry | 12 | 38,400 | | |
| 125 | St. John to Barnsville | 10 | 32,000 | | |
| 126 | St. Eustache to St. Placide | 18 | 57,600 | | |
| 127 | St. Placide to St. Andrews | 8 | 25,600 | | |
| 128 | Ste. Flavie or Little Métis to Matane | 50 | 160,000 | | |
| 129 | St. Césaire to St. Paul d'Abbotsford | 5 | 16,000 | | |
| 130 | St. Rémi to St. Cyprien | 12 | 38,400 | | |
| 131 | St. Stephen to Milltown | 3 50/100 | 11,200 | | |
| 132 | Newport or Windsor to Truro, &c., &c | Bridge&90 | 300,000 | | |
| | Total | 7,264 11/100 | 49,607,801 | 39,736,132 24 | 39,953,998 24 |

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed period of years.

| No. | Name of Railway. | Miles Subsidized. | Amount of Instalment. | Amount paid up to 30th June, 1894. |
|---|---|---|---|---|
| | | | | $ |
| 1 | International (Atlantic and North-west) Railway Co | 252 | $93,300 per ½ year for 20 years. | 1,026,300 |
| 2 | Chignecto Marine Transport Ry. Co | 17 | 85,301 do 20 do | Nil. |
| 3 | Kingston, Smith's Falls and Ottawa Railway Co | 56 | 3,136 do 21 do | Nil. |
| | Total | 325 | | 1,026,300 |

# Department of Railways and Canals.

STATEMENT showing Railways aided by the Grant of Loans.

| No. | Name of Railway. | Amount of Loan authorized. | Amount loaned. | —— |
|---|---|---|---|---|
| | | $ | $ cts. | |
| 1 | Albert Railway Co..... ..... | 15,000 | 14,725 56 | |
| 2 | Fredericton and St. Mary's Bridge Co ... | 300,000 | 300,000 00 | |
| 3 | St. John Bridge and Railway Extens. Co.. | 500,000 | 433,900 00 | |
| | | 815,000 | 748,625 56 | |

STATEMENT showing Railways subsidized by the Grant of used Iron Rails valued at the amount set forth.

| No. | Name of Railway. | Tons of used Rails. | Subsidy on value of Rails. | Subsidy in used Rails paid. | —— |
|---|---|---|---|---|---|
| | | | $ cts. | $ cts. | |
| 1 | Central Railway Co. of New Brunswick.. | 4,052 | 83,612 54 | 83,612 54 | |
| 2 | Elgin, Petitcodiac and Havelock Ry. Co. | 2,201 | 44,252 82 | 44,252 82 | |
| 3 | Chatham Branch Railway Company..... | 958 | 24,439 84 | 24,439 84 | |
| | Total..... ..... | 7,211 | 152,305 20 | 152,305 20 | |

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

| No. | Name of Railway. | Tons of used Rails. | Value of used Rails loaned. | Remarks. |
|---|---|---|---|---|
| | | | $ cts. | |
| 1 | Kent Northern Railway Company..... | 2,549 | 58,334 27 | By 51 Victoria, chapter 3, these used rails will be granted as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 lbs per lin. yard and after an O.C. had been passed authorizing transfer.) |
| 2 | Halifax Cotton Company..... ..... | 233 | 4,335 00 | |
| 3 | Steel Company of Canada..... | 597 | 11,964 66 | |
| 4 | Albert Railway Company..... | 726 | 14,665 45 | |
| | Total..... ..... | 4,105 | 89,299 38 | |

STATEMENT showing Railways subsidized by Grants of Land.

| No. | Act. | Name of Railway. | Estimated number of miles. | Acres granted per mile. | Total Acres granted. |
|---|---|---|---|---|---|
| 1 | 52 Vic., c. 4.<br>53 Vic., c. 3. | Alberta Railway and Coal Co. | 50 | 6,400 | 320,000 |
| 2 | 50-51 Vic., c. 23. | Alberta and Athabasca Railway Co. | 300 | 6,400 | 1,920,000 |
| 3 | 56-57 Vic., c. 6. | Brandon and South-western Railway Co. | 17 | 6,400 | 108,800 |
| 4 | 53 Vic., c. 4. | Calgary and Edmonton Railway Co. | 340 | 6,400 | 2,176,000 |
| 5 | 54-55 Vic., c. 5.<br>56-57 Vic., c. 6. | Canadian Pacific Railway Co. | 277 | 6,400 | 1,772,800 |
| 6 | 49 Vic. c. 11. | North-west Central Railway Co. | 450 | 6,400 | 2,880,000 |
| 7 | 52 Vic., c. 4.<br>53 Vic., c. 4. | Lake Manitoba Railway and Canal Co. | 142 | 6,400 | 908,800 |
| 8 | 53 Vic., c. 4. | Lac Seul Railway Co. | 18 | 6,400 | 115,200 |
| 9 | 48-49 Vic., c. 60<br>49 Vic., c. 11. | Manitoba North-western Railway Co. | 476 | *6,400<br>3,200 | 2,726,400 |
| 10 | 48-49 Vic., c. 60<br>54-55 Vic., c. 10 | Manitoba South-western Colonization Railway Co. | 218¼ | 6,400 | 1,396,800 |
| 11 | 53 Vic., c. 4. | Manitoba South-eastern Railway Co. | 110 | 6,400 | 704,000 |
| 12 | 50-51 Vic., c. 23. | Medicine Hat Railway and Coal Co. | 8 | 6,400 | 51,200 |
| 13 | 52 Vic., c. 4. | North-western Railway Co. of Canada. | 330 | 10,000 | 3,300,000 |
| 14 | 48-49 Vic., c. 60<br>50-51 Vic., c. 23<br>52 Vic., c. 4. | North-western Coal and Navigation Co. | 110 | 6,400 | 708,400 |
| 15 | 48-49 Vic., c. 60<br>50-51 Vic., c. 23 | Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co. | 347 | 6,400 | 2,220,800 |
| 16 | 50-51 Vic., c. 23<br>52 Vic., c. 4. | Red Deer Valley Railway and Coal Co. | 55 | 6,400 | 352,000 |
| 17 | 56-57 Vic., c. 6. | Rocky Mountain Railway and Coal Co. | 60 | 6,400 | 384,000 |
| 18 | 56-57 Vic., c. 6. | Saskatchewan and Western Railway Co. | 15 | 6,400 | 96,000 |
| 19 | 47 Vic., c. 25<br>47 Vic., c. 70<br>43 Vic., c. 59 | Winnipeg and Hudson Bay Railway Co. | 900 | †6,400<br>12,800 | 8,580,000 |
| 20 | 49 Vic., c. 11. | Wood Mountain and Qu'Appelle Railway Co. | 240 | 6,400 | 1,536,000 |
| | | Total. | 4,463¼ | | 32,257,200 |

*376 miles at 6,400 acres per mile and 100 miles at 3,200 acres per mile.
†475 miles at 6,400 acres per mile and 425 miles at 12,800 acres per mile.

# APPENDIX No. 9.

## 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 Acts of 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 Métapediac, 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 Kazubazua to Le Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 160,000

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

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

**29.** To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883) ..... 128,000

**30.** To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 96,000

**31.** To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 262,400

**32.** To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 48,000

**33.** To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 32,000

**34.** For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole ..... 200,000

**35.** For a line of railway from Richibucto to St. Louis, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 22,400

**36.** For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 51,200

**37.** For a line of railway from St. 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 Boiestown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 19,200

* 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 of Quebec.

**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 Chaudiere 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 Sundridge, 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, onCumberland 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, nor exceeding in the whole ..... 108,800

**130**. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 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 not exceeding..... 118,400

"For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate 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 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 a 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, chapter 8, not exceeding in the whole..... 31,771 43

**158.** To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole..... 244,500 00

**159.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole..... $145,000 00

**160.** To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the 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 Quyon 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 mile, nor exceeding in the whole..... 64,000 00

**175.** To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 14,400 00

**176.** To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

**177.** To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64.000 00

**178.** To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

**179.** To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

**180.** To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

**181.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 64,000 00

**182.** To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400 00

**183.** For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $64,000 00

**184.** To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

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

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

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

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

By the Special Act, 52 Vic., cap. 5, 1889 *(Assented to 2nd May, 1889)*:—

**185.** In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum in manner following, that is to say:—the sum of fifty thousand dollars to be paid annually on the construction of the railway to a point at or near Saskatoon, such payment to be computed from the date of the completion of the railway to such point; and the remaining thirty thousand dollars annually on the extension of the railway to Prince Albert, such payment to be computed from the date of such last mentioned completion: Provided that if the second portion of the said railway is not built and operated to Prince Albert within two years after the completion of the railway to the South Saskatchewan as aforesaid, the payment of fifty thousand dollars shall cease until the whole railway is finished to Prince Albert.

By the Act 53 Vic., cap. 2, 1890 *(Assented to 16th May, 1890)*:—

**186.** To the Montreal and Ottawa Railway Company, for 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 portions 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., chapter 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 49 Vic., chapter 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 Vic., 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 mile, nor exceeding in the whole..... 80,000

**224.** For a railway from Fredericton to the village of Prince William in the province of New Brunswick, 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 exceedingin 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 his satisfaction their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council,—except the Erie and Huron Railway, which shall be completed within two years from the first day of July next. And they shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specifying an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make. The location, also, of every such line of railway shall be subject to the approval of the Governor in Council. And all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as regards the Erie and Huron Railway Company, upon which payment shall be made only upon the completion of the work—except, also as regards the subsidies to the Inverness and Richmond Railway, which shall be paid on the completion of each ten mile section, in accordance, as nearly as practicable, with the agreement between the company and the municipality of Inverness, and with section four of the Act of the Legislature of Nova Scotia, 1890, 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 he 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 Palmers 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.

"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 pay-

ments have been recommended, and copies of all contracts between the Government and the company under which the said subsidies are authorized to be paid.

"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, chap. 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 Campbelton 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 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 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 of the 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 towards 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 3, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 172,400 00

**289.** For a railway from a point on the line of the Canadian Pacific Railway on 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 to the international boundary, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 25,024 00

" The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make ; the location also of every such line of railway shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated

Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, and the subsidy granted to the St. Catharines and Niagara Central Railway Company, the first semi-annual payments upon both of which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of their railways respectively, and each subsequent payment at the end of each six months thereafter, for the term of twenty years or less.

"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., chap. 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 Montfort 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 Montfort 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

"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.

"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.

"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."

By the Act 57-58 Vic., cap. 4, 1894. *(Assented to, 23rd July, 1894)* :—

**315.** To the Bracebridge and Baysville Railway Company, for fifteen miles of their railway from Bracebridge towards Baysville, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000

**316.** To the Brockville, Westport and Sault Ste. Marie Railway, the balance remaining unpaid of the subsidy granted by chapter 3 of 1889, not exceeding $3,200 per mile, and also the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, which was re-granted by chapter 5 of 1892 ; the whole not exceeding ..... 86,800

**317.** To the Tilsonburg, Lake Erie and Pacific Railway Company, for sixteen miles of their railway, from Port Burwell to Tilsonburg, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole .... 51,200

**318.** 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, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding $3,200 per mile, nor exceeding in the whole .... 4,790

**319.** To the St. Catharines and Niagara Central Railway Company, for 34 miles of their railway from the city of St. Catharines to the city of Hamilton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 108,800

**320** 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 chapter 24 of 1887 ; and for 30 miles of their railway from the western end of the 30 miles first mentioned towards Ottawa, the balance remaining unpaid of the subsidy granted by chapter 2 of 1890, not exceeding $3,200 per mile ; the whole not exceeding..... 118,400

**321.** Notwithstanding the expiration of the time limited by chapter 2 of 1890, and by the contract entered into with the Quebec Central Railway Company, and notwithstanding anything otherwise in the said chapter 2 contained, the Governor in Council may pay the subsidy granted by the said chapter to the said company at the present worth of the twenty annual payments mentioned in the said chapter (interest computed at four per cent), for and upon the completion of its railway extending from a point between the Chaudière River and Tring Station to a point on the International Railway at or near Lake Megantic, and upon the inspection and acceptance of the same by the Chief Engineer of Railways and Canals, the sum in all of..... 288,000

**322.** To the Philipsburg Junction Railway and Quarry Company, for $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding $3,200 per mile, nor exceeding in the whole ..... $ 2,912

**323.** To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 23,600

**324.** To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed $15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding $3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of $1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding ..... 274,940

**325.** For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 25,600

**326.** For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 57,600

**327.** For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 38,400

**328.** For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 38,400

**329.** To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of $31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole ..... 41,100

**330.** To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of 7½ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $ 24,000

**331.** To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceding $3,200 per mile, nor exceeding in the whole 73,172

**332.** To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding $3,200 per mile, nor exceeding in the whole..... 4,046

**333.** For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

**334.** For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

**335.** To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding $3,200 per mile nor exceeding in the whole..... 83,200

**336.** For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding..... 300,000

**337.** To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 217,000

**338.** To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

**339.** To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

**340.** For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $160,000

**341.** To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

**342.** To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

**343.** To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

**344.** To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 102,400

**345.** To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

**346.** To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

**347.** To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding $3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 44,800

**348.** To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 73,600

**349.** To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

**350.** To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding $3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 32,000

**351.** For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

**352.** To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

**353.** To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000

**354.** To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

**355.** Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole..... 50,000

**356.** To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding $3,200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; the whole not exceeding 113,600

**357.** For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

**358.** To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 320,000

**359.** For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 108,800

**360.** For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200

**361.** To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

**362.** To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 121,600

**363.** To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

**364.** To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 16,000 00

**365.** To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 112,000 00

**366.** To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

**367**. For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $ 64,000 00

**368**. For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 32,000 00

**369**. For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... 9,600 00

**370**. To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding..... ..... 3,200 00

**371**. To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

**372**. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 102,400 00

**373**. To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

**374**. For a railway from a point on the Caraquet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway 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.

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.

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 Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage sub-subsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles 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., chap. 60, 1885 (*Assented to 20th July, 1885*):—

2. To the North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred acres for each mile of the company's railway, from Medicine Hat to the coal banks on the Belly River, about one hundred and ten miles.
3. To the Manitoba and South-western Colonization Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from its commencement at Winnipeg to its terminus at Whitewater Lake, about one hundred and fifty miles.
4. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Portage la Prairie to the crossing of the South Branch of the River Saskatchewan, twenty miles from Prince Albert, about four hundred and thirty miles.
5. To the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement near Regina to the navigable waters of Long Lake.

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

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

6. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres per mile for each mile of the company's branch railway running from a point on the main line of that railway, at or near Todburn, in a north-westerly direction through the county of Russell to the Assiniboine River, near the town of Shellmouth, about twenty-six miles.
7. To the North-west Central Railway Company, or to such other company as may undertake the construction of the railway, or a railway from a point on the Manitoba and North-western Railway via Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon station on the Canadian Pacific Railway, or from such point on the Manitoba and North-western Railway as aforesaid, to Battleford, in the provisional district of Saskatchewan, about four hundred and fifty miles.

**8.** To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle, to join the Manitoba and North-western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

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

By section 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 *(Assented to 23rd June, 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., chap. 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' westerley a distance of about sixty miles to a point on the proposed branch railway 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 encumbrance 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 Victoria, chapter 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, 1891 *(Assented to 30th September, 1891)*:—

**26.** In lieu of the subsidy in land authorized by the Act 52 Victoria, chapter 4, 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 53 Victoria, chapter 4, 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."

By the Act 57-58 Vic., cap. 6, 1894 *(Assented to 23rd July, 1894)*:—

**30.** To the Rocky Mountain Railway and Coal 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 Olds Station on the line of the Calgary and Edmonton Railway in a westerly direction to the Red Deer River and thence along the said river in a westerly direction to the coal fields, a distance of about sixty miles.

**31.** To the Canadian Pacific 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 Souris on the Souris Branch of the Canadian Pacific Railway, in a westerly direction to the Pipestone Valley, a distance of about thirty-two miles.

**32.** To the Brandon and South-western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to a point at or near Deloraine, a distance of about seventeen miles.

**33.** To the Saskatchewan and Western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from Minnedosa to Rapid City, a distance of about fifteen 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 with respect thereto; 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 the 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 authorized by this Act to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any encumbrance on the lands or property of the said company created before the passing of this Act.

# APPENDIX No. 10.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1894.

## 1. SUBSIDIZED RAILWAYS.

| No. of Contract. | Name of Contractor. | Date of Signature. | General Description. |
|---|---|---|---|
| 11599 | Lake Témiscamingue Colonization Railway Co. | 31st Aug., 1893. | From Mattawa to Long Sault Rapids. |
| 11628 | Buctouche and Moncton Railway Co. | 3rd Jan., 1894. | From Moncton to Buctouche. |
| 11648 | Dominion Coal Co | 26th do | From Bridgeport to Louisbourg, N.S. |
| 11651 | Canadian Pacific Railway Co. | 24th Oct., 1893. | From Revelstoke to Arrow Lake, B.C. |
| 11678 | Great Eastern Railway Co. | Not signed | From St. Grégoire Station of Grand Trunk Railway, towards Chaudière Junction Station, I.C.R. |
| 11687 | Nova Scotia Southern Railway Co. (Limited) | 12th Jan., 1894. | From Sand Point, on Shelburne Harbour, via Indian gardens, towards New Germany, on N.S. Central Railway. |
| 11658 | Kingston, Napanee and Western Railway Co. | 11th Dec., 1893. | From Company's Railway to Lake Sydenham, Ont. |
| 11659 | Boston and Nova Scotia Coal Co. (Limited) | 13th Feb., 1894. | From Orangedale to Broadcove, N.S. |
| 11720 | Grand Trunk Railway Co. of Canada. | 26th do 1894. | From Parkhead Station to Owen Sound, Ont. |
| 11738 | Lotbinière and Mégantic Railway Co. | 27th do 1894. | From parish of St. Jean Deschaillons, towards Glen Lloyd to Lister Station, Grand Trunk Railway. |
| 11748 | Great Northern Railway Co. | 16th June, 1894. | From a point south of Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois. |
| 11752 | Lake Témiscamingue Colonization Railway Co | 1st do 1894. | A wooden truss bridge, near Mattawa, on Ottawa River. |
| 11774 | Cobourg, Northumberland and Pacific Railway Co. | 16th do 1894. | From Cobourg to Ontario and Quebec Railway. |
| 11777 | Great Northern Railway Co. | 16th do 1894. | From New Glasgow to a point south of Montcalm. |
| 11816 | Nakusp and Slocan Railway Co | 23rd Oct., 1894. | From Nakusp to Forks of Carpenter Creek, B.C. |
| 11821 | Lake Témiscamingue Colonization Railway Co | 12th Sept., 1894. | From Mattawa to Lake Kippewa. (This cancels No. 11599 above.) |
| 11839 | Ottawa, Arnprior and Parry Sound Railway Co | 20th do 1894. | From Barry's Bay towards Northern Pacific Junction Railway. (This cancels No. 11342.) |
| 11845 | Oshawa Railway Co | Not signed | From Port Oshawa to Mill St. (Lake section), and to Town Hall, Oshawa, and to Grand Trunk Railway Station (Town or Northern section.) |
| 11855 | Cape Breton Railway Extension Co. (Limited) | 21st Sept., 1894. | From Port Hawkesbury to St. Peter's village. |
| 11871 | United Counties Railway Co. | 23rd Oct., 1894 | From St. Hyacinthe to Sorel. |
| 11886 | Boston and Nova Scotia Coal Co. (Limited) | 16th Nov., 1894. | From Orangedale to Broad Cove, N.S. |
| 11893 | Canada Eastern Railway Co. | 10th Nov., 1894. | From Chatham to Black Brook, and Nelson branch. |

## 2. INTERCOLONIAL RAILWAY.

| | | | |
|---|---|---|---|
| 11598 | James Brown | 1st Aug., 1893. | Addition to Metapedia Station. |
| 11600 | Bushnell Co. (Limited) | 4th do 1893. | Supply passenger coach and cylinder oil. |
| 11601 | J. R. Hutchins | 4th do 1893. | do engine and dynamo oil. |
| 11607 | J. Harris and Co. (Limited). | 20th do 1893. | Transfer to Rhodes, Curry & Co., of contracts for 50 box, and two 2nd class cars. |
| 11608 | Imperial Oil Co. | 4th do 1893. | Supply freight car axle oil. |
| 11609 | A. J. Grant & Co. | 4th do 1893 | do engine oil. |
| 11610 | Eastern Oil Co. | 4th do 1893. | do passenger coach oil. |
| 11638 | Jas. Watson & Co., by J. R. Hutchins, agent. | 5th Dec., 1893. | do steel rails, Windsor Branch. |
| 11640 | do do | 9th Nov., 1893. | do do Intercolonial Railway. |
| 11663 | Félix Genois. | 31st Oct., 1893. | Transhipping goods, Chaudière Junction. |

APPENDIX No. 10.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1894—*Continued.*

2. INTERCOLONIAL RAILWAY—*Continued.*

| No. of Contract. | Name of Contractor. | Date of Signature. | General Description. |
|---|---|---|---|
| 11665 | Canada Iron Furnace Co. (Limited) | 18th Oct., 1893. | Cast iron car wheels. |
| 11691 | Jas. Brown | 8th Dec., 1893. | Coal shed and trestle, Newcastle, N.B. |
| 11692 | Ross Bros | 12th do 1893. | Signal frames and switch gates. |
| 11693 | Munro Bros | 12th do 1893. | Farm crossing gates. |
| 11734 | Rhodes, Curry & Co | 31st Jan., 1894. | Box freight cars. |
| 11740 | Crossen Car Manufacturing Co. (Limited) of Cobourg | 11th do 1894. | do |
| 11744 | Rathbun Car Co | 31st do 1894. | do |
| 11749 | R. L. Wry | 13th Mar., 1894. | Casing Sackville Bridge pier with wood. |
| 11759 | Central Bridge and Engineering Co. (Limited) | 3rd April, 1894. | Through plate girder bridges. |
| 11763 | Crossen Car Manufacturing Co. (Limited) | 16th do 1894. | Platform cars. |
| 11764 | do do | 16th do 1894. | Baggage cars. |
| 11770 | Rhodes, Curry & Co. (Ltd) | 30th do 1894. | Platform cars. |
| 11776 | Crossen Car Manufacturing Co. (Limited) | 30th do 1894. | 1st class passenger cars. |
| 11778 | Rathbun Co | 30th do 1894. | Platform cars. |
| 11786 | Pat. Dwyer | 10th May, 1894. | Loading sugar at Richmond and Halifax. |
| 11792 | Dominion Bridge Co. (Ltd) | 17th do 1894. | Steel skew bridge, Black River, east of Tracadie Station. |
| 11794 | Canadian Locomotive and Engine Co. (Limited) | 28th Mar., 1894. | Passenger locomotive engines. |
| 11795 | Rhodes, Curry & Co. (Ltd) | 30th April, 1894. | 1st class passenger cars. |
| 11796 | A. McKinnon | 22nd May 1894. | Crib-work guides at Mulgrave and Point Tupper. |
| 11806 | Central Bridge and Engineering Co. (Limited) | 12th June, 1894. | Steel deck plate girder bridge. |
| 11825 | Cumberland Railway and Coal Co | 30th do 1894. | Supply coal. |
| 11826 | Intercolonial Coal Mining Co. (Limited) | 30th do 1894. | do |
| 11827 | Canada Coal and Railway Co. | 30th do 1894. | do |
| 11839 | Acadia Coal Co. (Limited) | 30th do 1894. | do |
| 11828 | Montreal Car Wheel Co | 31st July, 1894. | Cast iron car wheels. |
| 11856 | Eastern Oil Co | 28th July, 1894. | Passenger coach oil and petroleum. |
| 11857 | Imperial Oil Co | 28th do 1894. | do do engine oil, &c. |
| 11858 | Wm. Strachan & Co | 28th do 1894. | Cylinder oil. |
| 11894 | C. J. de Sola, agent of Cockerill works, Belgium | 3rd Nov., 1894. | Steel rails for I.C. Ry., Windsor Branch and P.E.I. Ry. |
| 11844 | Thos. Robley | 20th Aug., 1894. | Snow fence, Cape Breton Railway. |

3. PRINCE EDWARD ISLAND RAILWAY.

| | | | |
|---|---|---|---|
| 11639 | Jas. Watson & Co., J. R. Hutchins, agent | 5th Dec., 1893. | Steel rails. |
| 11641 | Dominion Bridge Co. (Ltd) | 6th Sept., 1893. | Truss bridge, Hillsboro River, Mt. Steward station. |
| 11791 | Intercolonial Coal Mining Co. (Limited) | 21st May, 1894. | Supply coal. |
| 11894 | C. J. de Sola, agent | 3rd Nov., 1894. | Steel rails (see I.C. Ry.). |

4. BEAUHARNOIS CANAL.

| | | | |
|---|---|---|---|
| 11630 | A. Chagnon & Co | 2nd Oct., 1893. | Drain, along north side of Valleyfield. |
| 11824 | do | 13th Aug., 1894. | do taken out of their hands. |
| 11842 | J. W. Grier | 30th Aug., 1894. | do to complete it. |

APPENDIX No. 10.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1894.—*Continued.*

5. CORNWALL CANAL.

| No. of Contract. | Name of Contractor. | Date of Signature. | General Description. |
|---|---|---|---|
| 11556 | Wm. Davis & Sons | 19th June, 1893. | Dams at Sheik's Island, section 4. |
| 11790 | Gilbert Blasting & Dredging Co. (Limited) | 19th April, 1894. | Receipt in full, *re* sections 5, 6, 7, 8. |
| 11813 | Wm. Garson | 20th July, 1894. | Sewer, west part, town of Cornwall. |

6. CHAMBLY CANAL.

| | | | |
|---|---|---|---|
| 11378 | Chambly Manufacturing Co. | 31st Jan., 1893. | To make up to Government for loss of power, or drainage by their dams in Richelieu River. |
| 11625 | Gervais & Frères | 7th Oct., 1893. | Supply gravel for canal banks. |

7. LACHINE CANAL.

| | | | |
|---|---|---|---|
| 11645 | Peter Jackson | 7th Nov., 1893. | Drain, at Côte St. Paul, south of canal. |
| 11853 | McNamee & Mann | 22nd Sept., 1894. | Deepen canal prism between locks 3 and 5. |
| 11868 | Weddell Dredging Co. | 1st Oct., 1894. | New channel in Lake St. Louis. |
| 11872 | D. Dugas | 19th Oct., 1894. | Cover shed with Canada plate, Mills St. yard. |
| 11891 | John B. de Lorimier | 25th do 1894. | Masonry, brickwork and sewer do |

8. RIDEAU CANAL.

| | | | |
|---|---|---|---|
| 11702 | J. A. Askwith | 11th Jan., 1894. | Sheet piling, Deep Cut, Ottawa. |
| 11705 | H. Harris | 16th do 1894. | Supply oak timber for 1894-95. |
| 11823 | W. H. & E. Fleming | 7th Aug., 1894. | Bond, damages by "Rideau Belle," Tay Canal locks. |
| 11888 | Wm. Kilt | 23rd Oct., 1894. | Grading, &c., Deep Cut, west bank, Ottawa. |

9. SAULT STE. MARIE CANAL.

| | | | |
|---|---|---|---|
| 11613 | Hugh Ryan & Co. | 19th Dec., 1893. | Supply and discharge pipes for turbine wheels. |
| 11632 | do | 19th do 1893. | 5 pairs of lock gates. |
| 11634 | Hamilton Bridge Co. (Ltd). | 10th Oct., 1893. | Steel bridge on line of C. P. Ry., over canal. |
| 11714 | Hugh Ryan & Co. | 8th Feb., 1894. | Valves, gratings, &c., in the lock. |
| 11716 | Wm. Kennedy & Sons | 13th April, 1894. | Water wheels, penstocks, pipes, &c., for power-house. |
| 11757 | Hugh Ryan & Co. | 21st do 1894. | Bridge fender cribbing. |
| 11758 | do | 4th May, 1894. | Sluice valve for culvert to pump well. |
| 11760 | Canadian General Electric Co. (Limited) | 9th do 1894. | Electric and power plant. |
| 11787 | Canadian Locomotive & Engine Co. (Limited) | 17th July, 1894. | Machinery and gearing for lock gates, valves, &c. |

10. SOULANGES CANAL.

| | | | |
|---|---|---|---|
| 11672 | Geo. Goodwin | 4th Nov., 1893. | Assigns to Thos. Feeney, contract 11165, *re* section 11. |
| 11673 | Thos. Feeney | 25th Nov., 1893. | Complete section 11. |
| 11780 | F. Hyde & Co. | 23rd May, 1894. | Supply Portland cement. |
| 11783 | Dominion Bridge Co. (Ltd). | 16th Nov. 1894. | Bridges on line of Canada Atlantic Railway. |
| 11851 | C. J. de Sola, agent | 21st Sept., 1894. | 11,000 barrels Portland cement, "Josson" brand. |
| 11861 | T. Feeney to W. J. Poupore. | 20th July, 1894. | Transfers contract, section 11. |
| 11862 | Poupore & Fraser | Not signed. | Covenant to complete section 11. |

APPENDIX No. 10.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1894.—*Continued.*

11. TRENT VALLEY CANAL.

| No. of Contract. | Name of Contractor. | Date of Signature. | General Description. |
|---|---|---|---|
| 11656 | Wm. Kennedy | 8th Nov., 1893. | Pier and boom, at Bobcaygeon. |

12. WELLAND CANAL.

| | | | |
|---|---|---|---|
| 11603 | John Riley | 9th Sept., 1893. | Rebuild east pier, Port Dalhousie. |
| 11430 | Robert Weddell | 17th Jan., 1893. | Road bridge, lock 2. |
| 11605 | McCombs & Brown | 20th Sept., 1893. | Deepen back ditch, sections 2 and 3, feeder to Petit Road. |
| 11606 | Peter Neff | 20th do 1893. | do do section 1, Marshville westwards. |
| 11611 | J. T. McNamee | 18th do 1893. | Remove land slide, north "Air Line" railway crossing. |
| 11876 | Jos. Buliung | 26th Oct. 1894. | Clean out sections 1 and 2, ditch north of feeder, Marshville to Hutchinson road. |
| 11878 | Frs. Hicks | 26th Oct. 1894. | Clean out sections 3, 4, 5, ditch north of feeder, Marshville to Hutchinson road. |

OTTAWA, Dec. 31st, 1894.

H. A. FISSIAULT.

# APPENDIX No. 11.

GENERAL STATE

Water Power and other Public Property leased by the Department

| Date of Signature. | Term of Lease. | Lessees. | Property Leased. | Area of Property Leased. |
|---|---|---|---|---|
| | | | *Chambly Canal.* | |
| Not signed. | Pleasure of the Government. | Canadian Pacific Railway Co. | Siding along canal at St. John's P. Q. for Atlantic and North-west Railway. | ..... ... |
| | | | *Lachine Canal.* | |
| Not signed. | 17 years, renewable every 10 years. | Frothingham and Workman. | Mill lot No. 1 (cad. lots 530, 529) St. Ann's Ward, Montreal, at basin No. 2. | ..... ..... |
| Not signed.. | 17 years..... | Hugh McLennan... | Mill lot N.E. ½ 2, (cad. lots 531, 528) St. Ann's Ward, Montreal, at basin No. 2. | ..... |
| Dec. 6, '93 | 5 do ..... | Montreal Coal Elevating Co. | Cad. lot 324, West of Wellington bridge, St. Ann's Ward, Montreal, at basin No. 2. | ..... |
| Nov. 16 '93 | Pleasure of the Government. | End, Metayer & Co. | Lots 1 and 2 W. of St. Gabriel, basin No. 4. | 19,046 ft... |
| Jan. 24, '94 | do .. | W. Clendinneng & Son. | Railway track and overhead gangway, at St. Henri. | ..... ... |
| Feb. 8, '94 | do .. | Consumers Gas Co. of Montreal (Ltd.) | 4 in. pipe to factory, Côte St. Paul..... .. | ... ..... |
| do 17, '94 | do .. | St. Henri Chemical Co. (Ltd.) | do do do ..... | ..... |
| June 1, '94 | do .. | W. Clendinneng & Son. | 6 in. pipe to foundry, St. Henri, cad. lot 3413—7. | ... ..... |
| Not signed.. | do .. | City of Montreal.... | Lease of *Mill Street* to them and lot (Wood basin). | ..... |
| Nov. 19, '94 | do .. | R. C. Carter..... | Space in shed No. 2, basin No. 2..... | 100 x 40. ... |
| Oct. 30, '94 | do .. | Dobell, Beckett & Co. | Lots 7, 8, 9, 10, S.E. of Wellington Basin. | 1·67 acres... |
| | | | *Beauharnois Canal.* | |
| Not signed.. | 10 years ..... | Valleyfield Electric Co. (Ltd.) | Cad. lot 830, Grande Isle, Valleyfield..... | 2,700 ft..... |
| Nov. 13, '93 | 17 years, renewable every 10 years. | Montreal Cotton Co. | Land south of lots 1, 2, 3, 4, Valleyfield... | 25,000 ft.... |
| Jan. 4, '94 | 21 years..... | Valleyfield Lumber Co. | Land near upper entrance of canal, Catherinestown. | 41,617 ft ... |
| | | | *Williamsburgh Canals.* | |
| Aug. 25, '94 | 7½ years, renewable every 10 years. | Edwardsburg Starch Co. (Ltd.) | Water lot near lock 26, Galops Canal..... | ..... |
| | | | *Welland Canal.* | |
| Not signed.. | 21 years..... | Riordon Paper Mills Co. (Ltd.) | Water lot 11 in 10th C. Grantham..... | .. .. ..... |
| do | 17 do ... | do | Water lot at locks 16, 18, 19 and 20 Old Canal, Merritton. | ... . .... |
| do | ..... | Corporation County of Lincoln. | 2 in. (syphon) pipe on W. bank, between locks 4 and 6, Grantham. | .. ..... |
| April 2, '94 | Pleasure of the Government. | J. R. R. Secord et al. | 2 in. pipe above lock 11 to their farms, Grantham. | . .. ..... |
| Feb. 17, '94 | 10 years ... . | Ontario Peat Fuel Co., (Ltd.) | Part of lot 9 in 4th C. Wainfleet, on Feeder. | 0·096 acre... |

MENT SHOWING

of Railways and Canals, during the Fiscal Year ended 30th June, 1894.

| 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. | | | |
| Siding.. ..... | ..... ... | March 1, '93 | 120 00 | 120 00 | March 1.... | Mar. 1, '93 | In advance. |
| Elevatore..... | 150 h. p.. | July 1, '93 | Ld. 392 00<br>W.1,200 00<br>1,592 00 | ..... | Jan. 1, Jul. 1 | July 1, '93 | In advance. |
| do .... | ..... | do | 264 00 | 264 00 | do | do | do |
| do .... | .... .... | May 1, '94 | 450 00 | 450 00 | May 1..... | May 1, '94 | do |
| Storing lumber | ... ..... | Jan. 1, '94 | 380 92 | 380 92 | January 1.. | Jan. 1, '94 | do |
| To connect foundry. | .... .... | Dec. 1, '93 | 1 00 | 1 00 | December 1. | Dec. 1, '93 | do |
| Manufacture of gas. | 4 in. pipe. | Feb. 1, '94 | 40 00 | 40 00 | February 1. | Feb. 1, '94 | do |
| Manufact. of glycerine. | do .. | do | 40 00 | 40 00 | do | do | do |
| Foundry. .... | 6 in. pipe. | May 1, '94 | 60 00 | 60 00 | May 1..... | May 1, '94 | do |
| Street and Park. | .... .... | July 1, '94 | 100 00 | 100 00 | July 1..... | July 1, '94 | do |
| Storage..... | ..... | August 1, '94 | 100 00 | 100 00 | August 1... | Aug. 1, '94 | do |
| Shipping deal. | ..... | Nov. 1, '94 | 830 00 | 830 00 | November 1. | Nov. 1, '94 | do |
| Electric light. | 75 h. p.. | July 1, '90 | 15 00<br>4 00 | land<br>p. h. p. | Jan. 1, Jul. 1 | July 1, '93 | Cancels No. 8961. |
| Building lot.. | ..... | July 1, '93 | 50 00 | 50 00 | do | do '93 | do 6813. |
| Piling, &c., lumber. | .... ..... | Jan. 1, '94 | 60 00 | 60 00 | January 1.. | Jan. 1, '94 | In advance. |
| Grist or starch factory. | 80 h.p. free (Jess'p lot) 120 h.p. at $2 per h.p.; gro'd rent $20; 50 h.p. now used. | Jan. 1, '93 | Max. rent, 260 00<br>Min. rent, 120 00 | 130 00<br>60 00 | Jan. 1, Jul. 1 | Jan. 1, '93 | Full rental, 120 h. p. when used, $240<br>Full rent., gr'nd rent..... 20<br>$260<br>Arrears p., $2,033.50<br>Costs of suit, still due |
| Paper manufactory. | 60 h.p.... | July 1, '90 | 200 00 | 100 00 | Jan. 1, Jul. 1 | Jan. 1, '91 | In advance. |
| Paper and pulp mills. | 1,200 h.p.. | do '93 | 1,240 00 | 620 00 | do | July 1, '93 | do |
| Water for poor house. | 2 in. pipe. | Nov. 1, '93 | 1 00 | 1 00 | November 1. | Nov. 1, '93 | do |
| Watering stock. | do .. | April 1, '94 | 1 00 | 1 00 | April 1..... | Apr. 1, '94 | do |
| Storing, &c., peat fuel. | ..... | Jan. 1, '94 | 10 00 | 10 00 | January 1.. | Jan. 1, '94 | do |

GENERAL STATEMENT showing: Water Power and other Public Property leased by the

| Date of Signature. | Term of Lease. | Lessees. | Property Leased. | Area of Property Leased. |
|---|---|---|---|---|
| | | | *Welland Canal*—Continued. | |
| Not signed.. | Pleasure of the Government. | Can. Coloured Cotton Mills Co. (Ltd.) | Part of road bet. 9th and 10th c. Grantham (with Lybster cotton mills lots). | 3·25 chains. |
| April 18, '94 | 15 years .... | W. H. Andrews ... | Port Robinson dry dock, on lot 203, Thorold | 1·13 acre.... |
| May 1, '94 | 21 years only. | Niagara Falls Park and River Ry. Co. | Track on swing bridge, Portage Road, Chippewa. | ..... |
| June 14, '94 | 21 years, renewable. | D. Williamson & J. Watt. | Lot on Welland St. South, at Port Colborne. | 1·69 acres... |
| Not signed.. | Pleasure of the Government. | Port Dalhousie, St. Catharines and Thorold Street Railway Co. | Cross bridges, Ontario St., and Queenston and Grimsby Road, St. Catharines. | . .. ..... |
| | | | *Rideau Canal.* | |
| do | 21 years, renewable. | Mrs. Geo. Sterling, administratrix. | Lot at base of Major's Hill, Ottawa, at canal entrance. | 0·45 acres... |
| | | | *Sault Ste. Marie Canal.* | |
| do | 21 years, renewable. | Sault Ste. Marie Bridge Co. | 2 lots on St. Mary's Island, and cross canal by a bridge. | {0·50 acre. / 1·55 do} |
| | | | *Intercolonial Railway, &c.* | |
| do | 1 year ..... | International Coal and Railway Co. | Lease to Company of 1¼ mile of I. C. Ry. Branch at ½ mile from Sydney Station. | ..... |
| do | do ..... | International Coal and Railway Co. | Lease to Company running powers to Sydney Station. | .... . ..... |
| do | Pleasure of the Government. | Pictou Steam Ferry Co. (Ltd.) | Water from I. C. Ry., through Co's. pipes, Pictou Landing, N.S. | ... ..... |
| Dec. 13, '92 | 21 years..... | Windsor and Annapolis Ry Co. (Ltd.) | Renewal, *re* use of Windsor Branch, Junction to Halifax. | ..... |
| June 27, '93 | 5 do ..... | Quebec Central Ry. Co. | Lease to Government of office room in Co's. Station, Quebec Ferry Wharf. | ..... .. . |
| Not signed.. | 16 years and 1 year after notice. | Can. Pacific Ry. Co. | Telegraph line on Cape Breton Ry. and Eastern Extension. | .... ..... |
| Aug. 21, '93 | 5 years..... | Central Vermont Ry. Co. | Lease to Government of rooms on lot 148, St. James St., Montreal. | ..... . |
| Nov. 1, '93 | Pleasure of the Government. | J. A. R. Weir ..... | Land &c., at Windsor Junction, Halifax County. | 17,750 ft.... |
| Dec. 31, '92 | 21 years ..... | Fredericton and St. Mary's Railway Bridge Co. | Use of St. John River Bridge, and connection with Fredericton Ry., Westward, and Gibson Branch of C. P. R., Eastward. | ..... ..... |
| Sept. 16, '92 | 1 do .... | Sidney Gray.... ... | License to sell newspapers &c., on P. E. Island Ry. | ..... ..... |
| Not signed.. | Pleasure of the Government. | Moncton Gas Light and Water Co. | Maintain pipe on I. C. Ry. grounds, near Moncton. | 1,450 ft. ... |
| Oct. 16, '94 | 1 year..... | F. W. Cunningham. | Sell newspapers &c. on I. C. Ry. trains.... | ..... |
| | | | *Other Railways.* | |
| Nov. 6, '92 | To end of next session. | Chas. E. B. Young.. | License under Ry. Act, 1888, 51 Vic., c. 29, sec. 279, to operate the Elgin, Petitcodiac and Havelock Ry. | 26 miles.... |
| May 15, '93 | do .. | do .. | Extension of license under Ry. Act, 1888, 51 Vic., c. 29, sec. 280, to operate the Elgin, Petitcodiac and Havelock Ry. | do .. . |
| June 1, '93 | To Dec. 1897.. | Alberta Railway and Coal Co. | Lease to C. P. Ry. Co. of line from Dunmore to Lethbridge. | 109½ miles.. |
| Dec. 12, '93 | To end of next session. | Lake Erie and Detroit River Railway Co. | License under Act 56 Vic., c. 51 (1893) to operate the London and Port Stanley Ry. | 23½ do .. |
| | | | *Trent Valley Canal.* | |
| Not signed.. | Pleasure of the Government. | Fr. Sandford..... | May cut a flume through Government dam, Fenelon Falls. | ..... ..... |

OTTAWA, December 31st, 1894.

Department of Railways and Canals, during the Fiscal Year ended 30th June, 1894—*Con.*

| 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. | | | |
| Cotton Mills | ..... | Jan. 1, '94 | 20 00 | 20 00 | Jan. 1..... | Jan. 1, '94 | In advance. |
| Dry Dock | ..... | Feb. 1, '94 | 60 00 | 30 00 | Feb. 1, Aug. 1 | Feb. 1, '94 | do |
| Track | ..... | May 1, '94 | 5 00 | 5 00 | May 1..... | May 1, '94 | do |
| Glass factory | ..... | June 1, '92 | 50 00 | 50 00 | June 1..... | June 1, '92 | do in lieu o lease No. 11306. |
| Electric Street Railway. | ..... | July 1, '94 | 1 00 | 1 00 | July 1 ..... | July 1, '94 | In advance. |
| Wharf | ..... | Jan. 1, '95 | 100 00 | 50 00 | Jan. 1, Jul. 1 | On del. of lease. | In advance (Renews No. 4286.) |
| Railway and Crossing. | ..... | Feb. 1, '94 | 20 00 | 20 00 | Feb. 1..... | Feb. 1, '94 | In advance. |
| Running powers. | ..... | From date of lease. | 1 00 | 1 00 | ..... | ..... | |
| do | ..... | do | Rates. | ..... | Monthly | ..... | |
| Water for steamers. | Pipe..... | do | 100 00 | 100 00 | July 1..... | On del. of lease. | |
| Railway | ..... | Jan. 1, '93 | Rates. | ..... | Monthly | ..... | |
| Office room for I. C. Ry. | ..... | May 1, '93 | 300 00 | 75 00 | Quarterly | ..... | |
| Telegraph business. | ..... | July 1, '93 | Gov. messages free. | ..... | ..... | ..... | Add wire for I. C. Ry. |
| I. C. Ry. Office | ..... | May 1, '93 | 600 00 | 50 00 | Monthly | June 1, '93 | |
| Farm | ..... | Nov. 1, '93 | 1 00 | 1 00 | Nov. 1. .... | Nov. 1, '93 | In advance. |
| Bridge | ..... | Dec. 31, '92 | ..... | ..... | ..... | ..... | |
| Sell books, &c. | ..... | Sept. 1, '92 | 300 00 | 25 00 | Monthly on 5th. | Sept. 5, '92 | |
| Water and light. | Pipe..... | — '94 | 1 00 | 1 00 | July 2... | — '94 | In advance. |
| Sell books, &c. | ..... | Nov. 1, '94 | 4,015 00 | 334 58⅓ | Monthly | Nov. 1, '94 | do |
| As purchaser thereof. | ..... | ..... | ..... | ..... | ..... | ..... | |
| do | ..... | ..... | ..... | ..... | ..... | ..... | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | |
| As purchaser thereof. | ..... | ..... | ..... | ..... | ..... | ..... | |
| Surplus water leased from Estate R. C. Smith. | ..... | ..... | 1 00 | 1 00 | ..... | ..... | |

# APPENDIX No. 12.

PROPERTY purchased, or damaged, by the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1894.

| Date of Signature. | Who sold, etc., to Her Majesty. | Property purchased, &c. | | | Area of Land. | Amount Paid. | Remarks. |
|---|---|---|---|---|---|---|---|
| | | Lot. | District, &c. | County. | | | |
| | | | *Annapolis and Digby Railway.* | | | $ cts. | |
| Feb. 1, 1894.. | Western Counties Ry. Co . | Special grant land taken | from Government to this Co. of for this railway by Government. | Annapolis & Digby | ..... | ..... | Now Yarmouth & Annapolis Ry Co. |
| Jan. 17, 1894.. | do .. | Release to Go | vernment from all damages, &c.. | do .. | ..... .. | ... ..... | |
| | | | *Cape Breton Railway, extension to North Sydney.* | | Acres. | | |
| March 30, 1894.. | Mary Johnston, *et al*..... | Lot 25.. .... | Georges River ..... .. | Cape Breton..... | 4·17 | 349 25<br>costs 30 00 | } Receipt. |
| | | | *Intercolonial Railway.* | | | | |
| May 6, 1893.. | City of St. John, N.B... . | Harbour front. | Right of way amended in city of St. John, N.B. | ..... . . . | ... ..... | ..... ..... | |
| June 9, 1893.. | John White ..... | Pt. lot 32..... | E. of Upper Water St., Halifax.. | Halifax.... ..... | ..... .. .. | 6,000 00 | |
| do 6, 1893.. | Ed. Sturgess..... | A. lot, &c..... | On do and wharf. | ..... .... | ..... ... | 700 00 | |
| May 17, 1893.. | John White ..... | Pt. lot 31... | North suburbs, Halifax..... | ..... .... | ..... | 6,000 00 | |
| June 8, 1893.. | do ..... | 2 water lots, &c. | do do store and wharf. | ... ..... .... | ..... ... | 10,000 00 | |
| May 22, 1893.. | P. Douglas... .. .. .... | 2 do . | do do ..... | .... ..... | .... .. ... | 15,000 00 | |
| do 17, 1893.. | John White ..... | 2 do . | do do ..... | ..... .. . .... | ..... .... | 13,000 00 | |
| June 8, 1893.. | do ..... .... . . | Pt. lot 31..... | do do ..... | ..... | ..... | 5,500 00 | |
| Nov. 1, 1893.. | J. A. R. Weir..... | Land at Wind | sor Junction ..... . .. | Halifax ..... . . | 41·2·21 | 1,400 00 | |
| May 23, 1883.. | Heirs Wm. Kirkpatrick... | Documents *re* Halifax.... | land expropriated, new line at | do ..... | .. ..... | 77 25 | And payment to Robie Uniacke. |
| Nov. 25, 1893.. | John McDonald ..... ... | Land..... | At Lorne Siding, N.S. ..... | Pictou..... | 0·50 | 100 00 | |
| May 6, 1893.. | City of St. John, N.B..... | do &c ..... | City of St. John (Extension), N.B. | .... ... ..... | 2·54 | 1 00 | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| March 27, 1894 | Admiralty Commissioners. | Naval yard | Award of Chief Justice of N.S. No damage. | ..... | ..... | ..... | |
| Dec. 4, 1889 | Chs. A. Murray (*re* E. Keays). | Land ..... | Part of farm in Bonaventure County. | ..... | Feet. 20,000 | 200 00 | |
| May 19, 1890 | Chs. A. Murray (*re* E. Keays). | do ..... | Part of farm in Bonaventure County. | ..... | Acres. 1·30 | 149 00 | |
| | | | *Canadian Pacific Railway.* | | | | |
| Oct. 17, 1892 | Donald McDonald..... | Pt. lot 1 . .. | Group III, tp. 17, New Westminster, B.C. | ..... | 0·97 | 60 00 | |
| do 2, 1893 | C. & S. Robertson ..... | 275 & 407 | Tp. 12, New Westminster, B. C.. | ..... | ..... | 1,853 50 land.<br>278 10 costs. | Judgment of Exchequer Court. |
| Nov. 7, 1893 | Hudson's Bay Co..... | 62 | Ste. Agathe..... ..... | Pembina branch.. | 2·60 | 1 00 | |
| | | | *Lachine Canal.* | | | | |
| Aug. 18, 1893 | F. X. Jarry, *et al*..... | On lots... ... | Côte St. Paul, covered drain.... | Hochelaga and Jacques Cartier | ..... | Free. | |
| Jan. 1, 1894 | C. Campbell.. ..... ..... | 933 | Parish of Lachine do ..... | Jacques Cartier... | Feet. 22,350 | 1,167 00 | |
| March 2, 1894 | Pat. Farmer ..... ... | 3726 & 3904 | Côte St. Paul, parish Montreal, covered drain. | Hochelaga..... | ..... | 75 00 | Deed. |
| | | | *Cornwall Canal.* | | | | |
| Sept. 14, 1893 | J. D. Rombough ... .... | E½ 27 | 1st c. tp., Cornwall..... ..... | Stormont..... | Acres. 0·35 | 310 00 | |
| do 7, 1893 | R. Runnions..... | W½ 23 | do do .... .. ..... | do ..... | 0·05 | 140 00 | |
| do 21, 1893 | J. E. & C. Baker..... | 38 | do do ..... | do ..... | 1·23 | 250 00 | |
| Oct. —, 1893 | P. N. Tait..... | E½ 27 | do do ..... .. .. | do ..... | 0·47 | 150 00 | |
| do 20, 1893 | W. D. Brooks ..... .... | 26 | do do ..... | do ..... | 0·62 | 800 00 | |
| do 16, 1893 | S. Lowell ..... ..... | Damages to lot | &c., village of Milleroches.... .. | do ..... | ..... ... | 10 00 | Release. |
| Nov. 18, 1893 | T. Robertson..... | Pt. 27 | 1st c. Cornwall..... ..... ... | do .. ..... | 0·22 | 50 00 | |
| do 24, 1893 | H. McConnell's Estate ... | E½ 27 | do .... .. ..... | do ..... | 1·⅛ | 550 00 | Certificate of judgment. |
| do 16, 1893 | S. Rae ..... .... | do | do ..... | do ..... | 0·25 | 100 00 | |
| Jan. 3, 1894 | M. E. Cutler ..... ..... | do | do ..... | do ... ..... | 0·18 | 100 00 | |
| Dec. 6, 1893 | T. Gallaher..... | Pts. 27 | do ..... ..... | do ..... | 0·37<br>0·37 | 1,275 00 | |
| do 13, 1893 | W. Hespeler..... | E½ 19 | do ..... | do ..... ... | 2·00 | 550 00 | |
| Jan. 2, 1894 | G. S. Cutler..... | Pts. 27 | do ..... .. ..... | do ..... | 0·90<br>0·61<br>0·75<br>0·037 | 660 00 | |
| Feb. 6, 1894 | F. Young..... . ..... | Pt. W½ 38 | do ..... | do ..... | 0·82 | 133 00 | |
| Jan. 22, 1894 | N. D. Cutler..... . . | E½ 27 | do ..... | do ..... | 0·07 | 25 00 | |
| March 3, 1394 | G. S. Cutler..... | Pt. 27 | do ..... ..... | do .. ..... | 3·38 | 660 00 | Other part of same lot. |

## Appendix No. 12.—Property purchased or damaged—*Continued.*

| Date of Signature. | Who sold, etc., to Her Majesty. | Property purchased, &c. | | | Area of land. | Amount Paid. | Remarks. |
|---|---|---|---|---|---|---|---|
| | | Lot. | District, &c. | County. | | | |
| | | | *Cornwall Canal*—(Continued). | | | $ cts. | |
| April 2, 1894.. | C. A. Martin..... | E ½27 | 1st Con. township, Cornwall..... | Stormont..... | ..... | 60 00 | Release. |
| do 19, 1894.. | Gilbert Blasting and Dredging Co., (Limited). | Release..... | Abandonment of sect. pts. 5 and 8, and whole of sect. 6 and 7. | do ..... | ..... | 29,350 00 | do |
| | | | *Soulanges Canal.* | | Acres. | | |
| Aug. 30, 1893.. | Jos. Ranger ..... | Pt. 127 | Parish St. Ignace du Coteau du Lac | Soulanges..... | 0·81 | 150 00 | |
| do 25, 1893.. | Wm. & J. Lalonde, *ès qual.* | do | do do .. | do .. ..... | 0·81 | 750 00 | |
| do 28, 1893.. | J. B. & Wm. Lalonde, *ès qual.* | do | do do .. | do ..... | 0·81 | 150 00 | |
| Sept. 22, 1893.. | Ant. Legros ..... ..... | 129 | do do .. | do ..... . | 0.47 | 1,200 00 | |
| do 26, 1893.. | Odilon Leroux . ..... | 420 | Parish St. Joseph..... | do ..... | 5·82 | 2,250 00 | |
| Oct. 5, 1893.. | Geo. E. Clark..... | Pt. of 69 to 86 inclusively. | Parish St. Ignace du Coteau du Lac | do ..... | 2·55<br>25·90<br>13·89 | 5,120 00 | |
| do 21, 1893 . | Isaïe Bissonnette..... . | 417 | Parish St. Joseph..... | do ..... | 6·26 | 2,100 00 | |
| do 20, 1893.. | F. X. Beriault & E. Thauvette, *ès qual.* | 415 & 422 | do ... ..... ..... | do ..... | 5·98<br>4·27 | 3,000 00 | |
| do 19, 1393.. | Am. Clement..... ... | 427, 428<br>429, 431 | do ..... ..... | do ..... | 10·70 | 2,000 00 | |
| do 14, 1893.. | J. B. Gamelin ..... | 48, 49 | St. Michel de Vaudreuil (Cascades) | Vaudreuil ..... | 0·12<br>0·12 | 750 00 | |
| do 23, 1893.. | F. X. Lafrance. ..... | 62, 63 | do do .. | do ..... | 0·24 | 1,100 00 | |
| Nov. 13, 1893.. | Mrs. John McKie..... | 125 | Parish St. Joseph. ..... | Soulanges ..... | 5·66 | 1,500 00 | Adèle Marcoux. |
| do 16, 1893.. | F. X. Valade. ..... | 309, 310 | do ..... ..... | do ..... | 2·05<br>4·12 | 1,900 00 | |
| do 22, 1893.. | Mrs. L. Tessier dit Lavigne | 353 | do ..... ..... | do ..... | 7·87 | 2,200 00 | Emelie Sauvé. |
| do 16, 1893.. | Néré Moreau. ..... ..... | 423, 425 | do . .... ..... | do ..... ... | 2·84<br>7·14 | 2,500 00 | |
| Dec. 7, 1893.. | Achile Leroux..... | 412 | do .... ... .... | do ..... .. | 6·02 | 2,000 00 | |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| do | 28, 1893.. | H. C. St. Amour..... | 94 | Parish St. Ignace..... | do ..... | 5·48 | 1,200 00 | | |
| Feb. | 12, 1894.. | Mrs. Felix LeBon..... | 38, 39, 72, 73 | St. Michel, &c., (Cascades) ..... | Vaudreuil ..... | 0·48 | 100 80 | Marie Louise Hall. | |
| do | 26, 1894.. | Moïse Leroux. ..... | 438, 439<br>441, 445<br>451, 452 | Parish St. Joseph. ..... | Soulanges..... | 20·70 | 4,810 00 | | |
| April | 28, 1894.. | P. Veronneau dit Denis... | 136 | do ..... | do ..... | 5.63 | 3,100 00 | | |
| do | 28, 1894.. | L. Ouimet & L. Marchand, *ès qual.* | 138 | do ..... | do ..... | 5·96 | 2,500 00 | | |
| May | 3, 1894 . | Jos. Rousseau..... | 126 | do ..... | do ..... | 5·67 | 1,900 00 | | |
| April | 19, 1894.. | T. Leroux ..... | 137 | do ..... | do ..... | 5·58 | 3,300 00 | | |
| May | 15, 1894.. | Moïse Leroux..... | 28 to 31, 42<br>43, 68, 69 | St. Michel de Vaudreuil (Cascades) | Vaudreuil ..... | 1⅛ | 455 00 | | |
| June | 9, 1894.. | Edmond Watier ..... | 129 | St. Joseph..... | Soulanges ..... | 5·67 | 2,500 00 | | |
| do | 8, 1894.. | Frs. Leroux ..... | 133, 134, 135 | do ..... | do ..... | 5 68 | 3,100 00 | | |
| do | 10, 1894.. | J. B. Gauthier..... | 10, 13 | do ..... | do ..... | 7·49 | 2,600 00 | | |
| do | 12, 1894.. | Ad. Chartrand..... | 326 | do ..... | do ..... | 4·08 | 1,400 00 | | |
| do | 7, 1894.. | Elie Leroux..... | 142 | do ..... | do ..... | 4·52 | 1,750 00 | | |
| July | 6, 1894.. | Paul Chartrand..... | 342 | do ..... | do ..... | 3·90 | 2,000 00 | | |
| June | 19, 1894.. | Ans. Chartrand .. .. .. | 346 | do ..... | do ..... | 5·02 | 2,500 00 | | |
| July | 30, 1894.. | R. Healy..... | 149 | St. Ignace du Coteau du Lac..... | do ..... | 7·09 | 2,567 92 | | |
| Aug. | 11, 1894.. | Ad. Veronneau dit Denis.. | 127 | St. Joseph..... | do ..... | 5·70 | 2,250 00 | | |
| do | 9, 1894.. | Od. Daoust.. ..... | 322 | do ..... | do ..... | 4·47 | 1,460 00 | | |
| do | 1, 1894.. | P. A. Q. V. S. de Beaujeu. | 138, 139, 140 | Commutation of Seigniorial dues. St. Ignace. | do ..... | 9·33 | *5 98 | Arrears, $ 5 00 | *Capital. |
| July | 26, 1894.. | A. C. Harwood..... | 65 to 77, & 10 to 15, & 64. | do St. Michel (Cascades) | Vaudreuil..... | | 250 56 | do 106 10 | Seigniorial dues. |
| do | 26, 1894.. | H. S. Harwood..... | 4 to 9, 61 51 to 55, 49, 10 to 15 | do do .. | do ..... | | 251 19 | do 106 38 | |
| do | 26, 1894.. | R. Harwood..... | 34, 21 to 29 10 to 15, 20 30 | do do .. | do ..... | | 250 38 | do 105 66 | |
| do | 30, 1894.. | A. & A. Delisle..... | 31, 32, 56 to 60, 62, 63, 64 30, 10 to 15 | do do .. | do ..... | | 251 56 | do 156 56 | |
| Aug. | 8, 1894.. | Widow C. L. Harwood, *et al.* | 10 to 20, 33 35 to 37 | do do .. | do ..... | | 147 72½ | do 74 33 | |
| do | 8, 1894 . | L. F. Harwood..... | 10 to 20, 33 35, 36, 37 | do do .. | do ..... | | 36 93⅛ | | |
| do | 18, 1894.. | Widow A. C. Harwood.... | 38 to 48, 50 10 to 15, 37 49 | do do .. | do ..... | | 251 30 | do 106 08 | |
| do | 19, 1894.. | Frs. Clement, *et al*..... | 338 | St. Joseph ..... | Soulanges ..... | 4·50 | 1.998 33 | | |
| do | 20, 1894.. | Frs. Clement & J. O. Leroux, *ès qual*.... ... ... | 338 | do ..... | do ..... | 4·50 | 201 67 | | |
| do | 28, 1894.. | O. Lalonde, *ès qual*..... | 21 | St. Michel de Vaudreuil..... | Vaudreuil ... .... | 0·39 | 500 00 | | |
| Oct. | 2, 1894.. | F. Veronneau dit Denis... | 128, 131 | St. Joseph ..... .... | Soulanges..... | 5·67 Ft.<br>5·50 Ft. | 5,200 00 | | |
| Aug. | 24, 1894.. | D. Rochon..... .... ... | 451 | do ..... | do .. ..... | 6,000 | 600 00 | | |

APPENDIX No. 12.—PROPERTY purchased or damaged.—*Continued.*

| Date of Signature. | Who sold, etc., to Her Majesty. | Property Purchased, &c. | | | Area of Land. | Amount Paid. | Remarks. |
|---|---|---|---|---|---|---|---|
| | | Lot. | District, &c. | County. | | | |
| | | | *Williamsburg Canals.* | | Acres. | $ cts. | |
| Oct. 11, 1893 | A. McMartin | Pt. E½ 33 | Rapide Plat<br>1st c. tp. Williamsburg | Dundas | | 2,500 00 | |
| do 11, 1893 | do | Lot. | Centennial Cottage, Morrisburg. | do | 0·114 | 2,500 00 | |
| Nov. 15, 1893 | Geo. H. Monthorp | Block 100 | Morrisburg (damages) | do | | 80 00 | Release. |
| do 8, 1893 | Geo. H. Merkley, *et al* | do D | Morrisburg, deed | do | 0·091 | 1,250 00 | |
| Dec. 12, 1893 | C. Casselman, *et al* | E½ 34 | 1st c. Williamsburg | do | 0·17 | 75 00 | |
| Nov. 22, 1893 | Geo. N. Hickey | Block A | Morrisburg | do | 0·062 | 1,000 00 | |
| Jan. 13, 1894 | S. J. Casselman | 33 | 1st c. Williamsburg | do | 0·50 | 600 00 | |
| do 31, 1894 | W. A. Denesha | Block E | Morrisburg | do | | 30 00 | do |
| Feb. 14, 1894 | M. A. Steen, *et al* | do | do | do | 0·134 | 1,000 00 | Deed. |
| Oct. 5, 1894 | H. J. Murphy | Bill of sale | Steamer "Alert" | | | 7,000 00 | And declaration of ownership. |
| | | | *Welland Canal.* | | | | |
| Aug. 12, 1893 | M. Smithers, *et al* | W. pt. S. pt. 5 | 3rd c. tp. North Cayuga, Dunn | ville, dam'ges | | 80 00 | Release, formerly Cath. Davis owned it. |
| Nov. 28, 1893 | T. R. Merritt | 119 | Thorold | Welland | | 100 00 | Release. |
| March 31, 1894 | Geo. Montague, *et al* | 9 & 10 | Canal Street, Dunnville | | | 246 00 | do |
| April 5, 1894 | Stella Lymburner | 3 & 4 | Indian Reserve, Canboro Dunn | ville, dam'ges | | 23 93 | do |
| June 7, 1894 | W. & J. Upper | 94, 95, 96 | Thorold | Welland | | 290 00 | do |
| do 30, 1892 | Executors of W. E. Parnell | 12 | 6th c. Grantham | Lincoln | 0·29 | 554 00 | Deed. |
| July 17, 1894 | do | 12 | do | do | 69·68 | 525 00 | Release. |
| Sept. 28, 1894 | John McDonagh | Damages | Deprived of water for his mills | | | 1 00 | do |
| | | | *Sault Ste. Marie Canal.* | | | | |
| Feb. 20, 1892 | Order in Council | Transfers to t | his Department, all St. Mary's Island, for canal. | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | *Trent Valley Canal.* | | | | |
| Dec. 14, 1893.. | J. S. Fowlds & Bros..... | 4 | 8th c. Asphodel, Hastings. ... | Northumberland.. | 2·00 | 2,000 00 | Judgment. |
| March 28, 1894.. | F. J. Young..... | $\frac{1}{6}$ of 35 | 12th c. Smith..... | Peterborough..... | ..... | 36 42 | Release. |
| Sept. 19, 1894.. | H. M. Fowlds, *et al*..... | 4 | 8th c. Asphodel, Hastings..... | Northumberland.. | 2·00 | 2,000 00 | Deed. |
| | | | *Ottawa River (Culbute) Dams.* | | | | |
| Aug. 17, 1894.. | Widow Clement Bertrand. | Pt. 7 | Range A, tp. Mansfield (dam'ges) | ..... .. | 0·50 | 25 00 | Release. |
| June 6, 1894.. | Corporation tp. Litchfield. | Bridge & road. | Lot 3, 2nd r. Litchfield do .. | ..... | ..... | 1,000 00 | do |
| | | | *Rideau Canal.* | | | | |
| Feb. 19, 1894.. | Jos. Deane..... ..... | Minister's aut | hority to take possession of a stable at Kingston Mills. | ..... | ..... | .. ..... | |
| Sept. 12, 1893.. | Queen *vs.* John Mahon ... | Lot H | Con. C. Rideau Front, Nepean (Notice to quit). | ..... | ..... | ..... | |
| do 12, 1893.. | do Peter Champagne | do | Con. C. Rideau Front, Nepean (Notice to quit). | ..... | ..... | ..... | |
| June 20, 1894.. | do do .. | do | Con. C. Rideau Front, Nepean (Writ of possession). | ..... | ..... | ..... | |
| do 20, 1894.. | do John Mahon.... | do | Con. C. Rideau Front, Nepean (Writ of possession). | .... .... ..... | ..... | ..... | |
| Oct. 6, 1894.. | Mrs. McGillivray..... | Buildings..... | Lower Brewers Mills Station (damages). | ..... | ..... | 114 00 | Release. |
| Sept. 26, 1894.. | Mrs. Deane..... .... . | Stable..... | Kingston Mills Locks (damages). | ..... ..... | ..... | 337 00 | do |
| | Sold by Her Majesty to | | *Intercolonial Railway.* | | | | |
| Dec. 7, 1893.. | Grand Division of the Sons of Temperance of the Province of N. S. | Part of Shubenacadie Station ground, encroached upon by them. | | ..... | ..... | 1 00 | Special grant from the Crown. |



OTTAWA, December 31st, 1894.

H. A. FISSIAULT,

# APPENDIX No.

AGREEMENTS respecting subsidies in aid of construction of

| Date of signature. | Name of Railway Company. | Lines of Railway to be constructed. | Acts of Canada granting subsidy. | Amount of subsidy. | |
|---|---|---|---|---|---|
| | | | | Per mile. | Not more in all than. |
| 1893. | | | | $ | $ |
| August 31 | Lake Temiscamingue Colonization Ry. Co. | From Mattawa to Long Sault..... | 55-56 V. c. 5. | 3,200 | 112,000 |
| 1894. | | | | | |
| Jan. 3.. | Buctouche and Moncton Ry. Co. | Moncton to Buctouche ..... | 55-56 V. c. 5. | 3,200 | 35,380 |
| do 26.. | Dominion Coal Co .. | Bridgeport to Louisburg..... | 55-56 V. c. 5. | 3,200 | 89,600 |
| 1893. | | | | | |
| Oct. 24.. | Canadian Pacific Ry. Co. | Revelstoke to Arrow Lake..... | 55-56 V. c. 5. | 3,200 | 80,000 |
| Not signed | Great Eastern Ry. Co. | St. Grégoire Station, G. T. Ry., towards Chaudière Junction, Station, I. C. Ry. | 56 V. c. 2... | 3,200 | 64,000 |
| 1894. | | | | | |
| Jan. 12.. | Nova Scotia Southern Ry. Co. (Ltd). | Sand Point, Shelburne harbour, towards New Germany. | 55-56 V. c. 5. | 3,200 | 240,000 |
| 1893. | | | | | |
| Dec. 11... | Kingston, Napanee and Western Ry. Co. | Main Line to Lake Sydenham. | 55-56 V. c. 5. | 3,200 | 64,000 |
| 1894. | | | | | |
| Feb. 13... | Boston and Nova Scotia Coal Co. (Ltd). | Orangedale on Cape Breton Ry. to Broadcove. | 55-56 V. c. 5. | 3,200 | 80,000 |
| do 26... | Grand Trunk Ry. Co. of Canada. | Parkhead Station to Owen Sound | 56 V. c. 2... | 3,200 | 48,000 |
| do 27... | Lotbinière and Megantic Ry. Co. | St. Jean Deschaillons, towards Glen Lloyd, to Lister Station on G. T. Ry. | 55-56 V. c. 5. | 3,200 | 48,000 |
| June 16... | Great Northern Ry. Co. | A point South of Montcalm to C. P. Ry. between, Joliette and St. Félix de Valois. | 56 V. c. 2... | 3,200 | 48,000 |
| do 1... | Lake Temiscamingue Colonization Ry. Co. | Trussbridge on Ottawa River at Mattawa. | 55-56 V. c. 5. | ..... | 15,000 |
| do 16... | Cobourg, Northumberland and Pacific Ry. Co. | From Cobourg to Ontario and Quebec Ry. | 55-56 V. c. 5. | 3,200 | 96,000<br>60,800 |
| do 16... | Great Northern Ry. Co. | New Glasgow to South of Montcalm. | 56 V. c. 2... | ..... | 25,600 |
| Oct. 23... | Nakusp and Slocan Ry Co. | Nakusp to Forks of Carpenter Creek. | 57-58 V, c. 4. | 3,200 | 121,600 |
| Sept. 12.. | Lake Temiscamingue Colonization Ry. Co. | Mattawa to Lake Kippewa... | 57-58 V. c. 4. | 3,200<br>15 p.c.<br>bal. of '87<br>1,750 | 160,000<br>15,000<br>12,440<br>87,500 |
| | | | | | 274,940 |
| do 20.. | Ottawa, Arnprior and Parry Sound Ry. Co. | Barry's Bay towards Northern Pacific Junction Ry. | 55-56 V. c. 5. | 6,400<br>3,200 | 264,000 |
| Not signed | Oshawa Ry. Co..... | Port Oshawa to Mill St, and to town hall and G.T.Ry. St'n | 56 V. c. 2... | 3,200 | 22,400 |
| Sept. 21.. | Cape Breton Ry. Extension Co. (Ltd). | Port Hawkesbury to St. Peters Village, N..S | 57-58 V. c. 4. | 3,200 | 96,000 |
| Oct. 23... | United Counties Ry. Co. | St. Hyacinthe to Sorel ..... | 57-58 V. c. 4. | 3,200 | 102,400 |
| Nov. 16... | Boston and Nova Scotia Coal Co. (Ltd). | Orangedale on C. B. Ry. to Broadcove. | 57-58 V. c. 4. | 3,200 | 113,600 |
| do 10... | Canada Eastern Ry. Co. | Chatham to Black Brook and Nelson branch. | 57-58 V. c. 4. | 3,200 | 32,000 |

OTTAWA, December 31st, 1894.

13.

Railways, entered into during the fiscal year ended 30th June, 1894.

| 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. | | |
| 35 | 78 | 477 | 50 | 20 | 16 | 56 | August 1, '95.. | (Superseded by No. 11821). |
| 32 | 60 | 955 | 50 | 20 | 15 | 56 | Dec. 31, '94... | |
| 28 | 50', and 70' near Louisburg. | 1,433 | 50 | 20 | 15 | 56 | August 1, '96.. | |
| 25 | 132 | 295 | 50 | earth 18 rock 16 | 12 | 56 | do do .. | |
| 20 | 33 | 2,865 | 50 | 20 | 15 | 56 | Nov. 1, '96.... | |
| 75 | 80 | 955 and 716 at Jordan River. | 50 | 20 | 15 | 56 | August 1, '96.. | |
| $1\frac{375}{1000}$ | 48 | 1,433 | 50 | 20 | 15 | 56 | May 1, '94.... | |
| 25 | 80 | 955 | 50 | 20 | 15 | 56 | August 1, '96.. | Superseded by No. 11886. |
| $13\frac{18}{100}$ | 80 | 955 | 50 | 20 | 15 | 56 | Nov. 1, '94.... | |
| 15 | 53 | 2,865 | 50 | 20 | 15 | 56 | Dec. 1, '94.... | Cancels No. 11554. |
| 15 | 53 | 1,433 | 50 | 20 | 15 | 56 | August 1, '96.. | Trestle at St'n 61 and 114. |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | do do .. | |
| 49 | 53 | 955 | 50 | 20 | 15 | 56 | do do .. | |
| 18 | 53 | 1,433 | 50 | 20 | 15 | 56 | August 1, '95.. | do do |
| 38 | 132 | 301 | 50 | rock 16 earth 18 | 12 | 56 | do do .. | |
| 50 | 78 | 477 | 50 | rock 16 earth 20 | 13 | 56 | August 1, '98.. | Cancels No. 11599. |
| 55 | 69 | 955 | 50 | 20 | 15 | 56 | do 1, '96.. | Cancels No. 11342. |
| 7 | 173 | 80 | 50 | 20 | 15 | 56 | Dec. 1, '95.... | |
| 30 | 80 | 818 | 50 | 20 | 15 | 56 | Oct. 1, '95.... | |
| 32 | $42\frac{24}{100}$ | 675 | 50 | 20 | 15 | 56 | do 31, '96.... | |
| $35\frac{1}{2}$ | 80 | 955 | 50 | 20 | 15 | 56 | August 1, '96.. | Supersedes No. 11659. |
| 9 | 80 77 | 716 955 | 50 | 20 | 15 | 56 | Oct. 31, '96... | |

H. A. FISSIAULT.

# APPENDIX No. 14.

# CANAL STATISTICS.

## FOR SEASON OF NAVIGATION, 1893.

### REVENUE.

The total revenue, exclusive of Hydraulic Rents for two years, is as follows :—

| | |
|---|---|
| For 1892 | $358,711 04 |
| " 1893 | 348,014 40 |

By comparing the statistics of 1892 with 1893, it will be seen that the gross revenue has decreased $10,696.64.

The increases and decreases are as follows :—

| | Increase. | Decrease. |
|---|---|---|
| On the Welland Canal | | $ 3,037 15 |
| " St. Lawrence Canals | | 1,920 92 |
| " Chambly Canal | $ 1,678 30 | |
| " Rideau Canal | 630 03 | |
| " Ottawa Canals | | 7,773 13 |
| " St. Peter's Canal | | 491 78 |
| " Trent Valley Canals | 167 46 | |
| " Murray Canal | 50 55 | |
| Total | $ 2,526 34 | $13,222 98 |
| Total decrease | | 10,696 64 |

These figures are, however, somewhat changed by refunds under Orders in Council, hereafter referred to.

There were refunded, Welland and St. Lawrence Canals tolls, on grain exported out of the country in 1892 ; to the amount of $40,030.83 under Order in Council of 4th April, 1892 ; which makes an actual increase of $29,334.19 for the season of 1893.

In compliance with the renewed request of forwarders and shippers of Montreal for a continuance of the reduction of tolls on certain agricultural products, His Excellency the Governor General in Council on 13th of February, 1893, authorized a reduction of canal tolls, as follows :—

For the season of 1893, the canal tolls for the passage of the following food products, wheat, indian corn, pease, barley, rye, oats, flaxseed and buckwheat for passage eastward through the Welland Canal, shall be ten cents per ton, and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said tolls of ten cents per ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals.

In consequence of the reduced rates of tolls as above, being applicable to the said food products, irrespective of their destination, the reduced rate of ten cents a ton only was collected, and therefore no refunds were made on these articles for 1893.

It may be observed, however, that the reduction of tolls from twenty to ten cents per ton on the articles referred to, for passage through the Welland Canal, amounts to $75,031.90.

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 twelve 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 |
| 1893 | 501,806 | 25,555 | 222,958 |

The tolls on grain for passage through the Welland Canal, prior to 1884 were 20 cents a ton, since that date, however, reductions have been made by Orders in Council from year to year as follows :—Upon the urgent request of forwarders and others interested in the grain trade, a reduction was made of one-half the usual rate of tolls on grain passing down the Welland Canal and the St. Lawrence Canals to Montreal ; and in 1885 tolls were reduced to 2 cents a ton, and thereafter from year to year, including 1891.

In 1892 the tolls were reduced to 2 cents a ton on grain passed down the Welland and St. Lawrence Canals and exported, and in such cases only.

In 1893, by Order in Council of 13th February, the tolls were reduced to 10 cents a ton on grain passing eastward through the Welland Canal irrespective of its destination.

The rate through the St. Lawrence Canals, only, 10 cents a ton.

It may be remarked, that goods having paid full tolls on the Welland Canal are allowed to pass down the St. Lawrence Canals to Montreal free from payment of any further tolls.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 142,194 tons to 501,806 tons ; and the quantity passed down the Welland Canal, from United States ports to United States ports, has increased from 104,537 to 222,958 tons.

* Of the quantity of grain passed down to Montreal there were transhipped at Ogdensburg in 1891, 17,817 tons, in 1892, 4,341 tons, in 1893, 71,445 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 12 years, is reported as follows:—

| | Tons. |
|---|---|
| For 1882 | 75,026 |
| 1883 | 98,672 |
| 1884 | 142,231 |
| 1885 | 160,821 |
| 1886 | 165,613 |
| 1887 | 191,760 |
| 1888 | 113,794 |
| 1889 | 94,943 |
| 1890 | 119,208 |
| 1891 | 184,410 |
| 1892 | 291,680 |
| 1893 | 147,610 |

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 |
| 1893 | 532,084 |

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 1892 | 302,899 |
| 1893 | 532,084 |
| Showing an increase of | 229,185 |

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows:—

| | Tons. |
|---|---|
| For 1892 | 291,680 |
| 1893 | 147,610 |
| Showing a decrease of | 144,070 |

The quantity of grain arrived at tidewater by New York Canals, is reported as follows:—

| | Tons. |
|---|---|
| For 1892 | 899,313 |
| 1893 | |

The quantity of grain carried to tide-water by the New York railways, is reported as follows :—

| | Tons. |
|---|---|
| For 1892 | 4,515,041 |
| 1893 | |

The increases and decreases for 1893 as compared with 1892, 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 | 229,185 | | 75·66 | |
| do Canadian Pacific and Grand Trunk Railways | | 144,070 | | 49·39 |
| do New York Canals | | | | |
| do do Railways | | | | |

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 393,748 tons in 1893; and the quantity to Ontario ports, between Port Dalhousie and Cornwall, has decreased from 184,502 tons in 1883, to 93,737 tons in 1893. The quantity passed down to Montreal shows an increase from 205,394 tons in 1883, to 508,016 tons in 1893.

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for ten years, is as follows :—

In Canadian vessels, there were in—

| | | | Tons. |
|---|---|---|---|
| 1884, 111 | cargoes, with an aggregate quantity of | | 70,475 |
| 1885, 75 | do | do | 45,639 |
| 1886, 244 | do | do | 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 |
| 1893, 146 | do | do | 148,962 |

In United States vessels, there were in—

| | | | Tons. |
|---|---|---|---|
| 1884, 117 | cargoes, with an aggregate quantity of | | 75,787 |
| 1885, 79 | do | do | 55,982 |
| 1886, 97 | do | do | 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 |
| 1893, 257 | do | do | 328,269 |

No vessels took cargoes through to Montreal intact in 1893, against two in 1892 of 924 tons, and three in 1891 with 1,441 tons. Thirty-four vessels lightered a portion of their cargoes in 1893, against twenty-five in 1892, and forty-four in 1891. Three hundred and sixty-nine vessels discharged the whole of their cargoes at Kingston in 1893, against two hundred and twenty in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1893 and the three previous years is given below.

The total number of grain laden vessels lightened at this port in 1893, was 91, against 94 the previous year.

The quantity of the grain lightered was as follows:—

| Articles. | 1890. | 1891. | 1892. | 1893. |
|---|---|---|---|---|
| | Bush. | Bush. | Bush. | Bush. |
| Wheat | 4,310 | 16,665 | 68,736 | 47,558 |
| Corn | 773,687 | 482,802 | 576,289 | 759,000 |
| Rye | Nil | 13,318 | 2,467 | 11,540 |
| Oats | 44,294 | 257,000 | 102,529 | 35,353 |

The quantity discharged at this port from vessels which did not enter the canal was as follows:—

| Articles. | 1890. | 1891. | 1892. | 1893. |
|---|---|---|---|---|
| | Bush. | Bush. | Bush. | Bush. |
| Wheat | Nil | 16,628 | Nil | Nil |
| Corn | Nil | Nil | Nil | Nil |
| Rye | Nil | Nil | Nil | Nil |
| Oats | Nil | Nil | Nil | Nil |

## Welland Canal.

The total quantity of freight passed on the Welland Canal during the season of 1893, was 1,294,823 tons; of this quantity 25,393 tons were way or local freight.

### *East and west bound freight.*

There were 1,013,240 tons of freight passed eastwards, and 281,583 tons passed westwards.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1893, was 1,269,430 tons.

Of this quantity 273,929 tons were west bound and 995.501 east bound freight.

Of the east bound freight Canadian vessels carried 247,161 tons and United States vessels carried 748,340 tons; and of the west bound freight Canadian vessels carried 25,248 tons, and United States vessels carried 248,681 tons.

Of the total quantity of through freight, Canadian vessels carried 272,409 tons, and United States vessels carried 997,021 tons.

# Department of Railways and Canals.

## St. Lawrence Canals.

*East and west bound freight.*

Of the total quantity of freight passed through the canals during 1893, there were 885,850 tons passed eastward and 272,536 tons passed westward.

The total quantity of through freight was 742,188 tons; of this quantity 703,892 tons were east bound and 38,296 tons were west bound.

Of the total quantity of (way) or local freight, 181,258 tons were east bound and 234,240 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 thirteen 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 |
| 1893 | 508,016 | 16,545 |

### 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 thirteen years, is as follows:—

| | Eastward. Tons. | Westward. Tons. | Total. Tons. |
|---|---|---|---|
| 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 | 224,916 | 239,562 | 464,478 |
| 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 |
| 1893 | 384,559 | 247,108 | 631,667 |

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 90,602 tons as compared with the previous year; and an increase of 437,494 tons as compared with 1881.

The following statement shows the aggregate number of vessels, and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1893 inclusive.

| Fiscal Year. | Aggregate number of vessels. | Total quantity transported on the Welland Canal. | Quantity passed from United States ports to United States ports. |
|---|---|---|---|
| | No. | Tons. | Tons. |
| 1867 | 5,405 | 933,260 | 458,386 |
| 1868 | 6,157 | 1,161,821 | 641,711 |
| 1869 | 6,069 | 1,231,903 | 688,700 |
| 1870 | 7,356 | 1,311,956 | 747,567 |
| 1871 | 7,729 | 1,478,122 | 772,756 |
| *Season of Navigation.* | | | |
| 1872 | 6,063 | 1,333,104 | 606,627 |
| 1873 | 6,425 | 1,506,484 | 656,208 |
| 1874 | 5,814 | 1,389,173 | 748,557 |
| 1875 | 4,242 | 1,038,050 | 477,809 |
| 1876 | 4,789 | 1,099,810 | 488,815 |
| 1877 | 5,129 | 1,175,398 | 493,841 |
| 1878 | 4,429 | 968,758 | 373,738 |
| 1879 | 3,960 | 865,664 | 284,043 |
| 1880 | 4,104 | 819,934 | 179,605 |
| 1881 | 3,332 | 686,506 | 194,173 |
| 1882 | 3,334 | 790,643 | 282,806 |
| 1883 | 3,267 | 1,005,156 | 432,611 |
| 1884 | 3,138 | 837,811 | 407,079 |
| 1885 | 2,738 | 784,928 | 384,509 |
| 1886 | 3,589 | 980,135 | 464,478 |
| 1887 | 2,785 | 777,918 | 340,501 |
| 1888 | 2,647 | 878,800 | 434,753 |
| 1889 | 2,975 | 1,085,273 | 563,584 |
| 1890 | 2,883 | 1,016,165 | 533,957 |
| 1891 | 2,594 | 975,013 | 553,800 |
| 1892 | 2,615 | 955,554 | 541,065 |
| 1893 | 2,843 | 1,294,823 | 631,667 |

The total quantity of freight passed through the several divisions of the canals during the season of 1893 is as follows :—

| — | Farm Stock. | Forest Produce of Wood. | Manufactures. | Merchandise. | Agricultural Products. | Total. |
|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Welland | 30 | 184,692 | 21,808 | 281,621 | 806,672 | 1,294,823 |
| St. Lawrence | 811 | 113,345 | 65,714 | 344,015 | 634,501 | 1,158,386 |
| Chambly | 294 | 189,014 | 7,607 | 105,741 | 10,214 | 312,870 |
| Ottawa | 984 | 563,193 | 311 | 9,794 | 7,239 | 581,521 |
| Rideau | 29 | 77,725 | 4,494 | 17,134 | 2,027 | 101,409 |
| St. Peter's | ..... | 4,831 | .... ..... | 33,603 | 9,172 | 47,606 |
| Murray | 22 | 5,896 | 2,567 | 5,389 | 2,466 | 16,340 |
| Trent Valley | 9 | 30,248 | 41 | 846 | 75 | 31,219 |

The total quantity of freight moved on the Welland Canal was 1,294,823 tons, of which 806,672 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,158,386 tons, of which 634,501 w ere agricultural products, and 344,015 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 581,521 tons ; of this quantity 563,193 tons were the produce of the forest.

## NORWAY TO CHICAGO.

During the month of May the steamer "Xania" of Bergen, Norway, passed up the St. Lawrence and Welland Canals with a cargo of 464 tons of fish from Norway to Chicago, and returned on the 31st May with a cargo of 237 tons of flour and 450 tons of wheat.

### *Statistical Comparison of various United States Routes.*

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to statement H, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York Canals was 1,288,036 tons in 1893, against 937,999 in 1892, and 1,092,355 in 1891.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being :—

| | Tons. | | Tons. |
|---|---|---|---|
| In 1893 | ..... | In 1886 | *3,802,262 |
| 1892 | 5,913,013 | 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 |

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 |
| 1893 | 1,288,046 | ..... | ..... | ..... |

* Flour and grain only.

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 | 1893 | .... |

The quantity of freight carried by the canals and railways was greater in 1992 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 |
| 1893 | ..... | ..... |

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 | 1893 | 1·6 |
| 1885 | 2·0 | | |
| 1886 | 3·6 | Average sixteen years... | 3·0 |

Handling charge to vessel on grain, $3.50 to $4.00 per 1,000 bushels.

## SAULT STE. MARIE CANAL.

The traffic through the Sault Ste. Marie Canal for the years of 1892 and 1893 is reported as follows:

| | Quantity. | | Increase. | | Decrease. | | Total Valuation. | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1892. | 1893. | Quantity, | Per cent. | Quantity. | Per cent. | Price per Unit. | 1892. | 1893. |
| | | | | | | | $ cts. | $ cts. | $ cts. |
| Vessels ..... number. | 12,580 | 12,008 | ..... | ..... | 572 | 5 | ..... | ..... | ..... |
| Lockages ..... " | 5,867 | 5,553 | ..... | ..... | 314 | 6 | ..... | ..... | ..... |
| Tonnage, registered ..... Net tons. | 10,647,203 | 8,949,754 | ..... | ..... | 797,449 | 7 | ..... | ..... | ..... |
| " freight ..... " | 11,214,333 | 10,796,572 | ..... | ..... | 417,761 | 4 | ..... | ..... | ..... |
| Passengers ..... Number. | 25,896 | 18,869 | ..... | ..... | 7,027 | 27 | ..... | ..... | ..... |
| Coal (hard and soft) ..... net tons. | 2,904,266 | 3,008,120 | 103,854 | 4 | ..... | ..... | 3 50 | 10,164,931 00 | 10,528,420 00 |
| Flour ..... barrels. | 5,418,135 | 7,420,674 | 2,002,539 | 37 | ..... | ..... | 4 00 | 21,672,540 00 | 29,682,696 00 |
| Wheat ..... bushels. | 40,994,780 | 43,481,652 | 2,486,872 | 6 | ..... | ..... | 75 | 30.746,085 00 | 32,611,239 00 |
| Grain (other than wheat) ..... " | 1,666,690 | 2,405,344 | 738,654 | 44 | ..... | ..... | 56 | 933,346 40 | 1,346,992 64 |
| Manufactured Iron ..... net tons. | 59,772 | 57,046 | ..... | ..... | 2,726 | 5 | 50 00 | 2,988,600 00 | 2,852,300 00 |
| Pig Iron ..... " | 41,748 | 32,406 | ..... | ..... | 9,342 | 22 | 17 00 | 709,716 00 | 550,902 00 |
| Salt ..... barrels. | 275,470 | 228,730 | ..... | ..... | 47,010 | 17 | 1 00 | 275,740 00 | 228,730 00 |
| Copper ..... net tons. | 64,993 | 87,530 | 22,537 | 35 | ..... | ..... | 200 00 | 12,998,600 00 | 17,506,000 00 |
| Iron Ore ..... " | 4,901,132 | 4,014,556 | ..... | ..... | 886,576 | 18 | 3 50 | 17,153.962 00 | 14,050,946 00 |
| Lumber ..... M ft., B.M. | 512,844 | 588,545 | 75,701 | 15 | ..... | ..... | 18 00 | 9,231,192 00 | 10,593,810 00 |
| Silver Ore and Bullion ..... net tons. | 1,930 | 2,470 | 540 | 28 | ..... | ..... | 153 79 | 296,814 70 | 379,861 30 |
| Building Stone ..... " | 39,698 | 19,426 | ..... | ..... | 20,272 | 51 | 10 00 | 396,980 00 | 194,260 00 |
| Unclassified Freight ..... " | 459,146 | 415,180 | ..... | ..... | 43,966 | 10 | 60 00 | 27,548,760 00 | 24,910,800 00 |
| Totals ..... $ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 135,117,267 10 | 145,436,956 94 |

"Total valuation of produce and merchandise carried through the canal is estimated as follows for the years named :—

| | | |
|---|---|---|
| "Valuation for | 1885 | $ 53,413,472 |
| do | 1886 | 69,080,071 |
| do | 1887 | 79,031,757 |
| do | 1888 | 82,156,019 |
| do | 1889 | 83,732,527 |
| do | 1890 | 102,214,948 |
| do | 1891 | 128,178,208 |
| do | 1892 | 135,117,267 |
| do | 1893 | 145,436,956 |

"NOTE.—The price per unit is based on the values used in 1885, with the exception of the items of flour, wheat and grain, for which a new valuation was adopted in 1892. Average value per ton $13.47.

"Total number of steamers passing the canal during 1893, 8,379 ; sailing vessels, 2,955 ; all others, 674. Total, 12,008.

"The canal was open for navigation, during 1893, 219 days ; during 1892, 233 days.

"B. H. TEAKLES,
"*Compiler of Canal Statistics.*"

QUANTITY and value of exports, by lake, from Chicago during 1893.

| | UNITED STATES VESSELS. | | CANADIAN VESSELS. | | TOTALS. | |
|---|---|---|---|---|---|---|
| | Quantity. | Value. | Quantity. | Value. | Quantity. | Value. |
| | | $ cts | | $ cts. | | $ cts. |
| Wheat ..... Bush. | 1,349,769 | 863,065 95 | 139,274 | 102,049 24 | 1,489,043 | 965,115 19 |
| Corn ..... " | 7,362,379 | 3,209,345 69 | 531,970 | 226,111 00 | 7,894,349 | 3,435,456 69 |
| Oats ..... " | 488,609 | 155,779 85 | ..... | ..... | 488,609 | 155,779 85 |
| Rye ..... " | 58,941 | 34,014 00 | ..... | ..... | 58,941 | 34,014 00 |
| Flour ..... Brls. | ..... | ..... | 2,300 | 7,100 00 | 2,300 | 7,100 00 |
| Cornmeal ..... " | ..... | ..... | 525 | 1,050 00 | 525 | 1,050 00 |
| Pork ..... " | ..... | ..... | 770 | 12,675 00 | 770 | 12,675 00 |
| Lard ..... Tierces. | ..... | ..... | 1,150 | 32,000 00 | 1,150 | 32,000 00 |
| Hides ..... No. | ..... | ..... | 4,805 | 8,787 40 | 4,805 | 8,787 40 |
| Oil-cake ..... Sacks. | ..... | ..... | 300 | 250 00 | 300 | 250 00 |
| Broom-corn ..... Bales. | ..... | ..... | 44 | 595 57 | 44 | 595 57 |
| Spelter ..... Plates. | ..... | ..... | 692 | 1,259 00 | 692 | 1,259 00 |
| Merchandise ..... Pkgs. | ..... | ..... | 59 | 2,146 60 | 59 | 2,146 60 |
| | ..... | 4,262,205 49 | ..... | 394,023 81 | ..... | 4,656,229 30 |

STATEMENTS of Grain (in-transit and export) from Chicago, by Lake, during 1893.

| Shipped to | CORN. | | OATS. | | WHEAT. | RYE. | TOTALS. |
|---|---|---|---|---|---|---|---|
| | Export. | In Transit. | Export. | In Transit. | Export. | Export. | |
| | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. | Bushels. |
| Bergen, Norway ..... | ..... | ..... | ..... | ..... | 15,000 | ..... | 15,000 |
| Collingwood, Ont ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Kingston, Ont. ..... | 7,869,349 | ..... | 458,019 | ..... | 1,474,043 | 58,941 | 9,860,352 |
| Midland, Ont ..... | ..... | 246,125 | ..... | 189,873 | ..... | ..... | 435,998 |
| Montreal, Que ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Point Edward, Ont. ..... | ..... | 857,887 | ..... | 453,346 | ..... | ..... | 1,311,233 |
| Prescott, Ont ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sarnia, Ont ..... | 25,000 | 579,667 | ..... | 825,930 | ..... | ..... | 1,430,597 |
| Toronto, Ont. ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Owen Sound, Ont ..... | ..... | ..... | 30,590 | ..... | ..... | ..... | 30,590 |
| Totals. ..... | 7,894,349 | 1,683,679 | 488,609 | 1,469,149 | 1,489,043 | 58,941 | 13,083,770 |

# Department of Railways and Canals.

## GRAIN FREIGHTS BY LAKE, SEASON OF 1893.

The following were the current rates of freight on wheat and corn from Chicago to Buffalo, Ogdensburg, Montreal, (steam); also to New York by lake and Erie Canal, for each week during the season of navigation in 1893, (as reported by the Board of Trade, Chicago).

| Week ending. | To Buffalo. | | To *Kingston and †Ogdensburg. | | 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 22. | 1¼ | 1 | .... | 3¾ | ..... | 6 | ..... | ..... | 7¼ | 6¾ |
| do 29. | 1¼ | 1 | ..... | 3 | ..... | 5½ | ..... | ..... | 7¼ | 6¾ |
| May 6. | 1¼ | 1 | ..... | 2⅞ | ..... | 5⅜ | 5 | 4⅝ | 7¼ | 6¾ |
| do 13. | 1¼ | 1 | ... | 3 | ..... | 5½ | 4½ to 5 | 4⅛ to 4⅝ | 7¼ | 6¾ |
| do 20. | 1¼ | 1 | ..... | 3 | ..... | 5½ | 4½ 4¾ | 4⅛ 4⅜ | 7¼ | 6¾ |
| do 27. | 1½ | 1¼ | ..... | 3 | ..... | 5½ | 5 | 4⅝ | 7½ | 7 |
| June 3. | 1½ | 1¼ | ..... | 3¾ | ..... | 6¼ | 5 | 4⅝ | 7½ | 7 |
| do 10. | 1½ | 1¼ | ..... | 4 | ..... | 6¼ | 5 5¼ | 4⅝ 4¾ | 7½ | 7 |
| do 17. | 1½ | 1¼ | ..... | 4 | ..... | 6¼ | 5 5¼ | 4½ 4¾ | 7½ | 7 |
| do 24. | 1⅝ | 1½ | ..... | 3¾ | ..... | 6¼ | 4¼ 5 | 3⅜ 4½ | 7¾ | 7¼ |
| July 1. | 1½ | 1¼ | ..... | 3⅛ | ..... | 6 | 4 4⅜ | 3⅜ 4 | 7½ | 7 |
| do 8. | 1½ | 1¼ | ..... | 2¾ | ..... | 5 | 4⅜ 4⅜ | 4 4⅜ | 7½ | 7 |
| do 15. | 1¼ | 1 | ..... | 3 | ..... | 5¼ | 4½ 4¾ | 4⅛ 4⅜ | 7¼ | 6¾ |
| do 22. | 1¼ | 1 | ..... | 2¾ | ..... | 5¼ | 4½ 5 | 4⅛ 4⅜ | 7¼ | 6¾ |
| do 29. | 1⅜ | 1⅛ | ..... | 3¼ | ..... | 5½ | 4⅞ 5 | 4½ 4⅝ | 7¾ | 7¼ |
| Aug. 5. | 1½ | 1⅜ | ..... | 3 | ..... | 5⅝ | 5 | 4½ | 7½ | 7⅛ |
| do 12. | 1¼ | 1½ | 3¼ | 3¼ | ..... | 5¼ | 4⅞ 5⅛ | 3⅞ 4⅜ | 7¼ | 6⅞ |
| do 19. | 1¼ | 1⅛ | ..... | 2¾ | ..... | 4½ | 4¼ 4⅞ | 3⅝ 4 | 7¼ | 6¾ |
| do 26. | 1¼ | 1 | ..... | 2½ | ..... | 4¾ | 4 4⅜ | 3⅝ 4 | 7¼ | 6¾ |
| Sept. 2. | 1¼ | 1 | ..... | 3¼ | ..... | 5¼ | 4 4⅜ | 3⅞ 3½ | 7¼ | 6¾ |
| do 9. | 1½ | 1¼ | ..... | 3½ | ..... | 5¼ | 3¾ 3⅞ | 3¼ 3⅜ | 7½ | 7 |
| do 16. | 1⅝ | 1½ | ..... | 3½ | ..... | 5 | 3⅜ 3⅝ | 3⅝ 4⅛ | 7⅝ | 7¼ |
| do 23. | 1⅝ | 1½ | ..... | 3½ | ..... | 5 | 4 4½ | 3⅝ 4½ | 7⅝ | 7¼ |
| do 30. | 1¾ | 1½ | ..... | 3½ | ..... | 5⅜ | 4 4½ | 3⅝ | 7¾ | 7¼ |
| Oct. 7. | 2 | 1⅝ | ..... | 3⅞ | ..... | 5¾ | 4 | 3⅝ | 8 | 7½ |
| do 14. | 2 | 1⅝ | ..... | 3⅞ | ..... | ..... | 4¼ 5 | 3⅞ 4⅝ | 8 | 7½ |
| do 21. | 2 | 1⅝ | ..... | 3⅞ | ..... | ..... | 5 | 4⅝ | 8 | 7½ |
| do 28. | 2 | 1⅝ | ..... | 4 | ..... | ..... | 5 5½ | 4⅝ 5 | 8 | 7½ |
| Nov. 4. | 1¾ | 1⅝ | ..... | 4⅛ | ..... | ..... | 5 | 4⅝ | 7¾ | 7¼ |
| do 11. | 1½ | 1½ | ..... | 4¼ | ..... | ..... | 4¾ 5 | 4½ 4⅝ | 7½ | 7 |
| do 18. | 2¼ | 2¼ | ..... | 4⅜ | ..... | ..... | 4⅜ | 4½ | 8¼ | 8 |
| do 25. | 2⅜ | 2⅛ | ..... | 4⅞ | ..... | ..... | 4¾ | 4⅝ | 8¾ | 8¼ |
| Dec. 2. | 2¼ | 2½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| do 9. | 2¾ | 2½ | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

* Free of tolls (tolls 10 cents per ton).
† Ogdensburg rates ¼ cent above Kingston.

*Lake Freight from Chicago to Buffalo on Wheat and Corn,—by William Thurstone Secretary, Merchants' Exchange, Buffalo.*

STATEMENT showing the dates of the changes in the ruling rates of Lake freights on wheat and corn from Chicago to Buffalo, during 1893.

| 1893. | Wheat, bush. | Corn, bush. | 1893. | Wheat, bush. | Corn, bush, |
|---|---|---|---|---|---|
| | Cts. | Cts. | | Ct | Cts. |
| April 7 | 2⅜ | | Aug. 1 | 1⅛ to 1¼ | 1 |
| do 14 | 2⅛ | 2 | do 4 | 1¼ | 1 |
| do 18 | 1⅜ | | do 25 | 1¼ to 1⅜ | 1 to 1¼ |
| do 19 | 1¾ to 1⅞ | 1¼ | do 26 | 1⅛ | 1¼ |
| do 21 | 1⅞ | 1¼ | do 28 | 1⅜ to 1⅝ | 1¼ |
| do 22 | 1¼ | 1⅛ | do 29 | 1⅜ | 1⅛ |
| do 24 | 1¼ | 1 | Sept. 4 | 1⅜ | 1⅜ |
| do 28 | 1⅛ | 1 | do 9 | 1⅜ | 1⅛ |
| May 11 | 1 to 1⅛ | 1 | do 11 | 1⅜ | 1⅜ |
| do 17 | 1¼ | 1⅛ | do 19 | 1⅝ | 1⅛ |
| do 19 | 1⅛ | 1¼ | do 25 | 2 | 1¾ |
| do 24 | 1⅝ | 1⅜ | do 27 | 2¼ | 2 |
| June 3 | 2 | 1¼ | do 29 | 2⅛ | 2¼ |
| do 6 | 2¼ | 2 | do 30 | 2⅛ to 2¼ | 2 to 2¼ |
| do 19 | 2 | 1¾ | Oct. 2 | 2⅛ | 2¼ |
| do 22 | 1¾ | 1⅛ | do 3 | 2¼ | 2 |
| do 24 | 1⅜ to 1⅛ | 1⅜ | do 10 | 2 | 1¾ |
| do 26 | 1⅛ | 1⅜ | do 19 | 2¼ | 2 |
| do 27 | 1¾ | 1¼ | do 26 | 2 | 1¾ |
| do 28 | 1¼ | 1 | Nov. 2 | 1⅞ | 1⅝ |
| do 29 | 1⅛ to 1¼ | 1⅛ | do 4 | 1¾ | 1⅛ |
| do 30 | 1 | 1 | do 7 | 1⅝ to 1¾ | 1⅜ to 1⅛ |
| July 14 | 1 to 1¼ | 1 to 1¼ | do 9 | 1⅛ | 1¼ |
| do 17 | 1¼ | 1⅛ | do 11 | 1⅛ to 1⅜ | 1¼ to 1⅜ |
| do 18 | 1⅛ to 1⅜ | 1¼ to 1⅜ | do 14 | 1⅜ to 1¾ | 1⅛ |
| do 20 | 1⅜ | 1⅛ | do 15 | 2 | 1⅜ |
| do 22 | | 1⅜ to 1⅛ | do 22 | 2¼ | 1¼ |
| do 24 | 1⅝ | 1⅜ | do 23 | 2¼ | 2 |
| do 25 | 1⅛ | 1¼ | do 24 | | 2¼ to 2⅛ |
| do 26 | 1⅜ | 1⅛ | do 27 | 2¾ | 2¼ |
| do 27 | 1 | 1 | do 28 | | 2¼ |
| do 28 | 1⅛ | 1 | | | |
| do 29 | 1¼ | 1⅛ | | | |
| do 31 | 1⅜ | 1⅛ | | | |

NOTE.—As a rule oats one-quarter per cent less than corn. Rate from Milwaukee about the same as from Chicago.

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 eleven 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 |
| 1883 Corn | 2·7 | 2·2 | 2·2 | 3·5 | 4·3 | 3·5 | 3·7 |
| Highest rate, wheat, 1883, 5¼c.; lowest, 2·2c.; average for the season, 3½c. | | | | | | | |
| 1884 Wheat | 2·2 | 2·2 | 2·0 | 1·9 | 2·1 | 2·0 | 2·3 |
| 1884 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 |
| 1885 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 |
| 1886 Corn | 2·8 | 2·5 | 2·5 | 2·9 | 4·2 | 4·6 | 4·0 |
| Highest rate, wheat, 1886, 5⅝c.; lowest, 2c.; average for the season, 3·6c. | | | | | | | |
| 1887 Wheat | 3·4 | 5·1 | 3·8 | 3·5 | 4·1 | 4·7 | 3·9 |
| 1887 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 |
| 1888 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 |
| 1889 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 | 2·0 | 2·3 | 1·5 | 2·0 | 1·8 | 2·0 |
| 1890 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 |
| 1891 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 |
| 1892 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, 2·2. | | | | | | | |
| 1893 Wheat | 1·3 | 1·8 | 1·2 | 1·3 | 1·7 | 2·1 | 2·0 |
| 1893 Corn | 1·2 | 1·6 | 1·1 | 1·2 | 1·5 | 1·9 | 1·8 |
| Highest rate, wheat, 1893, 2¾c.; lowest, 1c.; average for the season, 1·6c. | | | | | | | |

LAKE FREIGHT FROM DULUTH TO BUFFALO ON WHEAT.

The following statement shows the dates of the changes in the ruling lake freight rates on wheat from Duluth to Buffalo during the season of 1893, as reported, on the dates specified:—

| 1893. | Wheat, bush. | 1893. | Wheat, bush. |
|---|---|---|---|
| | Cents. | | Cents. |
| March 11 to April 17, vessels to arrive | 3⅜ to 3 | July 23 to 29 | 1¼ to 1⅛ |
| April 20 to 30 | 2¾ to 2½ | Aug. 3 to 26 | 1⅛ |
| May 6 to 12 | 2⅝ | do 27 to Sept. 16 | 1⅛ |
| do 13 to 20 | 3 to 2⅝ | Sept. 17 to 23 | 2 |
| do 21 to 27 | 2⅝ | do 24 to 30 | 2 to 2⅛ |
| do 29 to June 3 | 2⅞ to 2⅝ | Oct. 1 to 7 | 2⅜ to 3 |
| June 4 to 10 | 2⅜ to 3¼ | do 8 to 14 | 3 |
| do 11 to 17 | 3¼ to 3 | do 15 to 21 | 2⅞ to 3 |
| do 18 to 24 | 3 to 2⅜ | do 22 to 28 | 2⅜ to 2⅛ |
| do 26 to 30 | 2¼ to 2 | do 29 to Nov. 4 | 2⅛ |
| July 1 to 8 | 2 to 1½ | Nov. 5 to 11 | 2⅜ to 2⅛ |
| do 9 to 15 | 1¼ | do 12 to 25 | 2⅛ to 2⅜ |
| do 16 to 22 | 1½ to 2 | Dec. 1 on three cargoes | 3½ |

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; in 1892, 2¼ to 4 cents; in 1893, 1¼ to 3½ cents per bushel.

Wheat was shipped from Duluth to Kingston, per bushel, during the season of 1887, at 6¼ to 7⅜ cents; in 1888, at 4 to 5 cents; in 1889, ————; in 1890, at 5¾ 5½, 4½, 4¼ and 4 cents; in 1891, during May, 3¾, 3½, 3 and 2½ cents; during June, 3 cents, and on July 25, 2½ cents; in 1892, 5 cents in April, 5 and 5¼ cents in May, 4 cents in June, 4½ cents in July, 3 cents in August, 6 and 6¼ cents in October; and in 1893, ranged from 5½ 4½ cents in April, 4½ and 4¾ cents in May, 4 and 3½ cents in June, 2⅜ and 3 cents in July, 3½ and 3⅜ cents in September; no figures quoted after that date.

The first arrival by lake at Duluth, in 1893, was on May 18th; 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 Yoak, during each month in the past ten years, and the highest and lowest rates on wheat, and average rate on wheat in each year:

| | Grain. | May. | June. | July. | Aug. | Sept. | Oct. | Nov. |
|---|---|---|---|---|---|---|---|---|
| | | Cents. | Cents | Cents. | Cents. | Cents. | Cents. | Cents. |
| 1883 | Wheat | 5·0 | 4·3 | 3·9 | 4·6 | 6·3 | 5·5 | 4·6 |
| | Corn | 4·5 | 3·9 | 3·6 | 4·3 | 5·9 | 5·0 | 4·1 |
| Highest rate, wheat, 1883, 6·5c.; lowest, 3·5c.; average for the season, 4·9c. | | | | | | | | |
| 1884 | Wheat | 3·8 | 3·4 | 3·6 | 4·2 | 4·7 | 5·0 | 4·7 |
| | Corn | 3·4 | 3·1 | 3·2 | 3·8 | 4·2 | 4·4 | 4·2 |
| Highest rate, wheat, 1884, 5·5c.; lowest, 3·2c.; average for the season, 4·2c. | | | | | | | | |
| 1885 | Wheat | 4·2 | 3·1 | 3·0 | 3·7 | 3·5 | 4·2 | 5·0 |
| | Corn | 3·8 | 2·9 | 2·8 | 3·3 | 3·2 | 3·9 | 4·5 |
| Highest rate, wheat, 1885, 6c.; lowest, 3c.; average for the season, 3·8c. | | | | | | | | |
| 1886 | Wheat | 5·7 | 3·8 | 4·0 | 5·4 | 6·0 | 5·5 | 4·8 |
| | Corn | 5·1 | 3·4 | 3·6 | 4·8 | 5·5 | 5·0 | 4·5 |
| Highest rate, wheat, 1886, 6·5c.; lowest, 3c.; average for the season, 5c. | | | | | | | | |
| 1887 | Wheat | 5·1 | 4·5 | 3·8 | 4·0 | 4·5 | 4·8 | 5·8 |
| | Corn | 4·6 | 4·1 | 3·4 | 3·6 | 4·1 | 4·4 | 5·3 |
| Highest rate, wheat, 1887, 7c.; lowest, 3·5c.; average for the season, 4·6. | | | | | | | | |
| 1888 | Wheat | 3·4 | 2·5 | 2·5 | 4·1 | 3·9 | 3·7 | 3·5 |
| | Corn | 3·1 | 2·3 | 2·3 | 3·8 | 3·6 | 3·4 | 3·2 |
| Highest rate, wheat, 1888, 4·5c.; lowest, 2c.; average for the season, 3·4. | | | | | | | | |
| 1889 | Wheat | 4·0 | 3·8 | 4·0 | 4·4 | 5·0 | 5·0 | 5·0 |
| | Corn | 3·6 | 3·4 | 3·6 | 3·9 | 4·5 | 4·5 | 4·4 |
| Highest wheat, rate, 1889, 5c.; lowest, 3·7c.; average for the season, 4·8. | | | | | | | | |
| 1890 | Wheat | 3·9 | 3·8 | 3·6 | 3·8 | 3·9 | 4·0 | 3·5 |
| | Corn | 3·5 | 3·4 | 3·2 | 3·4 | 3·5 | 3·6 | 3·1 |
| Highest rate, wheat, 1890, 4·2c.; lowest, 3c.; average for the season, 3·8. | | | | | | | | |
| 1891 | Wheat | 2 8 | 2·9 | 2·8 | 3·8 | 4·2 | 4·6 | 4·0 |
| | Corn | 2·5 | 2·6 | 2·5 | 3·5 | 3·8 | 4·2 | 3·6 |
| Highest rate, wheat, 1891, 4¾c.; lowest, 2·5c.; average for the season, 3·5c. | | | | | | | | |
| 1892 | Wheat | 2·7 | 2·2 | 2·4 | 3·0 | 3·8 | 4·7 | 4·6 |
| | Corn | 2·4 | 2·0 | 2·2 | 2·6 | 3·4 | 4·4 | 4·3 |
| Highest rate, wheat, 1892, 6c.; lowest, 2⅛c.; average for the season, 3·5c. | | | | | | | | |
| 1893 | Wheat | 4·8 | 4·8 | 4·6 | 4·6 | 4·0 | 4·7 | 4·8 |
| | Corn | 4·4 | 4·4 | 4·3 | 4·2 | 3·6 | 4·3 | 4·5 |
| Highest rate, wheat, 1893, 5·5c.; lowest, 3·6c.; average for the season, 4·6c. | | | | | | | | |

NOTE.—Canal free of tolls.

LOW COST OF TRANSPORTATION.

"During the navigation season of 1893 freight rates touched points which were among the lowest, if indeed in some instances were not the very lowest known.

"The year closed with a published tariff for all rail transportation on sixth class from Chicago to New York of 17½ cents and 15 cents per 100 pounds, with corresponding terms for intermediate points. Even these prices were cut, it is said, in the interests of large shippers. Lake rates on wheat and corn from Chicago to Buffalo dropped to one cent per bushel, and the average for the whole season was only 1·6 cent for wheat and 1·4 cent for corn, the lowest points known in the record of the trade. From Duluth to Buffalo during August and a part of July wheat was carried at 1¼ and 1½ cents per bushel, with an average for the whole season of only 2·34 cents."

FREIGHTS, TOLLS, ELEVATING AND STORAGE RATES COMPARED.

The following statement shows the receipts of grain and flax-seed at Buffalo, the average canal freight on wheat, and the tolls on wheat to New York, and the elevating and storage rates at Buffalo for a series of years:—

| Year. | Grain received. | Average Canal Freight on Wheat. | Tolls on Wheat. | Elevating, including Storage. † |
|---|---|---|---|---|
| | Bush. | Cts. | Cts. | Cts. |
| 1870 | 32,208,039 | 11·2 | 3·1 | 1¼ |
| 1871 | 61,319,313 | 12·6 | 3·1 | 1¼ |
| 1872 | 58,703,666 | 13·0 | 3·1 | 1¼ |
| 1873 | 65,498,955 | 11·4 | 3·1 | 1¼ |
| 1874 | 55,660,198 | 10·0 | 3·1 | 1¼ |
| 1875 | 52,833,451 | 7·9 | 2·0 | 1 |
| 1876 | 44,207,121 | 6·6 | 2·0 | 1 |
| 1877 | 61,822,292 | 7·4 | 1·0 | 1 |
| 1878 | 78,828,443 | 6·0 | 1·0 | 1 |
| 1879 | 75,089,768 | 6·8 | 1·0 | 1 |
| 1880 | 105,133,009 | 6·5 | 1·0 | 1 |
| 1881 | 56,389,827 | 4·7 | 1·0 | ⅞ |
| 1882 | 51,501,503 | 5·4 | 1·0 | ⅞ |
| 1883 | 65,722,080 | 4·9 | None | ⅞ |
| 1884 | 58,011,800 | 4·2 | ..... | ⅞ |
| 1885 | 52,671,090 | 3·8 | ..... | ⅞ |
| 1886 | 75,570,850 | 5·0 | ..... | ⅞ |
| 1887 | 87,073,570 | 4·6 | ..... | ⅞ |
| 1888 * | 73,977,390 | 3 4 | ..... | ⅞ |
| 1889 | 92,290,550 | 4·8 | ..... | ⅞ |
| 1890 | 91,994,680 | 3·8 | ..... | ⅞ |
| 1891 | 135,315,510 | 3·5 | ..... | ⅞ |
| 1892 | 138,872,560 | 3·5 | ..... | ⅞ |
| 1893 | 140,796,410 | 4·6 | ..... | ⅞ |

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.

## AVERAGE FREIGHT CHARGES PER BUSHEL.

For the transportation of wheat and corn from Chicago to New York for a series of years.

*(From Report of Board of Trade Chicago.)*

| | Corn | | | Wheat. | | |
|---|---|---|---|---|---|---|
| | By lake and Canal | By lake and rail. | By all rail. | By lake and Canal. | By lake and rail. | By all rail. |
| 1858 | ·127 | ..... | ·3619 | ·1550 | ..... | ·3861 |
| 1859 | ·1570 | ..... | ·3248 | ·1663 | ..... | ·3480 |
| 1860 | *a* ·0833 | ..... | ·3248 | *a* ·095 | ..... | ·3480 |
| 1861 | *a* ·1062 | ..... | ·3881 | *a* ·1210 | ..... | ·4158 |
| 1862 | *a* ·0957 | ..... | ·4480 | *a* ·1062 | ..... | ·4800 |
| 1863 | *a* ·063 | ..... | ·4592 | *a* ·072 | ..... | ·4920 |
| 1864 | *a* ·09 | ..... | ·5600 | *a* ·0952 | ..... | ·60 |
| 1865 | *a* ·0864 | ..... | ·4188 | *a* ·0894 | ..... | ·4488 |
| 1866 | *a* ·1075 | ..... | ·4312 | *a* ·1377 | ..... | ·4620 |
| 1867 | *a* ·0511 | ..... | ·4176 | *a* ·08 | ..... | ·4475 |
| 1868 | *a* ·0604 | ..... | ·3532 | *a* ·0802 | ..... | ·3784 |
| 1869 | *a* ·0584 | ·2355 | ·3320 | *a* ·0651 | ·2520 | ·3557 |
| 1870 | *a* ·16 | ·2220 | ·28 | *a* ·0677 | ·2250 | ·30 |
| 1871 | *a* ·0754 | ·2372 | ·2968 | *a* ·0687 | ·2542 | ·3180 |
| 1872 | *a* ·1072 | ·2660 | ·3266 | *a* ·1110 | ·2950 | ·3499 |
| 1873 | *a* ·0816 | ·2298 | ·2893 | *a* ·0917 | ·2461 | ·3102 |
| 1874 | *a* ·0382 | ·1388 | ·2450 | *a* ·0400 | ·1709 | ·2625 |
| 1875 | *a* ·034 | ·1303 | ·2240 | *a* ·0378 | ·1389 | ·2400 |
| 1876 | *b* ·0875 | ·1079 | ·1574 | *b* ·0982 | ·1136 | ·1686 |
| 1877 | *b* ·0959 | ·1406 | ·1890 | *b* ·1109 | ·1546 | ·2050 |
| 1878 | *b* ·0883 | ·1053 | ·1652 | *b* ·0996 | ·1209 | ·1770 |
| 1879 | *b* ·1049 | ·1220 | ·1456 | *b* ·1187 | ·1313 | ·1774 |
| 1880 | *b* ·1341 | ·1443 | ·1748 | *b* ·1313 | ·1580 | ·1980 |
| 1881 | *b* ·0777 | ·0942 | ·1340 | *b* ·0867 | ·1049 | ·1440 |
| 1882 | *b* ·0672 | ·1028 | ·1350 | *b* ·0723 | ·1091 | ·1447 |
| 1883 | *b* ·0803 | ·11 | ·1512 | *b* ·0901 | ·1163 | ·1620 |
| 1884 | *b* ·0655 | ·085 | ·1232 | *b* ·07 | ·10 | ·1320 |
| 1885 | *b* ·063 | ·0801 | ·1232 | *b* ·0654 | ·0902 | ·1320 |
| 1886 | *b* ·0845 | ·1120 | ·14 | *b* ·0910 | ·12 | ·1500 |
| 1887 | *b* ·0850 | ·1120 | ·1470 | *b* ·0950 | ·12 | ·1575 |
| 1888 | *b* ·0671 | ·1026 | ·1354 | *b* ·0705 | ·1114 | ·1450 |
| 1889 | *b* ·0632 | ·0819 | ·126 | *b* ·0692 | ·0897 | ·1500 |
| 1890 | *b* ·0593 | ·0732 | ·1136 | *b* ·0676 | ·0852 | ·1430 |
| 1891 | *b* ·0632 | ·0753 | ·1400 | *b* ·0695 | ·0857 | ·1500 |
| 1892 | *b* ·0595 | ·0721 | ·1296 | *b* ·0645 | ·0759 | ·1380 |
| 1893 | *b* ·0718 | ·0797 | ·1365 | *b* ·0766 | ·0848 | ·1463 |

*a* To Buffalo only. *b* Including charges and tolls.

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 1893.

*(Prepared by Secretary of the Board of Trade, Chicago.)*

| Shipped to | Articles. | 1893. | 1892. | 1891. | 1890. | 1889. | 1888. | 1887. | 1886. | 1885. | 1884. | 1883. | 1881. | 1880. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ | $ |
| Liverpool | Grain | ·3410 | ·3287 | ·4075 | ·3187 | ·3958 | ·3490 | ·3487 | ·3672 | ·2943 | ·4428 | ·3647 | ·3718 | ·4922 |
| do | Sacked flour | ·3513 | ·3625 | ·4187 | ·3625 | ·4162 | ·3371 | ·3491 | ·3420 | ·2887 | ·2982 | ·4030 | ·3499 | ·5423 |
| do | Provisions | ·4547 | ·4575 | ·5531 | ·5109 | ·5746 | ·3747 | ·4073 | ·4415 | ·3508 | ·4674 | ·5183 | ·4670 | ·6871 |
| Glasgow | Grain | ·3585 | ·3550 | ·4425 | ·3550 | ·4075 | ·3605 | ·3705 | ·3910 | ·3228 | ·2641 | ..... | ·3932 | ..... |
| do | Sacked flour | ·3625 | ·3906 | ·4469 | ·4188 | ·4425 | ·3579 | ·3968 | ·3951 | ·3443 | ·2811 | ..... | ·4400 | ·5651 |
| do | Provisions | ·4828 | ·4969 | ·5953 | ·5833 | ·6142 | ·4658 | ·4855 | ·5329 | ·4086 | ·4789 | ..... | ·5361 | ·6732 |
| London | Grain | ·3760 | ·3462 | ·4250 | ·3550 | ..... | ·3802 | ·3945 | ·4086 | ·2921 | ·2783 | ..... | ·3620 | ..... |
| do | Sacked flour | ·3794 | ·3681 | ·4328 | ·4047 | ·4510 | ·3776 | ·3784 | ·4021 | ·3171 | ·3825 | ..... | ·4276 | ..... |
| do | Provisions | ·4828 | ·4688 | ·5953 | ·5813 | ·6196 | ·4570 | ·4781 | ·5471 | ·4046 | ·4891 | ..... | ·5550 | ..... |
| Antwerp | do | ·4828 | ·5025 | ·5250 | ·4688 | ·6094 | ·4472 | ·4961 | ·5219 | ·4327 | ·5373 | ·6295 | ·5708 | ·7385 |
| Hamburg | do | ·5250 | ·5000 | ·5500 | ·5250 | ·6262 | ·5426 | ·5229 | ·5154 | ·3842 | ·5434 | ·6279 | ·5471 | ..... |
| Amsterdam | do | ·5000 | ·5500 | ·6000 | ·5000 | ·6500 | ·5426 | ·5525 | ·5562 | ·4383 | ·5434 | ·6683 | ..... | ..... |
| Rotterdam | do | ·5000 | ·5500 | ·6000 | ·5000 | ·6500 | ·5426 | ·5508 | ·5562 | ·4383 | ·4354 | ·6683 | ..... | ..... |
| Copenhagen | do | ·5531 | ·6094 | ·6375 | ·5813 | ·6492 | ·5483 | ·5508 | ·5169 | ·4951 | ·5434 | ·7158 | ..... | ..... |
| Stockholm | do | ·6656 | ·7219 | ·6938 | ·6094 | ·7500 | ·6671 | ·5865 | ·5543 | ·5468 | ·5908 | ·8255 | ..... | ..... |
| Stettin | do | ·5531 | ·6094 | ·6375 | ·6813 | ·6492 | ·5483 | ·5509 | ·5833 | ·5210 | ·5422 | ·7420 | ..... | ..... |
| Bordeaux | do | ·6000 | ·6200 | ·7500 | ·6650 | ·7491 | ·5821 | ·6021 | ·5708 | ·5066 | ·5603 | ·6432 | ..... | ..... |

TOTAL Values of Merchandise received from British North America for Immediate Transit across United States Territory, for Immediate Transhipment in Ports of the United States to British North America, and so shipped, during each year from 1873 to 1893, inclusive.

| YEAR ENDING 30TH. | COUNTRIES FROM WHICH RECEIVED. | | | | | COUNTRIES TO WHICH SHIPPED. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | British North America. | | | | | British North America. | | | | |
| | Nova Scotia, New Brunswick, and Prince Edward Island. | Quebec, Ontario, Manitoba and the North-west Territories. | British Columbia. | Newfoundland and Labrador. | Total. | Nova Scotia, New Brunswick, and Prince Edward Island. | Quebec, Ontario, Manitoba and the North-west Territories. | British Columbia. | Newfoundland and Labrador. | Total. |
| | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. |
| 1873 | 495,289 | 12,894,164 | 5,240 | ..... | 13,394,693 | 5,282,290 | 21,320,174 | 181,720 | ..... | 26,784,184 |
| 1874 | 449,655 | 13,616,344 | 97,691 | ..... | 14,163,690 | 7,150,036 | 19,843,169 | 317,534 | ..... | 27,310,739 |
| 1875 | 443,570 | 17,342 933 | 256,074 | ..... | 18,042,577 | 8,999,596 | 20,283,639 | 517,060 | ..... | 29,800,295 |
| 1876 | 261,443 | 22,134,275 | 195,047 | 1,137 | 22,591,902 | 9,102,600 | 14,658,358 | 658,836 | 94 | 24,419,888 |
| 1877 | 160,658 | 12,092,619 | 218,418 | ..... | 12,471,695 | 2,879,422 | 15,551,238 | 544,018 | 2,475 | 18,977,153 |
| 1878 | 163,978 | 11,627,114 | 412,966 | ..... | 12,204,058 | 951,268 | 11,436,470 | 524,013 | 934 | 12,912,685 |
| 1879 | 194,129 | 11,606,832 | 280,079 | 55 | 12,081,095 | 889,539 | 11,520,877 | 476,824 | 2,347 | 12,889,587 |
| 1880 | 215,131 | 16,782,315 | 137,271 | ..... | 17,134,717 | 1,643,716 | 14,866,663 | 531,436 | 288 | 17,042,103 |
| 1881 | 171,383 | 16,758,108 | 72,555 | ..... | 17,002,046 | 1,778,836 | 20,857,827 | 719,268 | 333 | 23,356,264 |
| 1882 | 164,990 | 28,265,083 | 113,018 | 87 | 28,543,178 | 2,732,665 | 34,005,845 | 855,784 | 1,190 | 37,595,484 |
| 1883 | 561,791 | 29,204,031 | 36,973 | 25 | 29,802,820 | 2,455,557 | 35,878,389 | 971,307 | 7,335 | 39,312,568 |
| 1884 | 656,233 | 12,574,953 | 188,041 | ..... | 13,419,227 | 1,740,900 | 19,717,466 | 1,475,833 | 5,186 | 22,939,385 |
| 1885 | 933,806 | 12,280,483 | 308,691 | 633 | 13,523,613 | 1,635,442 | 16,448,942 | 1,615,293 | 781 | 19,700,458 |
| 1886 | 1,165,973 | 9,303,864 | 359,104 | 32,079 | 10,861,020 | 2,040,298 | 16,369,429 | 1,825,178 | 6,174 | 20,241,079 |
| 1887 | 1,684,730 | 9,606,175 | 213,816 | ..... | 11,504,721 | 1,621,748 | 19,930,296 | 635,841 | 70 | 22,187,955 |
| 1888 | 1,525,048 | 6,417,701 | 372,934 | 27,134 | 8,542,817 | 1,781,028 | 13,459,169 | 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 |
| 1893 | 1,009,597 | 16,404,425 | 89,565 | 381,986 | 17,885,573 | 2,052,357 | 20,232,400 | 409,055 | 26,289 | 22,720,111 |

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 1893, 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 | 21,516,604 |
| 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 | 1,847,162 | 2,743,494 | 2,263,819 | 24,042,790 | 358,151 | 179,570 | 1,797,496 | 31,385,320 |
| 1873.... | 19,144,815 | 250,704 | 13,394,693 | 286,607 | 5,737,904 | 1,284,462 | 5,144,175 | 5,622,325 | 26,784,184 | 235,113 | 319,771 | 1,993,617 | 40,099,185 |
| 1874.... | 18,832,900 | 211,907 | 14,163,690 | 151,920 | 4,563,869 | 926,390 | 5,391,201 | 3,866,642 | 27,310,739 | 665,214 | 520,493 | 1,096,387 | 38,850,676 |
| 1875.... | 18,657,276 | 325,648 | 18,042,577 | 115,527 | 1,759,308 | 1,785,947 | 7,229,912 | 1,495,285 | 29,860,295 | 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 | 721,344 | 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.... | 14,038,694 | 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.... | 17,977,200 | 1,670,952 | 11,504,721 | 111,635 | 6,780,853 | 4,720,760 | 10,052,219 | 4,353,992 | 22,187,955 | 2,002,476 | 608,121 | 3,561,358 | 42,766,121 |
| 1888.... | 13,707,240 | 1,817,511 | 8,342,817 | 120,497 | 4,820,846 | 4,534,298 | 6,853,195 | 2,551,043 | 15,611,656 | 3,766,180 | 563,539 | 3,997,596 | 33,343,209 |
| 1889.... | 19,080,647 | 2,582,456 | 11,336,123 | 296,654 | 9,054,736 | 5,052,610 | 9,233,659 | 4,581,064 | 22,146,975 | 4,781,110 | 892,158 | 5,768,287 | 47,403,253 |
| 1890.... | 20,664,427 | 2,735,546 | 16,002,384 | 639,050 | 9,759,256 | 5,898,763 | 10,656,465 | 5,097,434 | 27,335,678 | 4,944,149 | 1,215,399 | 6,450,301 | 55,699,426 |
| 1891.... | 20,879,851 | 2,819,238 | 19,780,470 | 565,338 | 6,977,901 | 6,475,119 | 11,968,808 | 3,640,940 | 27,883,023 | 5,052,318 | 966,851 | 7,985,977 | 57,497,917 |
| 1892.... | 21,334,783 | 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 |
| 1893.... | 20,387,339 | 3,466,885 | 17,885,573 | 1,652,200 | 10,131,171 | 14,426,669 | 18,511,287 | 7,986,637 | 22,720,111 | 4,607,549 | 2,034,761 | 12,089,492 | 67,949,837 |

## FOREIGN CARRYING TRADE.

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 1893, 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 | | 228,164,855 | 134,001,399 | | 279,082,902 | 121,039,394 | | 507,247,757 | 255,040,793 | 762,288,550 | 66·5 |
| 1861 | | 201,544,055 | 134,106,098 | | 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 | 77,502,138 | 747,376,644 | 73,576,263 | 202,451,086 | 1,371,116,744 | 1,647,139,093 | 12·29 |
| 1891 | 40,932,755 | 127,471,678 | 676,511,763 | 31,923,439 | 78,968,047 | 773,589,324 | 72,856,194 | 206,439,725 | 1,450,101,087 | 1,729,397,006 | 11·94 |
| 1892 | 39,726,595 | 139,139,891 | 648,535,976 | 33,220,629 | 81,033,844 | 916,023,675 | 72,947,224 | 220,173,735 | 1,564,559,651 | 1,857,680,610 | 11·85 |
| 1893 | 44,121,094 | 127,095,434 | 695,184,394 | 43,862,947 | 70,670,073 | 733,132,174 | 87,964,041 | 197,765,507 | 1,428,316,568 | 1,626,082,075 | 12·2 |

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.

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 | 19,299,966 | 2,849,263 | 22,149,229 |
| 1890 | 13,524,298 | 2,477,612 | 16,001,910 | 24,788,152 | 2,547,052 | 27,335,201 |

NOTE.—This movement forms no part of the import and export trade.

# Department of Railways and Canals.

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, 1893.

(From reports furnished by the Canadian Pacific Railway to Treasury Department, Washington, U.S.)

| Articles. | FRONTIER PORTS FROM WHICH EXPORTED. | | | | Total. |
|---|---|---|---|---|---|
| | Neche, N. Dakota. | Detroit, Mich. | Ogdensburg, N.Y. | Richford, Vt. | |
| | Pounds. | Pounds. | Pounds. | Pounds. | Pounds. |
| Books and stationery | ..... | 840 | 22,982 | 500 | 24,322 |
| Canned goods | ..... | ..... | 846,438 | 3,000 | 849,438 |
| Clocks | ..... | ..... | 9,840 | ..... | 9,840 |
| Cotton goods | ..... | ..... | 5,705,807 | 946,221 | 6,652,028 |
| Dry goods | ..... | ..... | ..... | 28,362 | 28,362 |
| Ginseg | ..... | ..... | 32,589 | ..... | 32,589 |
| Household goods | 2,370 | ..... | ..... | 360 | 2,730 |
| Hoofs | 244,904 | ..... | ..... | ..... | 244,904 |
| Iron | ..... | ..... | 96,300 | ..... | 96,300 |
| Iron pipe | ..... | ..... | 70,000 | ..... | 70,000 |
| Machinery | 17,180 | ..... | 149,843 | 36,216 | 203,239 |
| Miscellaneous | 10,208 | ..... | 53,532 | 9,769 | 73,509 |
| Total | 274,662 | 840 | 6,987,331 | 1,024,428 | 8,287,261 |

STATEMENT of 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 ending June 30th, 1893.

(From reports furnished by the Canadian Pacific Railway to Treasury Department Washington, U.S.)

| Articles. | FRONTIER PORTS INTO WHICH IMPORTED. | | | | | | Total. |
|---|---|---|---|---|---|---|---|
| | Neche, N. Dakota | Detroit, Mich. | Buffalo, N.Y. | Ogdensburg, N.Y. | Richford, Vt. | Little Dalles. | |
| | Pounds. | Pounds. | Pounds. | Pounds. | Pounds. | Pounds. | Pounds. |
| Asiatic merchandise | 168,293 | ..... | ..... | 836,656 | 61,833 | ..... | 1,066,782 |
| Curios | 130,447 | ..... | ..... | 694,020 | 1,450 | ..... | 825,917 |
| Exhibits | 925,048 | ..... | ..... | ..... | ..... | ..... | 925,048 |
| Household goods | 934 | ..... | ..... | ..... | ..... | ..... | 934 |
| Rice | 738,060 | ..... | ..... | 226,800 | 50,580 | ..... | 1,015,440 |
| Silk | 10,432 | ..... | ..... | 1,276,591 | 3,652 | ..... | 1,290,675 |
| Skins | 59,643 | ..... | ..... | 73,696 | ..... | ..... | 133,339 |
| Sugar | ..... | ..... | ..... | ..... | ..... | ..... | 610,375 |
| Tea | 7,514,908 | 668,649 | 50,870 | 4,579,940 | 61,735 | 610,375 | 12,876,102 |
| Wool | ..... | ..... | ..... | 18,748 | ..... | ..... | 18,748 |
| Miscellaneous | 32,523 | ..... | ..... | 82,761 | ..... | ..... | 115,284 |
| Total | 9,580,288 | 668,649 | 50,870 | 7,789,212 | 179,250 | 610,375 | 18,878,644 |

STATEMENT showing the Quantities and Values of Domestic Merchandise shipped from San Francisco, Cal., via British Columbia, per Canadian Pacific Railway, to eastern Ports of the United States, during the year ending June 30, 1893.

| Eastern Ports to which shipped. | Flannels and Blankets. | Fruits Canned. | Hair and manufactures of. | Hides and Skins. | Leather Split. | Salmon. | | | Wool, raw. | | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Canned. | | Other. | | | |
| | $ | $ | $ | $ | $ | Lbs. | $ | $ | Lbs. | $ | $ |
| Boston, Mass | | | | | 1,060 | | | | 947,622 | 298,508 | 299,568 |
| Chicago, Ill | 8,300 | | | | | | | | | | 8,300 |
| DesMoines, Iowa | 1,127 | | | | | | | | | | 1,127 |
| Duluth, Minn | | 5,250 | | | | | | | | | 5,250 |
| Gloversville, N.Y | | | | | 321 | | | | | | 321 |
| Grand Forks, N. Dak | | 1,300 | | | | | | | | | 1,300 |
| Greenfield, Ohio | | | 451 | 578 | | | | | | | 1,029 |
| Hartford, Conn | | | | | | | | | 107,475 | 46,286 | 46,286 |
| Middletown, Conn | | | | | | | | 560 | | | 560 |
| New York, N.Y | | | 217 | | 3,880 | | | | 77,063 | 15,214 | 19,311 |
| Portland, Maine | | | | 2,620 | | 20,400 | 1,200 | | | | 3,820 |
| Providence, R.I | | | | | | 7,000 | 700 | | | | 700 |
| St. Paul, Minn | | | | | | 23,800 | 1,400 | | | | 1,400 |
| Syracuse, N.Y | | | | | 11,836 | | | | | | 11,836 |
| Totals | 9,427 | 6,550 | 668 | 3,198 | 17,097 | 51,200 | 3,300 | 560 | 1,132,160 | 360,008 | 400,808 |

TABLE showing the Tonnage of the undermentioned Articles, moved on

| 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 |
| 1893..... | 2,367 | 1,093,927 | 252,283 | 49,651 | 24,714 | 6,518 | 23,103 |

all Canals in the State of New York, during a series of Twenty-four 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 | 210,610 | 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 |
| 1,295,896 | 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 |
| 1,452,563 | 536 | 27,797 | 52,094 | 741,934 | 102,275 | 924,636 |

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 |
| 1893... ..... | 15,235 | 258,392 | 441,092 | 18,599 | 31,283 | 3,671 | 36,981 |

* Fiscal. † Apples, meal, all kinds, pease, potatoes.

the Welland Canal, during a series of Twenty-three Years ended 31st Dec., 1893.

| | Heavy Goods. | | | | | | |
|---|---|---|---|---|---|---|---|
| Total. | Railway Iron. | Other Iron. | Salt. | Iron and Salt having paid full Tolls on St. Lawrence Canals. | Coal. | Ores. | Total. |
| Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 503,860 | 68,064 | 16,924 | 91,575 | 37,153 | 103,126 | 58,781 | 275,623 |
| 538,147 | 26,217 | 17,141 | 50,540 | 44,243 | 186,932 | 98,605 | 423,678 |
| 579,880 | 6,923 | 20,754 | 40,850 | 17,157 | 339,016 | 118,685 | 543,387 |
| 647,397 | 6,032 | 12,068 | 23,309 | 9,579 | 323,503 | 56,825 | 431,316 |
| 417,936 | 1,517 | 7,588 | 13,509 | 9,962 | 321,306 | 43,683 | 397,565 |
| 409,788 | 51 | 7,997 | 30,300 | 20,327 | 288,211 | 81,654 | 378,540 |
| 464,181 | 9,630 | 9,696 | 9,173 | 3,983 | 323,869 | 42,758 | 399,109 |
| 403,403 | 10 | 11,518 | 3,980 | 12,686 | 295,318 | 15,229 | 338,741 |
| 438,564 | 2,782 | 5,797 | 7,174 | 17,796 | 192,957 | 19,164 | 245,670 |
| 442,182 | 5,360 | 4,812 | 413 | 22,273 | 109,986 | 34,139 | 176,983 |
| 269,395 | 4,585 | 7,013 | 10 | 30,682 | 128,113 | 18,785 | 189,188 |
| 306,482 | ..... | 5,348 | 50 | 17,327 | 237,559 | 23,700 | 283,984 |
| 373,326 | 1,237 | 7,922 | 66 | 17,037 | 307,058 | 31,785 | 365,105 |
| 305,734 | 698 | 652 | 461 | 3,242 | 274,471 | 53,205 | 332,729 |
| 273,905 | 78 | 2,055 | 597 | 14,243 | 248,272 | 26,728 | 291,973 |
| 414,812 | 166 | 6,123 | 48 | 12,324 | 271,356 | 27,447 | 317,464 |
| 394,971 | 1,351 | 5,636 | ..... | 6,715 | 145,193 | 13,866 | 172,761 |
| 419,786 | 93 | 3,220 | 316 | 13,617 | 223,871 | 16,872 | 257,989 |
| 542,043 | 47 | 2,479 | 1,254 | 20,269 | 268,305 | 2,435 | 294,789 |
| 519,291 | ..... | 753 | 1,027 | 28,047 | 202,384 | 8,138 | 240,349 |
| 367,177 | 127 | 1,610 | 2,567 | 7,953 | 224,644 | 3,415 | 240,316 |
| 527,426 | 163 | 1,567 | 878 | 3,666 | 211,616 | 355 | 218,245 |
| 805,253 | 6 | 2,075 | 374 | 8,139 | 233,096 | ..... | 243,690 |

TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of twenty-four years.

VEGETABLE FOOD.

| Year. | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. | Total. | Increase. | Decrease. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | |
| 1869 | 5,609 | 490,904 | 219,874 | 1,978 | 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 | |
| 1893 | | | | | | | | | | |

STATEMENT showing the shipments at Oswego during the same period.

VEGETABLE FOOD.

| Year. | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | Other Articles. | Total. | Increase. | Decrease. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | | |
| 1869 | 7,361 | 141,360 | 28,585 | 66,794 | 1,113 | 8,569 | 14,033 | 267,815 | | |
| 1870 | 11,440 | 115,732 | 10,120 | 77,906 | 3,953 | 7,402 | 11,628 | 238,181 | | 11·06 |
| 1871 | 10,043 | 123,173 | 70,218 | 72,675 | 1,806 | 6,250 | 13,259 | 297,424 | 11·05 | |
| 1872 | 4,773 | 57,865 | 27,148 | 62,172 | 684 | 6,751 | 10,425 | 169,818 | | 36·59 |
| 1873 | 4,061 | 53,361 | 10,578 | 46,337 | 670 | 6,019 | 10,739 | 131,765 | | 50·80 |
| 1874 | | 108,288 | 46,127 | 77,007 | 1,103 | 7,053 | 3,747 | 243,325 | | 9·14 |
| 1875 | 1,728 | 32,690 | 3,034 | 75,083 | 3,308 | 4,989 | 5,931 | 126,763 | | 52·67 |
| 1876 | 967 | 21,890 | 1,324 | 63,336 | 117 | 5,703 | 6,638 | 99,975 | | 62·67 |
| 1877 | 855 | 28,955 | 3,308 | 80,306 | 316 | 6,603 | 6,556 | 126,899 | | 52·61 |
| 1878 | 1,394 | 24,171 | 1,383 | 50,381 | | 10,598 | 5,222 | 93,149 | | 65·21 |
| 1879 | 734 | 25,740 | 9,268 | 71,693 | | 16,623 | 3,110 | 127,168 | | 52·51 |
| 1880 | 951 | 17,466 | 15,656 | 82,743 | | 12,593 | 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 |
| 1893 | 119 | 2,036 | 3,968 | 8,476 | | 237 | 2,784 | 17,620 | | 93·43 |

TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty-three Years, ended 31st December, 1893.

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 | ,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 | | 14,581 | 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 |
| 1893 | 15,232 | 257,203 | 441,092 | 18,461 | 31,283 | 3,671 | 36,981 | 803,923 |

* Fiscal.

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-three Years, ended 31st December, 1893.

| 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 | 23,566 | 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 |
| 1893 | 6,588 | 28,187 | 198,777 | 16,751 | 23,870 | 864 | 36,352 | 311,389 | ..... | 344 | ..... | 206,827 | ..... | 207,171 |

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-three Years, ended 31st December, 1893.

| 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 charged 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 | 1,557,509 | 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 | 3,885,577 | 864,826 | 126,804 | 64,002 |
| 1883..... | 1,379,000 | 372,236 | 4,422,461 | 1,191,974 | 72,507 | 132,496 |
| 1884..... | 1,236,986 | 305,734 | 3,639,805 | 1,078,909 | 70,132 | 114,422 |
| 1885..... | 1,063,310 | 273,905 | 4,105,594 | 918,352 | 59,847 | 118,203 |
| 1886..... | 1,489,886 | 414,812 | 3,802,262 | 1,353,591 | 59,216 | 172,888 |
| 1887..... | 1,552,764 | 394,971 | 3,847,766 | 1,449,984 | 48,133 | 157,530 |
| 1888..... | 1,166,958 | 419,786 | 3,197,734 | 1,052,834 | 11,191 | 189,825 |
| 1889..... | 1,296,896 | 542,043 | 3,654,984 | 1,155,175 | 59,945 | 236,208 |
| 1890..... | 1,167,901 | 519,291 | 4,336,199 | 953,397 | 54,969 | 275,619 |
| 1891..... | 1,092,355 | 367,177 | 3,565,381 | 1,000,171 | 39,410 | 253,444 |
| 1892..... | 937,999 | 527,426 | 5,913,013 | 870,570 | 18,558 | 244,550 |
| 1893..... | 1,452,563 | 805,250 | ..... | ..... | 17,620 | 311,389 |

STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigations, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892 and 1893.

| 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 |

STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 199 | 67,461 | 347 | 80,828 | 81 | 35,613 | 350 | 106,873 | 977 | 290,775 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 1885. | | | | | | | | | | |
| Wheat | | 26,025 | | 3,153 | | 6,882 | | 72,478 | | 108,538 |
| Corn | | 16,046 | | 2,462 | | 20,589 | | 78,439 | | 117,536 |
| Barley | | | | 228 | | | | | | 228 |
| Oats | | | | | | 217 | | 665 | | 882 |
| Pease | | 11 | | | | | | | | 11 |
| Rye | | | | | | | | | | |
| Coal | | 1,005 | | 20,318 | | | | 18,560 | | 39,883 |
| Miscellaneous merchandise | | 1,941 | | 3,689 | | 1,111 | | 1,086 | | 7,827 |
| Shingles, woodenware, &c | | 223 | | 9 | | 53 | | 58 | | 343 |
| Sawed lumber.....Ft. B.M. | | 7,725,105 | | 8,681,081 | | 9,381,654 | | 20,935,270 | | 46,723,110 |
| Square timber.....Cub. ft. | | 601,516 | | 2,849,526 | | 20,692 | | 113,682 | | 3,585,416 |
| Staves.....No. | | 104,000 | | 44,000 | | 83,500 | | | | 231,500 |
| Firewood.....Cords. | | | | 783 | | | | | | 783 |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 261 | 95,928 | 426 | 123,297 | 118 | 86,937 | 358 | 108,344 | 1163 | 414,506 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 1886. | | | | | | | | | | |
| Wheat | | 38,984 | | 30,834 | | 2,937 | | 70,019 | | 142,774 |
| Corn | | 48,547 | | 33,315 | | 36,852 | | 99,644 | | 218,358 |
| Barley | | | | | | | | 572 | | 572 |
| Oats | | 6 | | 41 | | 4,331 | | 459 | | 4,837 |
| Pease | | 450 | | 158 | | | | | | 608 |
| Rye | | | | | | | | | | |
| Coal | | 4,007 | | 45,018 | | | | 11,647 | | 60,672 |
| Miscellaneous merchandise | | 2,936 | | 6,728 | | 23,687 | | 281 | | 33,622 |
| Shingles, woodenware, &c | | 329 | | | | 252 | | 215 | | 1,152 |
| Sawed lumber.....Ft. B.M. | | 6,915,390 | | 15,719,631 | | 8,953,478 | | 18,405,961 | | 49,994,460 |
| Square timber.....Cub. ft. | | 564,827 | | 2,335,205 | | | | 35,500 | | 2,935,532 |
| Staves.....No. | | 221,280 | | 697,933 | | | | | | 919,213 |
| Firewood.....Cords. | | | | 390 | | | | | | 390 |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 250 | 86,344 | 372 | 101,745 | 107 | 94,029 | 163 | 46,152 | 892 | 328,270 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 1887. | | | | | | | | | | |
| Wheat | | 80,757 | | 81,652 | | 200 | | 46,186 | | 208,796 |
| Corn | | 12,341 | | 14,775 | | 65,981 | | 20,582 | | 113,679 |
| Barley | | | | | | 9 | | 575 | | 584 |
| Oats | | | | 1,376 | | 11,098 | | 279 | | 12,753 |
| Pease | | | | 362 | | | | | | 362 |
| Rye | | | | | | | | | | |
| Coal | | 1,436 | | 25,165 | | | | 2,108 | | 28,709 |
| Miscellaneous merchandise | | 2,179 | | 4,609 | | 24,395 | | 415 | | 31,598 |
| Shingles, woodenware, &c | | 1,716 | | 1,081 | | 26 | | | | 2,823 |
| Sawed lumber.....Ft. B.M. | | 2,894,767 | | 12,329,728 | | 4,161,349 | | 15,091,355 | | 34,477,199 |
| Square timber.....Cub. ft. | | 498,770 | | 1,285,594 | | | | | | 1,784,364 |
| Staves.....No. | | | | 266,697 | | | | | | 266,697 |
| Firewood.....Cords. | | 299 | | 466 | | | | | | 765 |

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 242 | 86,838 | 339 | 93,450 | 114 | 104,505 | 219 | 60,500 | 914 | 345,293 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 1888. | | | | | | | | | | |
| Wheat | | 45,481 | | 60,379 | | 1,353 | | 40,779 | | 147,992 |
| Corn | | 38,620 | | 14,251 | | 71,988 | | 71,175 | | 196,024 |
| Barley | | | | | | | | | | |
| Oats | | 672 | | | | 24,967 | | 1,311 | | 26,950 |
| Pease | | | | 54 | | 57 | | | | 111 |
| Rye | | | | | | 71 | | 632 | | 703 |
| Coal | | 1,603 | | 20,064 | | | | 4,208 | | 25,897 |
| Miscellaneous merchandise | | 2,165 | | 3,291 | | 22,719 | | 3,722 | | 31,875 |
| Shingles, woodenware, &c. | | 66 | | 84 | | 141 | | 6 | | 297 |
| Sawed lumber.....Ft. B.M. | | 5,262,700 | | 11,977,905 | | 4,451,360 | | 12,539,672 | | 34,230,637 |
| Square timber.....Cub. ft. | | 687,728 | | 1,555,307 | | 19,000 | | | | 2,262,035 |
| Staves.....No. | | 106,972 | | 211,436 | | | | 34,000 | | 352,408 |
| Firewood .....Cords. | | 179 | | 201 | | | | | | 380 |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 317 | 106,048 | 427 | 118,071 | 208 | 172,873 | 268 | 92,442 | 1220 | 489,434 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 1889. | | | | | | | | | | |
| Wheat | | 38,127 | | 28,054 | | 1,679 | | 46,767 | | 114,627 |
| Corn | | 60,218 | | 43,819 | | 152,858 | | 96,700 | | 353,595 |
| Barley | | | | | | | | | | |
| Oats | | 320 | | | | 25,347 | | 2,145 | | 27,812 |
| Pease | | | | | | | | | | |
| Rye | | 948 | | 634 | | 336 | | | | 1,918 |
| Coal | | 3,976 | | 21,148 | | 712 | | 1,664 | | 27,500 |
| Miscellaneous merchandise | | 6,339 | | 5,749 | | 25,082 | | 3,030 | | 40,200 |
| Shingles, woodenware, &c. | | | | 1 | | | | 51 | | 52 |
| Sawed lumber.....Ft. B.M. | | 5,789,226 | | 11,632,330 | | 11,792,850 | | 21,026,211 | | 50,240,617 |
| Square timber.....Cub. ft. | | 924,645 | | 2,934,989 | | | | | | 3,859,634 |
| Staves.....No. | | 35,700 | | 194,649 | | | | | | 220,349 |
| Firewood .....Cords. | | | | 46 | | | | | | 46 |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 342 | 110,056 | 443 | 117,400 | 202 | 204,542 | 142 | 50,622 | 1129 | 482,620 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 1890. | | | | | | | | | | |
| Wheat | | 43,308 | | 35,633 | | 7,514 | | 32,239 | | 118,694 |
| Corn | | 63,095 | | 51,439 | | 172,756 | | 40,104 | | 327,394 |
| Barley | | | | | | 3,304 | | 3,215 | | 6,519 |
| Oats | | 479 | | 73 | | 27,030 | | | | 27,582 |
| Pease | | | | | | 14 | | | | 14 |
| Rye | | 1,121 | | | | | | | | 1,121 |
| Coal | | 1,049 | | 21,732 | | | | 615 | | 23,396 |
| Miscellaneous merchandise | | 3,146 | | 5,683 | | 32,194 | | 2,510 | | 43,533 |
| Shingles, woodenware, &c. | | 15 | | 1,266 | | 8 | | | | 1,289 |
| Sawed lumber.....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 | | 7,369 | | 146,080 | | 21,631 | | 192,548 |
| Barley | | | | | | 3,995 | | 2,438 | | 6,433 |
| Oats | | | | | | 36,935 | | | | 36,935 |
| Pease | | 524 | | | | | | | | 524 |
| Rye | | 5,066 | | | | 3,718 | | 608 | | 9,392 |
| Coal | | 775 | | 13,350 | | | | 1,365 | | 15,490 |
| Miscellaneous, merchandise | | 2,139 | | 2,786 | | 44,117 | | | | 49,042 |
| Shingles, woodenware, &c. | | 1 | | | | 45 | | 9 | | 55 |
| Sawed lumber.....Ft. B.M. | | 6,278,253 | | 7,504,256 | | 10,494,692 | | 26,832,564 | | 51,109,765 |
| Square timber.....Cub. ft | | 754,213 | | 1,421,260 | | 2,601 | | 1,310 | | 2,179,384 |
| Staves.....No. | | 46,800 | | 32,838 | | | | | | 79,638 |
| Firewood.....Cords | | | | | | | | | | |

# 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 Season of Navigation in 1893.

| ARTICLES. | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 193 | 100,107 | 143 | 58,652 | 390 | 375,682 | 236 | 122,326 | 962 | 656,767 |
| | | Tons. | | Tons. | | Tons. | | Tons. | | Tons. |
| Wheat | | 83,447 | | 31,185 | | 72,671 | | 68,628 | | 255,931 |
| Corn | | 23,817 | | 12,946 | | 313,246 | | 91,083 | | 441,092 |
| Barley | | 1,527 | | 183 | | 16,189 | | 562 | | 18,461 |
| Oats | | 223 | | | | 27,903 | | 3,038 | | 31,164 |
| Pease | | | | | | | | | | |
| Rye | | | | | | 3,216 | | 455 | | 3,671 |
| Coal | | 638 | | 13,580 | | | | 5,849 | | 20,067 |
| Miscellaneous merchandise | | 6,179 | | 286 | | 44,976 | | 1,647 | | 53,088 |
| Shingles, woodenware, &c | | | | 15 | | 22 | | | | 37 |
| Sawed lumber Ft. B.M. | | 13,750,267 | | 2,748,941 | | 17,359,573 | | 41,863,852 | | 75,722,633 |
| Square timber Cub. ft. | | 836,048 | | 1,437,893 | | 5,133 | | | | 2,279,074 |
| Staves No. | | | | 18,484 | | | | | | 18,484 |
| Firewood Cords. | | | | | | | | | | |

STATEMENT showing the Quantity of through Freight passed up the Welland Canal, in Canadian and United States Vessels, during the season of 1893.

| ARTICLES. | Quantity carried in Canadian Vessels. | | | Quantity carried in United States Vessels. | | | Total in Canadian and United States Vessels. |
|---|---|---|---|---|---|---|---|
| | Steam. | Sail. | Total. | Steam. | Sail. | Total. | |
| *Class 3.* | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Cement & Water Lime.. | 2,763 | ..... | 2,763 | 406 | ..... | 406 | 3,169 |
| Fish..... | 1 | ..... | 1 | 520 | ..... | 520 | 521 |
| Iron, railway..... | 3,796 | 2,786 | 6,582 | ..... | ..... | ..... | 6,582 |
| do pig..... | 25 | ..... | 25 | 90 | ..... | 90 | 115 |
| do all other..... | 816 | 184 | 1,000 | 152 | ..... | 152 | 1,152 |
| Salt ..... | 997 | ..... | 997 | ..... | ..... | ..... | 997 |
| Steel..... | 426 | ..... | 426 | 267 | ..... | 267 | 693 |
| All other articles. ..... | 54 | 138 | 192 | 1,163 | ..... | 1,163 | 1,355 |
| *Class 4.* | | | | | | | |
| Crockery & earthenware. | 111 | ..... | 111 | ..... | ..... | ..... | 111 |
| Marble..... | ..... | ..... | ..... | 2,152 | ..... | 2,152 | 2,152 |
| Manilla..... | ..... | ..... | ..... | 236 | ..... | 236 | 236 |
| Nails..... | 489 | ..... | 489 | ..... | ..... | ..... | 489 |
| Paint ..... | 96 | ..... | 96 | 13 | ..... | 13 | 109 |
| Pitch and tar..... | 26 | ..... | 26 | ..... | ..... | ..... | 26 |
| Sugar..... | 2,231 | ..... | 2,231 | 153 | ..... | 153 | 2,384 |
| Tin..... | 34 | ..... | 34 | ..... | ..... | ..... | 34 |
| All other merchandise.. | 2,520 | ..... | 2,520 | 33,943 | ..... | 33,943 | 36,463 |
| *Class 5.* | | | | | | | |
| Produce of wood..... | 75 | ..... | 75 | 84 | ..... | 84 | 159 |
| *Special Class.* | | | | | | | |
| Coal..... | 4,687 | 2,993 | 7,680 | 142,174 | 63,175 | 205,349 | 213,029 |
| Stone not suitable for cutting ..... | ..... | ..... | ..... | 1,352 | 2,801 | 4,153 | 4,153 |
| Totals..... | 19,147 | 6,101 | 25,248 | 182,705 | 65,976 | 248,681 | 273,929 |

# Department of Railways and Canals.

## WELLAND CANAL THROUGH FREIGHT.

## RECAPITULATION.

### WELLAND CANAL—WEST-BOUND FREIGHT.

The total quantity of through freight passed up the Welland Canal in Canadian and United States vessels during the season of navigation in 1893, is as follows:—

| Summary. | Tons. | Tons. |
|---|---|---|
| In Canadian steam vessels | 19,147 | |
| do Sail do | 6,101 | |
| Total quantity in Canadian vessels | | 25,248 |
| In United States vessels, steam | 182,705 | |
| do do sail | 65,976 | |
| Total in United States vessels | | 248,681 |
| Grand total quantity of freight passed up the Welland Canal in Canadian and United States vessels | | 273,929 |

SUMMARY of the quantity of through freight passed on the Welland Canal during the season of Navigation in 1893.

| Summary. | Tons. | Tons. |
|---|---|---|
| In Canadian steam vessels, up | 19,147 | |
| do do down | 155,485 | |
| Total in Canadian steam vessels | | 174,632 |
| In Canadian sail vessels, up | 6,101 | |
| do do down | 91,676 | |
| Total in Canadian sail vessels | | 97,777 |
| Total quantity in Canadian vessels | | 272,409 |
| In United States steam vessels, up | 182,705 | |
| do do down | 507,275 | |
| Total quantity in United States steam vessels | | 689,980 |
| In United States sail vessels, up | 65,976 | |
| do do down | 241,065 | |
| Total quantity in United States sail vessels | | 307,041 |
| Total quantity in United States vessels | | 997,021 |
| Total in Canadian and United States vessels | | 1,269,430 |
| | East-bound. | West-bound. |
| In Canadian vessels | 247,161 | 25,248 |
| In United States vessels | 748,340 | 248,681 |
| Total | 995,501 | 273,929 |

J.—STATEMENT of Large Class 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 1893.

CANADIAN STEAM VESSELS.

| 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. |
| 1893. | | Tons. | Ft. | Ft. in. | Ft. in. | Ft. in. | Ft. in. | Bush. | Bush. | Bush. | Bush. | Tons. | Bush. | Bush. | Bush. | Bush. | Tons. | Tons. | Tons. | Tons. |
| May 15 | Algonquin | 1,172 | 245 | 40 0 | 21 0 | 14 5 | 13 9 | 66,274 | | | | | 1,402 | | | | 43 | | | |
| Nov. 27 | Sir S. L. Tilley | 769 | 178 | 35 0 | 14 9 | 13 9 | 13 11 | 39,958 | | | | | 3,850 | | | | 115 | | | |

294

UNITED STATES STEAM VESSELS.

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| April 24 | F. H. Prince | 1,548 | 240 | 42 0 | 16 8 | 14 7 | 15 4 | | 70,076 | | | 54 | | 10,218 | | | | 286 | | |
| do 25 | Gov. Smith | 1,547 | 240 | 42 0 | 16 8 | 14 9 | 15 2 | | 71,002 | | | 44 | | 10,202 | | | | 286 | | |
| do 28 | Jas. R. Langdon | 1,550 | 240 | 42 0 | 16 8 | 13 4 | 15 0 | | 31,191 | | 25,526 | 591 | | 3,495 | | 6,353 | | 98 | | 108 |
| do 28 | A. G. Lindsay | 732 | 198 | 37 0 | 20 0 | 15 3 | 15 5 | 56,000 | | | | | 10,374 | | | | 311 | | | |
| May 1 | Argonaut | 985 | 213 | 35 0 | 12 0 | 14 6 | 14 6 | | 46,641 | | | | | 5,266 | | | | 147 | | |
| do 2 | W. A. Haskill | 1,441 | 265 | 37 0 | 16 6 | 14 7 | 15 0 | | 47,202 | | | 466 | | 8,265 | | | | 231 | | |
| do 8 | Denver | 1,029 | 222 | 37 0 | 19 0 | 15 9 | 15 9 | | 65,338 | | | | | 14,970 | | | | 419 | | |
| do 9 | A. McVittie | 1,553 | 240 | 42 0 | 16 8 | 14 6 | 14 1 | | 47,888 | | | 394 | | 2,303 | | | | 64 | | |
| do 15 | H. R. James | 1,553 | 240 | 42 0 | 16 8 | 14 10 | 15 7 | | 63,016 | | | 247 | | 10,771 | | | | 302 | | |
| do 16 | W. J. Averill | 1,425 | 265 | 36 6 | 16 5 | 14 8 | 14 8 | | 56,138 | | | 171 | | 7,286 | | | | 204 | | |
| do 17 | Gov. Smith | 1,547 | 240 | 42 0 | 16 8 | 14 3 | 15 3 | | 70,359 | | | | | 8,268 | | | | 232 | | |
| do 27 | Jas. R. Langdon | 1,550 | 240 | 42 0 | 16 8 | 14 0 | 15 4 | | 67,232 | | | 152 | | 10,524 | | | | 295 | | |
| do 30 | H. R. James | 1,553 | 240 | 42 0 | 16 8 | 14 10 | 15 2 | | 43,693 | | 15,235 | 313 | | 3,086 | | | | 86 | | |
| do 31 | F. H. Prince | 1,548 | 240 | 42 0 | 16 8 | 13 7 | 15 2 | | 41,881 | | 18,824 | 392 | | 4,628 | | | | 129 | | |
| June 3 | W. J. Averill | 1,425 | 265 | 36 6 | 16 5 | 14 1 | 14 3 | | 35,650 | | | 636 | | 2,540 | | | | 71 | | |
| do 6 | Gov. Smith | 1,547 | 240 | 42 0 | 16 8 | 15 3 | 15 3 | | 61,443 | | | 414 | | 14,051 | | | | 394 | | |
| do 6 | A. McVittie | 1,553 | 240 | 42 0 | 16 8 | 14 11 | 15 2 | | 57,312 | | | 393 | | 10,743 | | | | 301 | | |
| do 11 | W. A. Haskill | 1,441 | 265 | 37 0 | 16 6 | 14 8 | 15 8 | | 55,319 | | | 314 | | 11,241 | | | | 314 | | |
| do 14 | Jas. R. Langdon | 1,550 | 240 | 42 0 | 16 8 | 13 9 | 14 8 | | 18,012 | | 57,882 | 427 | | 4,779 | | 6,941 | | 134 | | 101 |
| do 17 | H. R. James | 1,553 | 240 | 42 0 | 16 8 | 15 6 | 15 7 | | 70,937 | | | 135 | | 15,827 | | | | 443 | | |
| do 18 | Denver | 1,029 | 222 | 37 0 | 19 0 | 15 10 | 15 9 | | 65,482 | | | | | 14,685 | | | | 411 | | |
| do 20 | Gov. Smith | 1,547 | 240 | 42 0 | 16 8 | 14 2 | 15 6 | | 42,745 | | 20,588 | 421 | | 9,827 | | | | 275 | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| do | 24 | Omaha | 940 | 215 | 34 | 6 | 18 | 9 | 15 | 3 | 14 | 1 | | 58,973 | | | | | 5,854 | | | | 164 | | |
| do | 27 | A. McVittie | 1,553 | 240 | 42 | 0 | 16 | 8 | 13 | 4 | 15 | 0 | 28,265 | 8,623 | | | 660 | 3,728 | | | | 111 | | | |
| do | 27 | Pueblo | 1,054 | 225 | 36 | 0 | 19 | 0 | 15 | 10 | 15 | 7 | | 66,263 | | | | | 13,482 | | | | 378 | | |
| July | 4 | J. R. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 13 | 10 | 15 | 1 | | 49,874 | | | 538 | | 8,389 | | | | 235 | | |
| do | 5 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 9 | 15 | 4 | | 35,401 | | 19,706 | 464 | | 5,693 | | 1,236 | | 160 | | 21 |
| do | 5 | H. R. James | 1,553 | 240 | 42 | 0 | 16 | 8 | 14 | 7 | 15 | 1 | | 54,939 | | | 434 | | 8,329 | | | | 233 | | |
| do | 7 | Denver | 1,029 | 222 | 37 | 0 | 19 | 0 | 16 | 0 | 15 | 7 | | 65,000 | | | | | 14,045 | | | | 393 | | |
| do | 9 | M. H. Boyce | 839 | 181 | 34 | 0 | 14 | 0 | 14 | 1 | 14 | 3 | | 40,114 | | | | | 1,304 | | | | 37 | | |
| do | 9 | Waverly | 990 | 191 | 34 | 0 | 13 | 9 | 15 | 2 | 15 | 9 | 43,770 | | | | | 10,118 | | | | 304 | | | |
| do | 11 | Gov. Smith | 1,547 | 240 | 42 | 0 | 16 | 8 | 15 | 2 | 15 | 5 | | 62,382 | | | 367 | | 13,799 | | | | 386 | | |
| do | 11 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 0 | 14 | 11 | 14 | 9 | | 55,535 | | | 213 | | 8,336 | | | | 232 | | |
| do | 14 | A. McVittie | 1,553 | 240 | 42 | 0 | 16 | 8 | 13 | 9 | 14 | 10 | | 41,934 | | 20,588 | 255 | | 3,322 | | | | 93 | | |
| do | 19 | Jas. R. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 14 | 0 | 14 | 10 | | 30,954 | 15,535 | 9,412 | 417 | | 7,381 | 1,184 | | | 206 | 33 | |
| do | 21 | Egyptian | 1,206 | 232 | 36 | 0 | 14 | 0 | 13 | 8 | 15 | 0 | 37,112 | | | 17,000 | | 3,281 | | | | 99 | | | |
| do | 22 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 14 | 10 | 15 | 3 | | 28,999 | 26,855 | | 272 | | | 10,356 | | | | 290 | |
| do | 23 | H. R. James | 1,553 | 240 | 42 | 0 | 16 | 8 | 15 | 6 | 15 | 6 | | 67,221 | | | 227 | | 15,261 | | | | 428 | | |
| do | 26 | F. H. Prince | 1,548 | 240 | 42 | 0 | 16 | 8 | 14 | 7 | 15 | 1 | | 57,451 | | | 398 | | 8,952 | | | | 251 | | |
| do | 27 | Gov. Smith | 1,547 | 240 | 42 | 0 | 16 | 8 | 15 | 4 | 15 | 7 | | 60,351 | | | 462 | | 15,237 | | | | 426 | | |
| do | 28 | Columbia | 1,053 | 235 | 35 | 0 | 18 | 0 | 14 | 0 | 14 | 7 | 56,594 | | | | | 5,346 | | | | 161 | | | |
| do | 29 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 14 | 11 | 15 | 3 | | 56,463 | | | 234 | | 9,760 | | | | 273 | | |
| do | 31 | M. H. Boyce | 839 | 181 | 34 | 0 | 14 | 0 | 14 | 0 | 14 | 0 | | 40,000 | | | | | 1,213 | | | | 33 | | |
| Aug. | 2 | A. McVittie | 1,553 | 240 | 42 | 0 | 16 | 8 | 15 | 6 | 15 | 10 | | 67,546 | | | 286 | | 17,327 | | | | 485 | | |
| do | 4 | Denver | 1,029 | 222 | 37 | 0 | 19 | 0 | 16 | 0 | 15 | 9 | | 65,000 | | | | | 14,444 | | | | 404 | | |
| do | 7 | Jas. R. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 13 | 8 | 13 | 7 | | 42,685 | | | 683 | | 8,209 | | | | 230 | | |
| do | 9 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 3 | 15 | 0 | | 40,651 | | | 513 | | 3,746 | | | | 104 | | |
| do | 13 | F. H. Prince | 1,548 | 240 | 42 | 0 | 16 | 8 | 14 | 7 | 14 | 10 | | 42,064 | | 10,353 | 598 | | 7,035 | | | | 197 | | |
| do | 14 | Gov. Smith | 1,541 | 240 | 42 | 0 | 16 | 8 | 15 | 5 | 15 | 7 | | 62,361 | | | 414 | | 15,978 | | | | 447 | | |
| do | 16 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 14 | 5 | 14 | 10 | 3,000 | 26,876 | | 23,530 | 466 | | 5,911 | | | | 165 | | |
| do | 22 | A. McVittie | 1,553 | 240 | 42 | 0 | 16 | 8 | 15 | 4 | 15 | 5 | | 38,691 | | 37,647 | 369 | | 14,504 | | | | 406 | | |
| do | 23 | J. R. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 15 | 0 | 15 | 3 | | 52,813 | | 14,117 | 367 | | 15,712 | | | | 440 | | |
| do | 26 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 13 | 7 | 15 | 4 | | 45,350 | | | 435 | | 4,598 | | | | 128 | | |
| do | 30 | F. A. Prince | 1,548 | 240 | 42 | 0 | 16 | 8 | 15 | 8 | 15 | 5 | | 35,998 | | 54,353 | 230 | | 15,511 | | | | 434 | | |
| Sept. | 1 | Gov. Smith | 1,541 | 240 | 42 | 0 | 16 | 8 | 14 | 10 | 15 | 6 | | 43,514 | | 18,470 | 572 | | 13,489 | | | | 378 | | |
| do | 5 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 14 | 6 | 15 | 1 | | 44,330 | | 18,824 | 206 | | 5,090 | | 3,882 | | 143 | | 66 |
| do | 5 | H. R. James | 1,553 | 240 | 42 | 0 | 16 | 8 | 15 | 0 | 15 | 2 | | 33,069 | | 40,118 | 438 | | 11,192 | | | | 314 | | |
| do | 10 | A. McVittie | 1,553 | 240 | 42 | 0 | 16 | 8 | 14 | 11 | 15 | 9 | | 49,021 | | 23,530 | 346 | | 14,938 | | | | 418 | | |
| do | 11 | Jas. R. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 15 | 2 | 15 | 3 | | 61,097 | | | 415 | | 16,264 | | | | 455 | | |
| do | 18 | F. H. Prince | 1,548 | 240 | 42 | 0 | 16 | 8 | 14 | 9 | 15 | 2 | | 58,962 | | | 398 | | 10,469 | | | | 293 | | |
| do | 19 | Gov. Smith | 1,541 | 240 | 42 | 0 | 16 | 8 | 14 | 9 | 15 | 0 | | 31,136 | | 36,941 | 487 | | 9,737 | | | | 272 | | |
| do | 20 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 15 | 0 | 15 | 2 | | 54,487 | | | 298 | | 9,489 | | | | 266 | | |
| do | 26 | H. R. James | 1,553 | 240 | 42 | 0 | 16 | 8 | 14 | 7 | 14 | 5 | | 21,542 | | 40,412 | 598 | | | | 8,353 | | | | 142 |
| do | 30 | Jas. R. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 13 | 3 | 15 | 0 | | 17,958 | | 37,470 | 725 | | 4,828 | | 4,470 | | 135 | | 76 |
| do | 30 | A. McVittie | 1,553 | 240 | 42 | 0 | 16 | 8 | 13 | 7 | 15 | 3 | | 28,158 | | 35,765 | 459 | | 6,402 | | 1,118 | | 189 | | 19 |
| Oct. | 2 | Escanaba | 918 | 201 | 35 | 6 | 20 | 0 | 13 | 11 | 13 | 11 | | 47,000 | | | | | 1,473 | | | | 41 | | |
| do | 8 | W. A. Haskill | 1,441 | 265 | 37 | 0 | 16 | 6 | 14 | 6 | 13 | 5 | | 14,693 | | 43,353 | 439 | | 2,278 | | | | 64 | | |
| do | 8 | F. H. Prince | 1,548 | 240 | 42 | 0 | 16 | 8 | 14 | 7 | 15 | 8 | | 63,606 | | | 351 | | 14,865 | | | | 416 | | |
| do | 10 | Denver | 1,029 | 222 | 37 | 0 | 19 | 0 | 14 | 0 | 14 | 0 | | 50,700 | | | | | 1,151 | | | | 32 | | |
| do | 10 | Gov. Smith | 1,541 | 240 | 42 | 0 | 16 | 8 | 14 | 6 | 15 | 8 | | 46,351 | | 20,530 | 371 | | 16,134 | | | | 451 | | |
| do | 12 | W. J. Averill | 1,425 | 265 | 36 | 6 | 16 | 5 | 14 | 7 | 15 | 3 | | 50,483 | | | 385 | | 11,079 | | | | 310 | | |
| do | 23 | Jas. R. Langdon | 1,550 | 240 | 42 | 0 | 16 | 8 | 14 | 1 | 15 | 2 | | 59,660 | | | 353 | | 13,690 | | | | 383 | | |

J.—STATEMENT of Large Class 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 1893.—*Continued.*

CANADIAN STEAM VESSELS—*Concluded.*

| Date of Arrival. | Names of Vessels. | Grain Cargo and Rolling Freight through the Canal. | | | | | | | | | Total Cargo through the Canal. | Depth of Water through the Canal Midship. | Destination. | | Cost of Lighterage per bushel. | Time occupied in Lighterage. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Wheat. | Corn. | Rye. | Oats. | Wheat. | Corn. | Rye. | Oats. | Rolling freight | | | From | To | | |
| 1893 | | Bush. | Bush. | Bush. | Bush. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Ft. in. | | | Cts. | H. M. |
| May 15 | Algonquin | 64,872 | | | | 1,946 | | | | | 1,946 | 13 11 | Chicago | Kingston | 2 | 1 0 |
| Nov. 27 | Sir S. L. Tilley | 36,108 | | | | 1,084 | | | | | 1,084 | 13 3 | F't William. | do | 2 | 3 0 |



UNITED STATES STEAM VESSELS—*Continued.*

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| April 24 | F. H. Prince | | 59,858 | | | | 1,677 | | | 54 | 1,731 | 13 10 | Chicago | Ogdensburg. | 2 | 3 30 |
| do 25 | Gov. Smith | | 60,800 | | | | 1,703 | | | 44 | 1,747 | 13 11 | do | do | 2 | 3 30 |
| do 28 | Jas. R. Langdon | | 27,696 | | 19,176 | | 776 | | 326 | 591 | 1,693 | 13 7 | do | do | 2 | 3 30 |
| do 28 | A. G. Lindsay | 45,626 | | | | 1,369 | | | | | 1,369 | 13 10 | do | Kingston | 2 | 3 40 |
| May 1 | Argonaut | | 41,375 | | | | 1,159 | | | | 1,159 | 13 10 | do | do | 2 | 3 30 |
| do 2 | W. A. Haskill | | 38,937 | | | | 1,091 | | | 466 | 1,557 | 13 11 | do | Ogdensburg. | 2 | 2 30 |
| do 8 | Denver | | 50,368 | | | | 1,411 | | | | 1,411 | 14 0 | do | Kingston | 2 | 3 0 |
| do 9 | A. McVittie | | 45,585 | | | | 1,277 | | | 394 | 1,671 | 13 11 | do | Ogdensburg. | 2 | 1 45 |
| do 15 | H. R. James | | 52,245 | | | | 1,463 | | | 247 | 1,710 | 13 11 | do | do | 2 | 3 0 |
| do 16 | W. J. Averill | | 48,852 | | | | 1,368 | | | 171 | 1,539 | 14 0 | do | do | 2 | 3 0 |
| do 17 | Gov. Smith | | 62,091 | | | | 1,739 | | | | 1,739 | 13 11 | do | do | 2 | 3 0 |
| do 27 | Jas R. Langdon | | 56,708 | | | | 1,588 | | | 152 | 1,740 | 13 7 | do | do | 2 | 3 0 |
| do 30 | H. R. James | | 40,607 | | 15,235 | | 1,138 | | 259 | 313 | 1,710 | 13 11 | do | do | 2 | 2 0 |
| do 31 | F. H. Prince | | 37,253 | | 18,824 | | 1,044 | | 320 | 392 | 1,756 | 13 11 | do | do | 2 | 2 0 |
| June 3 | W. J. Averill | | 33,110 | | | | 928 | | | 636 | 1,564 | 14 0 | do | do | 2 | 1 45 |
| do 6 | Gov. Smith | | 47,392 | | | | 1,327 | | | 414 | 1,741 | 13 11 | do | do | 2 | 3 30 |
| do 6 | A. McVittie | | 46,569 | | | | 1,304 | | | 393 | 1,697 | 13 11 | do | do | 2 | 3 15 |
| do 11 | W. A. Haskill | | 44,078 | | | | 1,235 | | | 314 | 1,549 | 13 11 | do | do | 2 | 4 0 |
| do 14 | Jas. R. Langdon | | 13,233 | | 51,941 | | 371 | | 883 | 427 | 1,681 | 13 7 | do | do | 2 | 3 15 |
| do 17 | H. R. James | | 55,110 | | | | 1,544 | | | 135 | 1,679 | 13 11 | do | do | 2 | 4 15 |
| do 18 | Denver | | 50,797 | | | | 1,423 | | | | 1,423 | 14 0 | do | do | 2 | 3 30 |
| do 20 | Gov. Smith | | 32,918 | | 20,588 | | 922 | | 350 | 421 | 1,693 | 13 11 | do | do | 2 | 3 15 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| do | 24 | Omaha | | 53,119 | | | | 1,448 | | | | 1,488 | 13 | 11 | do | Kingston | 2 | 3 | 0 |
| do | 27 | A. McVittie | 24,537 | 8,623 | | | 737 | 242 | | | 660 | 1,639 | 13 | 9 | do | Ogdensburg | 2 | 3 | 0 |
| do | 27 | Pueblo | | 52,781 | | | | 1,478 | | | | 1,478 | 14 | 0 | do | Kingston | 2 | 3 | 45 |
| July | 4 | J. R. Langdon | | 41,485 | | | | 1,162 | | | 538 | 1,700 | 13 | 7 | do | Ogdensburg | 2 | 3 | 45 |
| do | 5 | W. A. Haskill | | 29,709 | | 18,470 | | 832 | | 314 | 464 | 1,610 | 13 | 11 | do | do | 2 | 3 | 0 |
| do | 5 | H. R. James | | 46,610 | | | | 1,306 | | | 434 | 1,740 | 14 | 0 | do | do | 2 | 3 | 0 |
| do | 7 | Denver | | 50,955 | | | | 1,427 | | | | 1,427 | 14 | 0 | do | Kingston | 2 | 3 | 30 |
| do | 9 | M. H. Boyce | | 38,810 | | | | 1,087 | | | | 1,087 | 13 | 11 | do | do | 2 | 1 | 0 |
| do | 9 | Waverly | 33,652 | | | | 1,010 | | | | | 1,010 | 13 | 11 | do | do | 2 | 3 | 0 |
| do | 11 | Gov. Smith | | 48,583 | | | | 1,361 | | | 367 | 1,728 | 13 | 11 | do | Ogdensburg | 2 | 4 | 0 |
| do | 11 | W. J. Averill | | 47,199 | | | | 1,323 | | | 213 | 1,536 | 14 | 0 | do | do | 2 | 3 | 15 |
| do | 14 | A. McVittie | | 38,612 | | 20,588 | | 1,082 | | 350 | 255 | 1,687 | 13 | 11 | do | do | 2 | 1 | 15 |
| July | 19 | Jas. R. Langdon | | 23,573 | 14,351 | 9,412 | | 661 | 402 | 160 | 417 | 1.640 | 13 | 7 | do | do | 2 | 3 | 0 |
| do | 21 | Egyptian | 33,831 | | | 17,000 | 1,015 | | | 289 | | 1,304 | 13 | 9 | do | Kingston | 2 | 5 | 15 |
| do | 22 | H. A. Haskill | | 28,999 | 16,499 | | | 812 | 462 | | 272 | 1,546 | 13 | 11 | do | Ogdensburg | 2 | 3 | 15 |
| do | 23 | H. R. James | | 51,960 | | | | 1,455 | | | 227 | 1,682 | 14 | 0 | do | do | 2 | 4 | 0 |
| do | 26 | F. H. Prince | | 48,499 | | | | 1,358 | | | 398 | 1,756 | 14 | 0 | do | do | 2 | 3 | 0 |
| do | 27 | Gov. Smith | | 45,114 | | | | 1,264 | | | 462 | 1,726 | 13 | 11 | do | do | 2 | 4 | 0 |
| do | 28 | Columbia | 51,248 | | | | 1,538 | | | | | 1,538 | 13 | 8 | Gladstone | Kingston | 2 | 3 | 0 |
| do | 29 | W. J. Averill | | 46,703 | | | | 1,308 | | | 234 | 1,542 | 14 | 0 | Chicago | Ogdensburg | 2 | 3 | 15 |
| do | 31 | M. H. Boyce | | 38,787 | | | | 1,087 | | | | 1,087 | 13 | 11 | do | Kingston | 2 | 3 | 30 |
| Aug. | 2 | A. McVittie | | 50,219 | | | | 1,407 | | | 286 | 1,693 | 13 | 11 | do | Ogdensburg | 2 | 4 | 15 |
| do | 4 | Denver | | 50,556 | | | | 1,416 | | | | 1,416 | 14 | 0 | do | Kingston | 2 | 4 | 30 |
| do | 7 | Jas. R. Langdon | | 34,476 | | | | 966 | | | 683 | 1,649 | 13 | 6 | do | Ogdensburg | 2 | 5 | 0 |
| do | 9 | W. A. Haskill | | 36,905 | | | | 1,034 | | | 513 | 1,547 | 13 | 8 | do | do | 2 | 2 | 0 |
| do | 13 | F. H. Prince | | 35,029 | | 10,353 | | 981 | | 176 | 598 | 1,755 | 13 | 11 | do | do | 2 | 3 | 30 |
| do | 14 | Gov. Smith | | 46,383 | | | | 1,300 | | | 414 | 1,714 | 13 | 10 | do | do | 2 | 4 | 0 |
| do | 16 | W. J. Averill | 3,000 | 20,965 | | 23,530 | 90 | 588 | | 400 | 466 | 1,544 | 14 | 0 | do | do | 2 | 3 | 0 |
| do | 22 | A. McVittie | | 24,187 | | 37,647 | | 678 | | 640 | 369 | 1,687 | 13 | 11 | do | do | 2 | 4 | 0 |
| do | 23 | J. R. Langdon | | 37,101 | | 14,117 | | 1,039 | | 240 | 367 | 1,646 | 13 | 6 | do | do | 2 | 4 | 30 |
| do | 26 | W. A. Haskill | | 40,752 | | | | 1,142 | | | 435 | 1,577 | 14 | 0 | do | do | 2 | 2 | 0 |
| do | 30 | F. A. Prince | | 20,487 | | 54,353 | | 574 | | 924 | 230 | 1,728 | 14 | 0 | do | do | 2 | 4 | 30 |
| Sept. | 1 | Gov. Smith | | 30,025 | | 18,470 | | 841 | | 314 | 572 | 1,727 | 14 | 0 | do | do | 2 | 4 | 15 |
| do | 5 | W. J. Averill | | 39,240 | | 14,942 | | 1,099 | | 254 | 206 | 1,559 | 14 | 0 | do | do | 2 | 2 | 45 |
| do | 5 | H. R. James | | 21,877 | | 40,118 | | 613 | | 682 | 438 | 1,733 | 14 | 0 | do | do | 2 | 4 | 15 |
| do | 10 | A. McVittie | | 34,083 | | 23,530 | | 955 | | 400 | 346 | 1,701 | 13 | 11 | do | do | 2 | 4 | 15 |
| do | 11 | Jas. R. Langdon | | 44,833 | | | | 1,256 | | | 415 | 1,671 | 13 | 7 | do | do | 2 | 5 | 15 |
| do | 18 | F. H. Prince | | 48,493 | | | | 1,358 | | | 398 | 1,756 | 13 | 11 | do | do | 2 | 3 | 30 |
| do | 19 | Gov. Smith | | 21,399 | | 36,941 | | 600 | | 628 | 487 | 1,715 | 13 | 11 | do | do | 2 | 3 | 0 |
| do | 20 | W. J. Averill | | 44,998 | | | | 1,260 | | | 298 | 1,558 | 13 | 11 | do | do | 2 | 3 | 15 |
| do | 26 | H. R. James | | 21,542 | | 32,059 | | 604 | | 545 | 598 | 1,747 | 14 | 0 | do | do | 2 | 2 | 30 |
| do | 30 | Jas. R. Langdon | | 13,130 | | 33,000 | | 368 | | 561 | 725 | 1,654 | 13 | 5 | do | do | 2 | 3 | 0 |
| do | 30 | A. McVittie | | 21,756 | | 34,647 | | 610 | | 589 | 459 | 1,658 | 13 | 9 | do | do | 2 | 5 | 0 |
| Oct. | 2 | Escanaba | | 45,527 | | | | 1,275 | | | | 1,275 | 13 | 8 | do | do | 2 | 1 | 0 |
| do | 8 | W. A. Haskill | | 12,415 | | 43,353 | | 348 | | 737 | 439 | 1,524 | 13 | 11 | do | do | 2 | 1 | 15 |
| do | 8 | F. H. Prince | | 48,741 | | | | 1,365 | | | 351 | 1,716 | 13 | 9 | do | do | 2 | 4 | 15 |
| do | 10 | Denver | | 49,549 | | | | 1,388 | | | | 1,388 | 13 | 10 | do | Oswego | 2 | 1 | 0 |
| do | 10 | Gov. Smith | | 30,217 | | 20,530 | | 847 | | 349 | 371 | 1,567 | 13 | 6 | do | Ogdensburg | 2 | 4 | 15 |
| do | 12 | W. J. Averill | | 39,409 | | | | 1,104 | | | 385 | 1,489 | 13 | 9 | do | do | 2 | 3 | 15 |
| do | 23 | Jas. R. Langdon | | 45,970 | | | | 1,288 | | | 353 | 1,641 | 13 | 4 | do | do | 2 | 4 | 15 |

J.—STATEMENT of Large Class 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 1893—*Continued.*

UNITED STATES STEAM VESSELS—*Concluded.*

| 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. |
| 1893. | | Tons. | Ft. | Ft. in. | Ft. in. | Ft. in. | Ft. in. | Bush. | Bush. | Bush. | Bush. | Tons. | Bush. | Bush. | Bush. | Bush. | Bush. | Bush. | Tons. | Tons. |
| Oct. 26 | Escanaba | 918 | 201 | 35 6 | 20 0 | 13 11 | 14 0 | | 47,000 | | | | | 4,547 | | | | 127 | | |
| do 27 | Denver | 1,029 | 222 | 37 0 | 19 0 | 15 9 | 15 7 | | 63,720 | | | | | 13,121 | | | | 368 | | |
| do 28 | W. A. Haskill | 1,441 | 265 | 37 0 | 16 6 | 14 6 | 15 0 | | 51,832 | | | 317 | | 7,073 | | | | 198 | | |
| do 28 | F. H. Prince | 1,548 | 240 | 42 0 | 16 8 | 14 4 | 15 4 | | 61,100 | | | 272 | | 9,578 | | | | 268 | | |
| do 28 | A. McVittie | 1,553 | 240 | 42 0 | 16 8 | 14 8 | 15 4 | | 66,432 | | | 127 | | 10,412 | | | | 292 | | |
| Nov. 6 | Pueblo | 1,054 | 225 | 36 0 | 19 0 | 15 1 | 15 2 | | 62,557 | | | | | 10,985 | | | | 308 | | |
| do 6 | H. R. James | 1,553 | 240 | 42 0 | 16 8 | 14 10 | 15 1 | | 47,030 | | 20,589 | 353 | | 12,977 | | | | 363 | | |
| do 7 | Ohio | 851 | 202 | 35 0 | 18 6 | 14 10 | 14 5 | | 45,000 | | | | | 7,079 | | | | 198 | | |
| do 11 | Jas. R. Langdon | 1,550 | 240 | 42 0 | 16 8 | 13 6 | 15 3 | | 42,480 | | 13,647 | 474 | | 8,112 | | | | 227 | | |
| do 11 | Marquette | 1,118 | 235 | 35 7 | 18 5 | 15 3 | 14 8 | | 64,060 | | | | | 9,149 | | | | 256 | | |
| do 20 | Omaha | 940 | 215 | 34 6 | 18 9 | 15 0 | 14 0 | | 58,632 | | | | | 9,926 | | | | 278 | | |
| do 25 | A. G. Lindsay | 732 | 196 | 37 6 | 14 4 | 15 0 | 15 7 | | 60,000 | | | | | 11,661 | | | | 326 | | |
| Dec. 1 | A. McVittie | 1,553 | 240 | 42 0 | 16 8 | 14 1 | 14 2 | | 26,257 | | 15,470 | 773 | | 1,591 | | 4,000 | | 45 | | 68 |
| do 1 | Waverly | 990 | 191 | 33 7 | 13 9 | 15 5 | 15 4 | | 45,433 | | | | | 10,225 | | | | 287 | | |
| do 2 | Argonaut | 985 | 213 | 35 0 | 12 0 | 14 10 | 15 0 | | 49,760 | | | | | 6,201 | | | | 174 | | |
| do 2 | J. S. Pickhands | 1,319 | 232 | 40 0 | 19 2 | 15 3 | 14 11 | | 70,222 | | | | | 17,488 | | | | 490 | | |

UNITED STATES SAILING VESSELS.

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| July 31 | D. P. Rhodes | 891 | 217 | 35 0 | 14 0 | 15 3 | 15 3 | 61,000 | | | | | 9,459 | | | | 283 | | | |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th., 1894.

STATEMENT of Large Class 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 1893—*Concluded.*

UNITED STATES STEAM VESSELS—*Concluded.*

| Date of Arrival. | Names of Vessels. | Grain Cargo and Rolling Freight through the Canal. | | | | | | | | | Total Cargo through the Canal. | 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 | | |
| 1893. | | Bush. | Bush. | Bush. | Bush. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Ft. in. | | | Cts. | H. M. |
| Oct. 26 | Escanaba | | 42,453 | | | | 1,189 | | | | 1,189 | 13 4 | Chicago | Kingston | 2 | 2 2 |
| do 27 | Denver | | 50,599 | | | | 1,417 | | | | 1,417 | 14 0 | do | Ogdensburg. | 2 | 4 15 |
| do 28 | W. A. Haskill | | 44,759 | | | | 1,254 | | | 317 | 1,571 | 14 0 | do | do | 2 | 3 0 |
| do 28 | F. H. Prince | | 51,522 | | | | 1,443 | | | 272 | 1,715 | 13 10 | do | do | 2 | 3 0 |
| do 28 | A. McVittie | | 56,022 | | | | 1,569 | | | 127 | 1,696 | 13 11 | do | do | 2 | 3 15 |
| Nov. 6 | Pueblo | | 51,592 | | | | 1,445 | | | | 1,445 | 13 11 | do | do | 2 | 4 30 |
| do 6 | H. R. James | | 34,053 | | 20,589 | | 954 | | 350 | 353 | 1,657 | 13 8 | do | do | 2 | 4 0 |
| do 7 | Ohio | | 37,921 | | | | 1,062 | | | | 1,062 | 13 8 | do | do | 2 | 3 15 |
| do 11 | Jas. R. Langdon | | 34,368 | | 13,647 | | 963 | | 232 | 474 | 1,669 | 13 7 | do | do | 2 | 3 0 |
| do 11 | Marquette | | 54,911 | | | | 1,538 | | | | 1,538 | 14 0 | do | do | 2 | 4 45 |
| do 20 | Omaha | | 48,706 | | | | 1,364 | | | | 1,364 | 13 11 | do | do | 2 | 5 0 |
| do 25 | A. G. Lindsay | | 48,339 | | | | 1,354 | | | | 1,354 | 13 11 | do | do | 2 | 4 30 |
| Dec. 1 | A. McVittie | | 24,666 | | 11,470 | | 691 | | 195 | 773 | 1,659 | 13 9 | do | do | 2 | 3 0 |
| do 1 | Waverly | | 35,208 | | | | 986 | | | | 986 | 13 10 | do | do | 2 | 6 30 |
| do 2 | Argonaut | | 43,559 | | | | 1,220 | | | | 1,220 | 14 2 | do | do | 2 | 4 0 |
| do 2 | J. S. Pickhands | | 52,734 | | | | 1,477 | | | | 1,477 | 13 3 | do | do | 2 | 4 45 |

UNITED STATES SAILING VESSELS.

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| July 31 | D. P. Rhodes | 51,541 | | | | 1,547 | | | | | 1,547 | 14 0 | Gladstone | Kingston | 2 | 3 45 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

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, 1892 and 1893.

| Articles. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| *Class 3.* | | | | | | | | | | | | | |
| Iron, pig | 858 | 459 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 371 | ..... | ..... |
| do all other | ..... | 9 | 5 | ..... | 7 | 15 | ..... | 418 | ..... | ..... | ..... | ..... | ..... |
| Stone for cutting | 233 | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Apples | ..... | 1 | ..... | ..... | 513 | 49 | 33 | ..... | ..... | ..... | ..... | 54 | ..... |
| Barley | ..... | 259 | ..... | 38 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 600 |
| 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 | 278,564 |
| 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 | 5,514 |
| Meal, all kinds | ..... | ..... | 1,188 | ..... | 16 | 125 | 87 | 100 | 148 | 222 | 67 | 16 | ..... |
| Oats | ..... | ..... | ..... | 872 | ..... | ..... | ..... | ..... | 320 | 479 | ..... | ..... | 9,761 |
| Pease | ..... | ..... | 726 | 433 | 11 | 608 | 362 | ..... | ..... | ..... | 390 | 524 | ..... |
| Rye | ..... | 1,269 | 518 | 477 | ..... | ..... | ..... | ..... | 1,284 | 1,120 | 64,978 | 9,119 | 3,669 |
| 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 | 209,212 |
| 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 | 1 |
| 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 | 507,321 |
| *Class 4.* | | | | | | | | | | | | | |
| Ashes | 13 | 10 | 3 | 36 | 97 | 44 | 113 | 85 | 107 | 70 | 40 | 17 | 23 |
| 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. | 1893. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | 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 | | | | | | | | | |
| Whisky, beer, and other spirits | | 25 | 35 | | | 8 | | 3 | 20 | 26 | 105 | 6 | 1 |
| Merchandise not enumerated | 60 | 105 | 53 | 37 | 29 | 100 | 72 | 105 | 193 | 142 | 278 | 36 | 4 |
| Total, Class 4 | 415 | 1,092 | 412 | 480 | 138 | 193 | 236 | 198 | 324 | 246 | 426 | 60 | 28 |
| *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 | 667 |
| Staves, pipe and barrel | 1,001 | 2,359 | 2,024 | 200 | 856 | 332 | 184 | 139 | | | | 8 | |
| do West India and pipe | 1,198 | 1,130 | 451 | 863 | | 287 | 131 | 1,623 | 270 | | | 200 | |
| Timber, square, in vessels | 3,227 | 1,574 | 290 | | 639 | 1,330 | | | | | | | |
| do rafts | 3,250 | 1,149 | 2,314 | 7,365 | 11,128 | 15,410 | 14,390 | 11,586 | 9,302 | | 5,680 | 440 | |
| Woodenware | 76 | 205 | 199 | 68 | 76 | 191 | 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 | 667 |
| *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 | 508,016 |

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie, during the Season of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892 and 1893.

| Articles. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | 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 | 3,169 |
| Clay, lime and sand | 121 | 56 | 56 | ..... | ..... | 1 | 134 | 95 | 3 | 8 | 206 | 240 | ..... |
| Fish | 18 | 406 | ..... | ..... | ..... | 1 | 95 | 1 | 80 | 26 | 7 | 426 | 465 |
| 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 | 6,576 |
| do pig | 8,131 | 3,575 | 2,460 | 43 | 23 | 10 | 368 | 573 | 250 | 20 | 112 | 74 | 25 |
| do all other | 900 | 686 | 528 | 366 | 290 | 76 | 1,997 | 297 | 290 | 584 | 595 | 387 | 543 |
| Salt | 5,175 | 1,820 | 5,324 | 802 | 1,574 | 5,609 | 4,197 | 3,599 | 4,216 | 7,440 | 4,391 | 2,034 | 995 |
| Stone for cutting | 5 | ..... | ..... | ..... | 7 | ..... | ..... | ..... | ..... | 12 | ..... | 145 | ..... |
| Flour | ..... | ..... | 21 | ..... | ..... | ..... | ..... | ..... | ..... | 48 | ..... | ..... | 3 |
| Meals | ..... | ..... | 5 | ..... | ..... | ..... | ..... | 31 | ..... | ..... | ..... | ..... | ..... |
| Oats | ..... | ..... | 264 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Potatoes | 359 | 23 | ..... | ..... | ..... | ..... | 4 | ..... | ..... | ..... | ..... | ..... | ..... |
| Seeds, all kinds | 65 | 14 | ..... | ..... | ..... | ..... | ..... | 24 | 215 | 100 | ..... | ..... | ..... |
| Agricultural products not enumerated, vegetables | 2 | ..... | 25 | 1 | 1 | ..... | ..... | 35 | 19 | ..... | 52 | ..... | ..... |
| Horses | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... |
| Lard and lard oil | ..... | ..... | ..... | ..... | 3 | ..... | 3 | ..... | ..... | 72 | ..... | 16 | ..... |
| Pork | ..... | ..... | ..... | 45 | ..... | ..... | ..... | ..... | ..... | 33 | ..... | ..... | ..... |
| Wool | ..... | 3 | ..... | ..... | ..... | ..... | 4 | ..... | ..... | 13 | 2 | 13 | ..... |
| All other articles not enumerated | ..... | ..... | ..... | ..... | ..... | 6 | 4 | 77 | ..... | 1 | 2 | ..... | ..... |
| Total Class 3 | 31,371 | 18,460 | 17,994 | 3,707 | 14,428 | 12,896 | 8,702 | 15,244 | 21,495 | 28,674 | 11,071 | 6,076 | 11,776 |
| *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 | 98 |
| 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 | 365 |
| Manilla | ..... | 5 | 5 | 17 | ..... | 7 | 5 | 1 | ..... | ..... | ..... | ..... | ..... |
| Molasses | 14 | 58 | 3 | ..... | ..... | 23 | 1 | 7 | 56 | ..... | ..... | 32 | 43 |

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. | 1893. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | 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 | 472 |
| Oil in barrels | 54 | 119 | 122 | 80 | 10 | 82 | 28 | 22 | 9 | 11 | 64 | 2 | 44 |
| Paint | 47 | 124 | 103 | 161 | 24 | 36 | 80 | 59 | 49 | 24 | 61 | 15 | 70 |
| Pitch and tar | 1 | ..... | 50 | 1 | ..... | 5 | 1 | ..... | ..... | 13 | 22 | 15 | 26 |
| Rosin | ..... | 11 | 21 | ..... | ..... | ..... | ..... | ..... | ..... | 1 | ..... | ..... | ..... |
| Soda, ash | 3,177 | 1,040 | 1,801 | 1,427 | 164 | 975 | 1,116 | 1,196 | 766 | 554 | 377 | 352 | 68 |
| Steel | 29 | ..... | 3 | 142 | ..... | 1 | 423 | 3 | 3 | 1 | ..... | 269 | 426 |
| Stone, wrought | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 14 |
| Sugar | 5 | 465 | 375 | 290 | 64 | 316 | 207 | 98 | 7 | 551 | 412 | 1,320 | 2,218 |
| Tin | 959 | 641 | 1,669 | 1,832 | 10 | 549 | 2,225 | 198 | 480 | 40 | 23 | 27 | 34 |
| Turpentine | ..... | ..... | 1 | 1 | ..... | 1 | 1 | 1 | 1 | 2 | ..... | ..... | ..... |
| White lead | ..... | 14 | ..... | 3 | ..... | 3 | 4 | 2 | 4 | 19 | 3 | 6 | 35 |
| Whiting | 10 | 5 | 19 | ..... | 9 | ..... | 7 | ..... | 33 | 34 | 50 | 71 | 31 |
| Whiskey, beer, &c | 91 | 564 | 791 | 364 | 259 | 174 | 287 | 228 | 124 | 350 | 294 | 220 | 26 |
| Merchandise not enumerated | 984 | 1,992 | 2,608 | 1,001 | 712 | 1,008 | 619 | 1,259 | 1,422 | 1,180 | 810 | 538 | 799 |
| 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 | 4,769 |
| *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 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *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 | 16,545 |

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, 1892, and 1893.

| ARTICLES. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| *Class 3.* | | | | | | | | | | | | | | |
| Bricks | 22 | | 3 | | | | 41 | | | | 4 | | | |
| Cement and water line | | | 2 | | | | 31 | | 4 | | | | | |
| Fish | | | | 1 | | | | 2 | | | | 1 | | 5 |
| Iron, railway | | | | 142 | | | | | | | | | | |
| do all other | | 79 | 114 | 90 | 40 | | 45 | | | 520 | 1 | 10 | 1 | 102 |
| 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 | 16,751 |
| 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 | 198,777 |
| Flour | | | 107 | 2,041 | 1,715 | 124 | 7,591 | 11,780 | 8,563 | 5,017 | 9,204 | 6,802 | 11,018 | 6,588 |
| 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 | 36,352 |
| Oil cake | | | | 1 | | | | | | | | | | |
| Oats | 296 | | | 731 | 9,874 | 882 | 4,790 | 12,050 | 26,510 | 27,492 | 27,030 | 52,823 | 36,935 | 23,870 |
| Potatoes | | | 1 | | | | | | | 1 | 1 | | | |
| Rye | | | 684 | | | | | | 179 | | | | | 864 |
| Seeds, all kinds | | 16 | | 662 | 511 | | 236 | 44 | 48 | 151 | 135 | 256 | 50 | 16 |
| 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 | 28,187 |
| 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 | | 2 |
| Lard and lard oil, &c | | | | 5 | 7 | | 13 | 14 | 19 | 32 | 30 | 10 | | 1 |
| Meats, other than pork | | | 1 | 12 | 4 | | 1 | 18 | 14 | 3 | 15 | 2 | 29 | |
| Pork | | | 1 | 163 | | | 106 | 108 | 19 | 21 | 88 | 73 | 1 | 52 |
| Sheep | | | | | 1 | | | | | | | | | |
| Wool | | | | 95 | | | 1,125 | 86 | 18 | 452 | | 1,237 | 70 | 80 |
| 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 | 311,647 |
| *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 | | 6 |

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, &c.—*Concluded.*

| Articles. | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. | 1886. | 1887. | 1888. | 1889. | 1890. | 1891. | 1892. | 1893. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tons. | 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 | | | |
| Whisky, beer and all other spirits | 14 | | 12 | 156 | 26 | | 21 | 63 | 151 | 190 | 228 | 167 | 46 | 83 |
| Merchandise, not enumerated | 1 | 49 | 91 | 941 | 481 | 2 | 824 | 469 | 1,453 | 1,679 | 1,822 | 1,865 | 1,331 | 1,693 |
| Total, Class 4 | 207 | 189 | 1,237 | 1,479 | 812 | 2 | 916 | 573 | 1,638 | 1,902 | 2,075 | 2,041 | 1,422 | 1,782 |
| *Class 5.* | | | | | | | | | | | | | | |
| Empty barrels | | | | | | | | | | | | | | 9 |
| 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 | 68,985 |
| Hoops | | | | 26 | | | | | | | | | | |
| Shingles | 9 | | 9 | 9 | 76 | 111 | 463 | | 6 | 51 | | | | 13 |
| 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 | 69,007 |
| *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 | 2,123 |
| 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 | 2,123 |
| 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 | 384,559 |

N.—STATEMENT showing the Number 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 1893.

| 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" | 656 | 142 | 514 |
| do do | 655 | 150 | 505 |
| do do | 660 | 164 | 496 |
| do do | 659 | 180 | 479 |
| do "Arabian" | 1,200 | 660 | 540 |
| do do | 1,200 | 660 | 540 |
| do do | 1,201 | 644 | 557 |
| do do | 1,237 | 697 | 540 |
| do do | 1,204 | 690 | 514 |
| do "Glengarry" | 630 | 315 | 315 |
| do "Lake Michigan" | 516 | 172 | 344 |
| do do | 510 | 158 | 352 |
| do do | 519 | 168 | 351 |
| do "Melbourne" | 675 | 261 | 414 |
| do do | 690 | 282 | 408 |
| do do | 673 | 268 | 405 |
| do do | 665 | 251 | 414 |
| do do | 672 | 255 | 417 |
| do "St. Magnus" | 871 | 448 | 423 |
| do do | 974 | 552 | 422 |
| do do | 1,004 | 582 | 422 |
| do do | 1,004 | 575 | 429 |
| do do | 975 | 555 | 420 |
| do do | 1,010 | 603 | 407 |
| Canadian sail "Jno. Gaskin" | 1,086 | 399 | 687 |
| do "Kildonan" | 1,136 | 272 | 864 |
| do "Winnipeg" | 1,231 | 519 | 712 |
| Total | 23,513 | 10,622 | 12,891 |

| | | |
|---|---|---|
| Number of cargoes of wheat | 27 | |
| Quantity through Welland Canal to Kingston | 23,513 | Tons |
| do transhipped at Kingston | 10,622 | do |
| do taken to Montreal in vessels in which it arrived at Kingston | 12,891 | do |

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 1893.

| Names of Vessels. | Original Cargo through the Welland Canal. | Quantity transhipped at Kingston. | Cargo. through the St. Lawrence Canal. |
|---|---|---|---|
| | Tons. | Tons. | Tons. |
| Canadian steamer "Acadia" | 630 | 122 | 508 |
| do "Arabian" | 1,154 | 618 | 536 |
| do "Cuba" | 650 | 252 | 398 |
| do "Lake Michigan" | 485 | 163 | 322 |
| do do | 489 | 128 | 361 |
| do "Niagara" | 714 | 330 | 384 |
| do "St. Magnus" | 933 | 505 | 428 |
| Total | 5,055 | 2,118 | 2,937 |

| | | |
|---|---|---|
| Number of cargoes of corn | 7 | |
| Quantity through the Welland Canal to Kingston | 5,055 | tons |
| do transhipped at Kingston | 2,118 | " |
| do taken to Montreal in vessels in which it arrived at Kingston | 2,937 | " |

RECAPITULATION of the Number of Vessels passed down the Welland Canal with Cargoes of Grain, for Montreal, the Quantity transhipped, at Kingston, and the Quantity taken to Montreal for the season of 1893.

| — | Number of cargoes. | Total number. |
|---|---|---|
| Wheat | 27 | |
| Corn | 7 | |
| Total | | 34 |
| | Tons. | Tons. |
| Quantity of wheat through the Welland Canal bound for Montreal | 23,513 | |
| do corn do do | 5,055 | |
| Total through Welland Canal | | 28,568 |
| Quantity of the above transhipped at Kingston, viz. :— | | |
| Wheat | 10,622 | |
| Corn | 2,118 | |
| Total transhipped | | 12,740 |
| Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :— | | |
| Wheat | 12,891 | |
| Corn | 2,937 | |
| Total quantity to Montreal | | 15,828 |
| Total | | 28,568 |



10—20½

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 1893.

| | CANADIAN VESSELS. | | | | UNITED STATES VESSELS. | | | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Steam. | | Sail. | | Steam. | | Sail. | | Steam and Sail | |
| | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. | No. | Tonnage. |
| | 100 | 65,072 | 46 | 22,622 | 169 | 148,001 | 88 | 58,951 | 40 | 294,646 |
| | Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| Barley | | 1,527 | | 183 | | | | | | 1,710 |
| Corn | | 23,817 | | 12,946 | | 146,392 | | 60,918 | | 244,075 |
| Oats | | 223 | | | | 4,033 | | 3,038 | | 7,294 |
| Pease | | | | | | | | | | |
| Rye | | | | | | 2,352 | | 455 | | 2,807 |
| Wheat | | 79,081 | | 31,185 | | 63,719 | | 47,360 | | 221,345 |
| Total | | 104,648 | | 44,314 | | 216,496 | | 111,771 | | 477,231 |

| | | | | | | Tons. |
|---|---|---|---|---|---|---|
| 100 | cargoes | in | Canadian | steam | vessels, total quantity | 104,648 |
| 46 | do | do | do | sail | do do | 44,314 |
| 169 | do | United States | steam | vessels, | do | 216,496 |
| 83 | do | do | sail | do | do | 111,771 |

P.—STATEMENT of the total Quantity of Grain arrived at Kingston in Vessels which passed down the Welland Canal during the Season of Navigation in 1893.

| Summary. | Tons. | Tons. |
|---|---|---|
| Canadian steam vessels 100 cargoes of grain | 104,648 | |
| do sail do 46 do | 44,314 | |
| Total in Canadian vessels | | 148,962 |
| United States steam vessels 169 cargoes of grain | 216,496 | |
| do sail do 88 do | 111,773 | |
| Total in United States vessels | | 328,269 |
| Total in Canadian and United States vessels | | 477,231 |
| Distributed as follows:— | Tons. | Tons. |
| 34 cargoes arrived at Kingston in Canadian vessels with an aggregate quantity of | 28,568 | |
| Transhipped at Kingston | 12,740 | |
| Quantity taken to Montreal in vessels in which it arrived at Kingston | | 15,828 |
| Vessels arrived at Kingston and discharged the whole of their cargoes as follows:— | | |
| 112 cargoes in Canadian vessels | 120,394 | |
| 257 do United States vessels | 328,269 | |
| Aggregate quantity discharged | 448,663 | |
| Quantity transhipped to Montreal | 401,193 | |
| Total quantity transhipped from Kingston to Montreal | | 413,933 |
| Quantity transferred from Kingston to Ogdensburg, N. Y., 24,961 | | |
| Quantity of the above, transhipped from Ogdensburg to Montreal | | 22,840 |
| Quantity transhipped to Cardinal | 2,893 | |
| do remaining at Kingston | 19,616 | |
| do do Ogdensburg | 2,121 | |
| Total quantity remaining at Kingston, Ogdensburg and Cardinal | | 24,630 |
| Total | | 477,231 |

Q.—COMPARATIVE statement of the Quantity of Grain passed down the Welland Canal to Kingston for the seasons of 1892 and 1893.

| | 1892. | | 1893. | |
|---|---|---|---|---|
| | No. of Cargoes. | Tons. | No. of Cargoes. | Tons. |
| Quantity arrived at Kingston in Canadian vessels | 158 | 159,018 | 146 | 148,962 |
| do do in United States vessels | 89 | 109,812 | 257 | 328,269 |
| Total | 247 | 268,830 | 403 | 477,231 |
| Quantity transhipped at Kingston in Canadian vessels for Montreal | ..... | 244,759 | ..... | 413,933 |
| Quantity taken to Montreal in vessels in which it arrived at Kingston | ..... | 12,233 | ..... | 15,828 |
| Quantity remaining at Kingston | ..... | 3,659 | ..... | 19,616 |
| Quantity transhipped to Cardinal | ..... | 3,838 | ..... | 2,893 |
| Quantity transferred to Elevators at Ogdensburg, N.Y. | 24,691 | ..... | ..... | ..... |
| Quantity of the above transhipped to Montreal | ..... | ..... | ..... | 22,840 |
| Quantity remaining at Ogdensburg | ..... | ..... | ..... | 2,121 |
| Total | ..... | 268,830 | ..... | 477,231 |

No vessels took cargo through intact in 1893 against 2 in 1892.
34 vessels lightered a portion of their cargoes in 1893 against 25 in 1892.
369 vessels discharged the whole of their cargoes in 1893 against 226 in 1892.

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1893, 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 |
| 1893 | ..... | 204,704 | 2,123 | 8,325 | 17,944 | 233,096 | 46,619 20 |

NOTE.—Tolls on soft coal passed down the Welland Canal, during the season of 1890, were reduced from 20 to 10 cents a ton, per O.C. 11th May, 1890, for the season of 1890 only, the rate for 1891, 1892 and 1893 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 from 1885 to 1893, 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 |
| 1893 | 2,285 | 147,139 | 149,424 | 22,070 85 |

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 1893, 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 |
| Crokery 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 Canadian 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, etc | | | 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 |
| Seeds, 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.—COMPARATINE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---|---|---|---|
| 1887. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl | 113 | ..... | ..... |
| Apples | 33 | ..... | ..... |
| Agricultural products not enumerated, vegetable | ..... | ..... | 2 |
| Agricultural implements | ..... | ..... | 9 |
| Barley | ..... | ..... | 1,709 |
| Coal | ..... | 25,968 | 1,163 |
| Corn | 24,609 | 6,898 | 83,431 |
| Fish | ..... | ..... | 2 |
| Flour | 6,140 | ..... | 11,780 |
| Furniture | 9 | 9 | 24 |
| Horses | 1 | 1 | 2 |
| Hides, skins, &c | ..... | ..... | 170 |
| Iron, pig | ..... | 1,137 | ..... |
| do all other | ..... | 7 | ..... |
| Lard and lard oil | ..... | 6 | 14 |
| Meal, all kinds | 87 | 42 | 10,726 |
| Meats, other than pork | 29 | 15 | 18 |
| Nails | 1 | ..... | ..... |
| Oats | ..... | ..... | 12,050 |
| Oil | 14 | 190 | 8 |
| Oil cake | 17 | ..... | ..... |
| Pease | 362 | ..... | ..... |
| Pork | 418 | 86 | 108 |
| Stone for cutting | ..... | 3,531 | ..... |
| do wrought | 12 | 543 | ..... |
| Seeds | ..... | 4 | 44 |
| Sugar | 15 | ..... | 1 |
| Spirits | ..... | 99 | 63 |
| Wheat | 160,063 | 4,940 | 37,678 |
| Wool | ..... | ..... | 86 |
| All other merchandise, not enumerated | 72 | 123 | 468 |
| Barrels, empty | 88 | ..... | 24 |
| Lumber, sawn | 7,001 | 1,816 | 44,733 |
| Staves and headings, barrel | ..... | 27 | ..... |
| do pipe | 184 | ..... | ..... |
| West India | 131 | 838 | ..... |
| Timber, square | 14,390 | 21,351 | ..... |
| Woodenware and wood partly manufactured | 45 | 1 | 2 |
| Total | 213,834 | 67,632 | 204,315 |

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O.C. 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 pearl | 85 | | |
| Apples | | 45 | |
| Barley | | | 2 |
| Cement and water lime | | | 4 |
| Coal | | 27,183 | 878 |
| Corn | 66,443 | 25,469 | 102,974 |
| Crockery and earthenware | | 4 | 1 |
| Flour | 3,865 | | 8,563 |
| Furniture | 2 | 1 | 30 |
| Glass, all kinds | 3 | 2 | |
| Hay, pressed | | 20 | |
| Horses | 2 | | |
| Hides and skins | | | 39 |
| Iron, pig | | 549 | |
| do all other | 418 | 490 | |
| Lard and lard oil | 54 | 12 | 18 |
| Meal, all kinds | 100 | | 11,598 |
| Meats, other than pork | 39 | 6 | 14 |
| Oats | | | 26,510 |
| Oil | | 3 | |
| Pease | | 54 | |
| Pork | 265 | 61 | 19 |
| Rags | | | 14 |
| Rye | | 632 | 179 |
| Stone, for cutting | | 6,535 | |
| do wrought | | 126 | |
| Seeds, all kinds | 12 | 1 | 48 |
| Steel | | | 3 |
| Sugar | | 2 | 4 |
| Spirits | 3 | 2 | 151 |
| Tallow | | | 1 |
| Wheat | 93,915 | 14,365 | 39,999 |
| Wool | | | 18 |
| All other goods and merchandise not enumerated | 105 | 34 | 1,435 |
| Barrels, empty | 40 | | 133 |
| Lumber, sawn | 5,174 | 4,515 | 45,818 |
| Staves and headings, barrel | 15 | 7 | |
| do pipe | 124 | | |
| do West Indies | 1,623 | 13 | |
| do salt barrel | 1 | 1 | |
| Shingles | | | 6 |
| Timber, square, in vessels | 11,586 | 33,669 | |
| Woodenware | 25 | | 8 |
| Total | 183,899 | 113,801 | 238,467 |

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per O. C. 20th April, 1888.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---|---|---|---|
| 1889. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl | 107 | 5 | |
| Coal | | 25,931 | 1,124 |
| Corn | 195,350 | 11,200 | 147,045 |
| Crockery and earthenware | | 1 | 1 |
| Fish | | 5 | |
| Flour | 6,841 | | 5,017 |
| Furniture | | 4 | 30 |
| Horses | 2 | | 1 |
| Iron, pig | | 613 | |
| do all other | | | 520 |
| Lard and lard oil | | 5 | 19 |
| Meal, all kinds | 148 | | 17,224 |
| Meats other than pork | 32 | 2 | 3 |
| Molasses | | | 88 |
| Oats | 320 | | 27,492 |
| Oil, in barrels | 4 | 2 | |
| Oil cake | 798 | | |
| Potatoes | | | 1 |
| Pork | 1,220 | 114 | 21 |
| Rye | 1,284 | 634 | |
| Salt | | 316 | |
| Stone, for cutting | | 6,784 | |
| do wrought | | 11 | 2 |
| do not suitable for cutting | | 375 | 1,681 |
| Seeds, all kinds | 3 | | 151 |
| Spirits, beer, &c | 20 | 8 | 190 |
| Tallow | | | 13 |
| Wheat | 70,815 | 7,241 | 39,229 |
| Wool | | | 452 |
| Merchandise | 193 | 129 | 1,591 |
| Barrels, empty | | | 173 |
| Lumber, sawn | 6,118 | 4,669 | 71,055 |
| Masts, spars, &c | | 220 | |
| Railway ties | | 852 | |
| Saw logs | | | 158 |
| Staves and headings, barrel | | 4 | |
| do do pipe | 202 | 304 | |
| do do West India | 68 | 559 | |
| Shingles | | | 51 |
| Split posts, &c | | 17 | |
| Timber, square | 9,302 | 70,579 | 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, showing the Quantity to Montreal; the Quantity to Canadian ports between Port Dalhousie and Cornwall, and the Quantity to United States ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the year 1892.

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---|---|---|---|
| 1892. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl | 17 | 2 | |
| Apples | 54 | | |
| Barley | | | 6,433 |
| Corn | 53,689 | 7,637 | 131,222 |
| Coal | | 14,839 | 651 |
| Flour | 2,874 | | 11,018 |
| Fish | 9 | | |
| Furniture | 1 | | 7 |
| Hides and skins | 20 | | |
| Horses | 2 | | |
| Iron, railway | | 100 | |
| do all other | | 765 | 1 |
| Meal, all kinds | 16 | | 31,724 |
| Meats, other than pork | 94 | | 29 |
| Oats | | | 36,935 |
| Oil | | 7 | |
| Pease | 524 | | |
| Potatoes | | | 1 |
| Pork | | | 44 |
| Rye | 9,119 | 273 | |
| Salt | | 865 | |
| Seeds, all kinds | 75 | | 50 |
| Steel | | | 1 |
| Stone for cutting | | 1,264 | |
| Sugar | | | 20 |
| Wheat | 194,281 | 5,373 | 26,950 |
| 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, 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 season of navigation in 1893.

| Articles. | Quantity passed down to Montreal. | Qnantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---|---|---|---|
| 1893. | Tons. | Tons. | Tons. |
| Ashes, pot and pearl | 23 | | |
| Barley | 600 | 1,110 | 16,751 |
| Bricks | | 1,251 | |
| Corn | 278,564 | 5,752 | 156,776 |
| Coal | | 17,944 | 2,123 |
| Flour | 5,514 | | 6,588 |
| Fish | | | 5 |
| Furniture | | | 6 |
| Horses | 1 | 1 | 2 |
| Iron pig | | | 100 |
| do all other | | | 2 |
| Meal, all kinds | | 1,025 | 36,352 |
| Meats, other than pork | | | 1 |
| Oats | 9,761 | 1,090 | 20,313 |
| Pork | | | 52 |
| Rye | 3,669 | 1 | 1 |
| Salt | | 286 | |
| Seeds, all kinds | | | 16 |
| Wheat | 209,212 | 17,602 | 29,117 |
| Whisky, beer, &c | 1 | | 83 |
| Wool | | | 80 |
| Merchandise not enumerated | 4 | 2 | 1,693 |
| Barrels, empty | | | 9 |
| Firewood (in rafts) | | 15 | |
| Lumber sawn, in vessels | 667 | 1,981 | 123,665 |
| Shingles | | | 13 |
| Square timber | | 45,605 | |
| Staves and headings, barrel | | 12 | |
| do pipe | | 7 | |
| do West India | | 53 | |
| Total | 508,016 | 93,737 | 393,748 |

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1893.

The tolls were, however, reduced by Order in Council of 13th February, 1893, as follows:—"For the season of 1893, the canal toll for the passage of the following food products: wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, for passage eastward through the Welland Canal be ten cents per ton; and for passage eastward through the St. Lawrence Canals only, ten cents per ton, payment of the said toll of ten cents a ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals."

U.—STATEMENT showing the quantity of freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION.

| Articles. | Quantity passed to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports on the South Side of Lake Ontario. |
|---|---|---|---|
| 1884. | Tons. | Tons. | Tons. |
| Barley | 38 | 52 | |
| Corn | 55,552 | 9,552 | 53,707 |
| Oats | 872 | | 9,874 |
| Rye | 477 | | |
| Wheat | 84,822 | 2,549 | 40,975 |
| Total Grain | 141,761 | 12,153 | 104,556 |
| Other Articles | 26,954 | 88,272 | 60,987 |
| Total | 168,715 | 100,425 | 165,543 |
| 1885. | | | |
| Barley | | | 228 |
| Corn | 44,401 | 9,906 | 63,229 |
| Oats | | | 882 |
| Pease | 11 | | |
| Rye | | | |
| Wheat | 52,157 | 2,003 | 53,235 |
| Total Grain | 96,569 | 11,909 | 117,574 |
| Other Articles | 36,399 | 113,853 | 55,759 |
| Total | 132,968 | 125,762 | 173,333 |
| 1886. | | | |
| Barley | | | |
| Corn | 116,517 | 8,871 | 93,503 |
| Oats | | 41 | 4,790 |
| Pease | 608 | | |
| Rye | | | |
| Wheat | 86,815 | 969 | 53,258 |
| Total Grain | 203,940 | 9,881 | 151,551 |
| Other Articles | 40,574 | 108,246 | 82,703 |
| Total | 244,514 | 118,127 | 234,254 |
| 1887. | | | |
| Barley | | | 1,709 |
| Corn | 24,609 | 6,898 | 83,431 |
| *Oats | | | 12,050 |
| Pease | 362 | | |
| Rye | | | |
| Wheat | 160,063 | 4,940 | 37,678 |
| Total Grain | 185,034 | 11,838 | 134,868 |
| Other Articles | 28,800 | 55,794 | 69,447 |
| Total | 213,834 | 67,632 | 204,315 |

* There was no refund on oats for 1887, 1888 and 1889.

U.—STATEMENT showing the Quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*

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.*

| Articles. | Quantity passed down to Montreal. | Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall. | Quantity passed down to United States Ports. |
|---|---|---|---|
| 1892. | Tons. | Tons. | Tons. |
| Barley | | | 6,433 |
| Corn | 53,689 | 7,637 | 131,222 |
| Oats | | | 36,935 |
| Pease | 524 | | |
| Rye | 9,119 | 273 | |
| Wheat | 194,281 | 5,373 | 26,950 |
| Total grain | 257,613 | 13,283 | 201,540 |
| Quantity taken to Ogdensburg and transhipped to Montreal | * 4,341 | 4,341 | |
| Total | 261,954 | 8,942 | 201,540 |
| Other Articles | 5,531 | 60,944 | 128,863 |
| Total | 267,485 | 69,886 | 330,403 |
| 1893. | | | |
| Barley | 600 | 1,110 | 16,751 |
| Corn | 278,564 | 5,752 | 156,776 |
| Oats | 9,761 | 1,090 | 20,313 |
| Pease | | | |
| Rye | 3,669 | 1 | 1 |
| Wheat | 209,212 | 17,602 | 29,117 |
| Total grain | 501,806 | 25,555 | 222,958 |
| Other Articles | 6,210 | 68,182 | 170,790 |
| Total | 508,016 | 93,737 | 393,748 |

* This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators and subsequently transhipped to Montreal.

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 |

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid—*Concluded.*

| | 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. |
|---|---|---|
| 1892. | | |
| rain | 8,942 | 201,540 |
| ther articles | 60,944 | 128,863 |
| Total | 69,886 | 330,403 |
| 1893. | | |
| Grain | 25,555 | 222,958 |
| Other articles | 68,182 | 170,790 |
| Total | 93,737 | 393,748 |

* Of this quantity of grain 16,433 tons were transhipped to Montreal in 1890; and 17,817 tons in 1891.

There was no rebate allowed of Welland Canal tolls on grain passed down to Montreal during the season of 1893.

CANAL

COMPARATIVE Statement for Years ended

| — | January. | February. | March. | April. | May. |
|---|---|---|---|---|---|
| | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. |
| Welland Canal, 1892 | | 242 54 | | 11,510 42 | 25,056 46 |
| do 1893 | 5 00 | | | 6,826 13 | 29,142 22 |
| Increase | 5 00 | | | | 4,085 76 |
| Decrease | | 242 54 | | 4,684 29 | |
| St. Lawrence Canals, 1892 | | | | 570 75 | 9,949 00 |
| do 1893 | 800 00 | | | 259 96 | 9,487 81 |
| Increase | 800 00 | | | | |
| Decrease | | | | 310 79 | 461 19 |
| Chambly Canal, 1892 | | | | 19 45 | 3,463 15 |
| do 1893 | | | | 8 99 | 3,575 95 |
| Increase | | | | | 112 80 |
| Decrease | | | | 10 46 | |
| Rideau Canal, 1892 | | | 72 00 | 9 20 | 847 23 |
| do 1893 | 2 00 | | | 2 00 | 660 00 |
| Increase | 2 00 | | | | |
| Decrease | | | 72 00 | 7 20 | 187 23 |
| Ottawa Canals, 1892 | | | | 432 50 | 6,526 48 |
| do 1893 | | | | 0 70 | 6,122 68 |
| Increase | | | | | |
| Decrease | | | | 431 80 | 403 80 |
| St. Peter's Canal, 1892 | 31 10 | | 1 06 | 180 14 | 254 58 |
| do 1893 | 7 01 | | | 7 40 | 270 42 |
| Increase | | | | | 15 84 |
| Decrease | 24 09 | | 1 06 | 172 74 | |
| Trent Valley Canal, 1892 | | | | 78 50 | 59 00 |
| do 1893 | | | | 2 78 | 58 07 |
| Increase | | | | | |
| Decrease | | | | 75 72 | 0 93 |
| Murray Canal, 1892 | | | | 24 39 | 66 32 |
| do 1893 | | | | 17 80 | 72 22 |
| Increase | | | | | 5 90 |
| Decrease | | | | 6 59 | |
| Total increase | 782 91 | | | | 3,167 15 |
| Total decrease | | 242 54 | 73 06 | 5,699 59 | |

# Department of Railways and Canals.

## REVENUE.

31st December, 1892 and 1893.

| June. | July. | August. | September. | October. | November. | December. | Total. |
|---|---|---|---|---|---|---|---|
| $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. |
| 21,838 60 | 26,462 27 | 26,650 27 | 31,281 49 | 30,205 81 | 21,176 64 | 2,053 42 | 196,477 92 |
| 28,648 81 | 28,622 51 | 27,195 41 | 26,217 82 | 28,351 53 | 15,134 58 | 3,296 76 | 193,440 77 |
| 6,810 21 | 2,160 24 | 545 14 | ..... | ..... | ..... | 1,243 34 | ..... |
| ..... | ..... | ..... | 5,063 67 | 1,854 28 | 6,042 06 | ..... | 3,037 15 |
| 15,877 85 | 16,916 14 | 12,486 40 | 10,973 91 | 12,225 28 | 9,043 62 | 82 34 | 88,125 29 |
| 12,732 45 | 14,919 33 | 14,163 19 | 14,018 44 | 12,188 01 | 7,557 91 | 77 27 | 86,204 37 |
| ..... | ..... | 1,676 79 | 3,044 53 | ..... | ..... | ..... | ..... |
| 3,145 40 | 1,996 81 | ..... | ..... | 37 27 | 1,485 71 | 5 07 | 1,920 92 |
| 2,757 04 | 3,021 47 | 3,719 52 | 3,072 86 | 3,494 99 | 1,432 37 | ..... | 20,980 85 |
| 3,531 07 | 3,328 03 | 3,592 08 | 3,332 95 | 3,212 98 | 2,077 10 | ..... | 22,659 15 |
| 774 03 | 306 56 | ..... | 260 09 | ..... | 644 73 | ..... | 1,678 30 |
| ..... | ..... | 127 44 | ..... | 282 01 | ..... | ..... | ..... |
| 810 52 | 983 36 | 923 33 | 701 69 | 721 04 | 430 27 | 0 50 | 5,499 14 |
| 1,096 56 | 1,155 60 | 1,209 61 | 885 92 | 679 30 | 438 18 | ..... | 6,129 17 |
| 286 04 | 172 24 | 286 28 | 184 23 | ..... | 7 91 | ..... | 630 03 |
| ..... | ..... | ..... | ..... | 41 74 | ..... | 0 50 | ..... |
| 6,692 54 | 6,621 12 | 7,225 16 | 6,282 02 | 6,545 83 | 2,759 03 | ..... | 43,084 68 |
| 5,642 55 | 4,490 96 | 4,764 76 | 5,302 63 | 5,564 04 | 3,423 23 | ..... | 35,311 55 |
| ..... | ..... | ..... | ..... | ..... | 664 20 | ..... | ..... |
| 1,049 99 | 2,130 16 | 2,460 40 | 979 39 | 981 79 | ..... | ..... | 7,773 13 |
| 368 24 | 413 07 | 412 94 | 481 83 | 443 45 | 362 32 | 207 13 | 3,155 86 |
| 342 61 | 422 12 | 392 96 | 353 88 | 353 09 | 346 59 | 168 00 | 2,664 08 |
| ..... | 9 05 | ..... | ..... | ..... | ..... | ..... | ..... |
| 25 63 | ..... | 19 98 | 127 95 | 90 36 | 15 73 | 39 13 | 491 78 |
| 113 79 | 159 11 | 137 86 | 114 30 | 90 07 | 49 38 | ..... | 802 01 |
| 100 59 | 168 00 | 204 09 | 182 89 | 159 48 | 93 57 | ..... | 969 47 |
| ..... | 8 89 | 66 23 | 68 59 | 69 41 | 44 19 | ..... | 167 46 |
| 13 20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 80 29 | 124 86 | 103 35 | 80 22 | 64 11 | 41 75 | ..... | 585 29 |
| 115 63 | 102 79 | 102 75 | 110 69 | 61 36 | 47 43 | 5 17 | 635 84 |
| 35 34 | ..... | ..... | 30 47 | ..... | 5 68 | 5 17 | 50 55 |
| ..... | 22 07 | 0 60 | ..... | 2 75 | ..... | ..... | ..... |
| 3,671 40 | ..... | ..... | ..... | ..... | ..... | 1,203 81 | ..... |
| ..... | 1,492 06 | 33 98 | 2,583 10 | 3,220 79 | 6,176 79 | ..... | 10,696 64 |

| | |
|---|---|
| Total for year 1892..... | 358,711 04 |
| Total for year 1893 ..... | 348,014 40 |

COMPARATIVE STATEMENT showing the quantity of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1892 and 1893.

| | Vegetable Food. | | | | | | | — | |
|---|---|---|---|---|---|---|---|---|---|
| | Flour. | Wheat. | Corn. | Barley. | Oats. | Rye. | All other. | Lumber. | Total. |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Welland Canal, 1892 | 17,048 | 232,019 | 192,548 | 6,433 | 37,173 | 9,392 | 32,815 | 86,072 | 613,500 |
| do 1893 | 15,235 | 258,392 | 441,092 | 18,599 | 31,283 | 3,671 | 36,981 | 129,295 | 934,548 |
| Increase | | 26,373 | 248,544 | 12,166 | | | 4,166 | 43,223 | 321,048 |
| Decrease | 1,813 | | | | 5,890 | 5,721 | | | |
| St. Lawrence Canals, 1892 | 8,546 | 262,890 | 59,340 | 9,340 | 44,294 | 10,119 | 54,597 | 37,475 | 486,601 |
| do 1893 | 13,889 | 236,010 | 287,783 | 2,547 | 28,343 | 5,841 | 42,700 | 47,108 | 664,221 |
| Increase | 5,343 | | 228,443 | | | | | 9,633 | 177,620 |
| Decrease | | 26,880 | | 6,793 | 15,951 | 278 | 11,897 | | |
| Chambly Canal, 1892 | 285 | | | | 3,034 | | 907 | 91,464 | 95,690 |
| do 1893 | 480 | | | 98 | 1,141 | | 832 | 72,386 | 74,937 |
| Increase | 195 | | | 98 | | | | | |
| Decrease | | | | | 1,893 | | 75 | 19,078 | 20,753 |
| Rideau Canal, 1892 | 369 | 65 | 20 | 82 | 1,551 | 81 | 463 | 29,622 | 32,253 |
| do 1893 | 369 | 182 | 17 | 18 | 289 | 34 | 160 | 34,487 | 35,556 |
| Increase | | 117 | | | | | | 4,865 | 3,303 |
| Decrease | | | 3 | 64 | 1,262 | 47 | 303 | | |
| Ottawa Canals, 1892 | 26 | 28 | 4 | 76 | 4,579 | 57 | 1,749 | 469,727 | 476,246 |
| do 1893 | 14 | 8 | 2 | | 2,309 | 70 | 571 | 382,442 | 385,416 |
| Increase | | | | | | 13 | | | |
| Decrease | 12 | 20 | 2 | 76 | 2,270 | | 1,178 | 87,285 | 90,830 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| St. Peters Canal, 1892 | 2,215 | | | | | | | 4,572 | 6,787 |
| do 1893 | 1,541 | | | | | | | 4,831 | 6,372 |
| Increase | | | | | | | | 259 | |
| Decrease | 674 | | | | | | | | 415 |
| Trent Valley Canal, 1892 | | | | | | | | 1,537 | 1,537 |
| do 1893 | | 5 | | | | | | 1,153 | 1,158 |
| Increase | | 5 | | | | | | | |
| Decrease | | | | | | | | 384 | 379 |
| Murray Canal, 1892 | 41 | 765 | | 573 | 51 | 34 | 1,983 | 2,539 | 5,986 |
| do 1893 | 55 | 414 | | 38 | 16 | 19 | 1,508 | 987 | 3,037 |
| Increase | 14 | | | | | | | | |
| Decrease | | 351 | | 535 | 35 | 15 | 475 | 1,552 | 2,949 |
| Total increase | 3,053 | | 476,982 | 4,796 | | | | | 386,645 |
| Total decrease | | 756 | | | 27,301 | 10,048 | 9,762 | 50,319 | |
| Total for year, 1892 | | | | | | | | | 1,718,600 |
| do 1893 | | | | | | | | | 2,105,245 |



Department of Railways and Canals,
Ottawa, April 30th, 1894.

# APPENDIX A.

No. (A) 1.—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 1893.

| 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 | | 20 | | | | | | 3 | | 23 | 23 | | 4 60 | 4 60 |
| Apples | | 235 | | | | | | | | 235 | 235 | | 5 89 | 5 89 |
| Agricultural products not enumerated, vegetable | 4 | 195 | | 400 | | | | | 4 | 595 | 599 | 08 | 25 46 | 25 54 |
| Agricultural products not enumerated, animal | | | | | | | | | | | | | | |
| Agricultural implements | | | | | | | | | | | | | | |
| Barley | 138 | 1,710 | | | | 16,751 | | | 138 | 18,461 | 18,599 | 20 70 | 1,846 10 | 1,866 80 |
| Bricks | | 40 | 42 | | | | | 1,251 | 42 | 1,291 | 1,333 | 6 30 | 254 20 | 260 50 |
| Bones | | | | | | | | | | | | | | |
| Brimstone | | | | | 727 | | | | 727 | | 727 | 109 05 | | 109 05 |
| Cement and water lime | 2,349 | | | | | | | | 2,349 | | 2,349 | 220 22 | | 220 22 |
| Clay, lime and sand | | 215 | 7 | | | | | | 7 | 215 | 222 | 1 05 | 13 63 | 14 68 |
| Coal | | | | | 204,704 | 2,123 | 8,325 | 17,944 | 213,029 | 20,067 | 233,096 | 42,605 80 | 4,013 40 | 46,619 20 |
| Corn | | | | | | 198,777 | | 242,315 | | 441,092 | 441,092 | | 44,109 20 | 44,109 20 |
| Cattle | | | | | | | | | | | | | | |
| Cotton (raw) | | | | | 225 | | | | 225 | | 225 | 33 75 | | 33 75 |
| Crockery and earthenware | 13 | | | | | | | | 13 | | 13 | 1 95 | | 1 95 |
| Dye wood and dye stuffs | | | | | | | | | | | | | | |
| Fish | | | 56 | | | 5 | | | 56 | 5 | 61 | 8 40 | 1 00 | 9 40 |
| Flax and hemp | | | | | | | | | | | | | | |
| Flour | | 3,130 | | | | 6,588 | | 5,514 | | 15,232 | 15,232 | | 2,498 66 | 2,498 66 |
| Furniture | | | 10 | | 1 | 6 | | | 11 | 6 | 17 | 1 65 | 1 20 | 2 85 |
| Gypsum | | | | | | | | | | | | | | |
| Glass (all kinds) | 6 | | 20 | | | | | | 26 | | 26 | 3 90 | | 3 90 |
| Hay (pressed) | | | | | | | | | | | | | | |
| Hogs | | | | | | | | | | | | | | |
| Horses | 15 | 12 | 1 | | | 2 | | | 16 | 14 | 30 | 45 | 1 08 | 1 53 |
| Hides and skins, horns and hoofs | | | | | 30 | | | | 30 | | 30 | 4 50 | | 4 50 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ice | | | | | | | | | 6 | | 6 | 90 | | 90 |
| Iron, railway | 6 | | | | | | | | | | | | | |
| do pig | | | | | 90 | 100 | | | 90 | 100 | 190 | 13 50 | 20 00 | 33 50 |
| do all other | 567 | 1,045 | 119 | | 152 | 2 | | | 838 | 1,047 | 1,885 | 95 66 | 205 78 | 301 44 |
| Iron ore | | | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron | | | | | | | | | | | | | | |
| Lard and lard oil | | | | | | | | | | | | | | |
| Meal, all kinds | | 4 | | | | 36,352 | | | | 36,356 | 36,356 | | 7,270 80 | 7,270 80 |
| Meats, other than pork | | | | | | 1 | | | | 1 | 1 | | 0 20 | 0 20 |
| Marble | | | | | 2,152 | | | | 2,152 | | 2,152 | 322 80 | | 322 80 |
| Manilla | | | | | 236 | | | | 236 | | 236 | 35 40 | | 35 40 |
| Molasses | | | 5 | | 598 | | | | 603 | | 603 | 90 45 | | 90 45 |
| Nails | 2 | | 15 | | | | | | 17 | | 17 | 2 55 | | 2 55 |
| Oats | | 342 | | | | 23,870 | | 7,071 | | 31,283 | 31,283 | | 3,128 30 | 3,128 30 |
| Oil (in barrels) | | | 3 | | | | 6 | | 9 | | 9 | 1 35 | | 1 35 |
| Oil cake | | | | | | | | | | | | | | |
| Pease | | 195 | | 195 | | | | | | 390 | 390 | | 39 00 | 39 00 |
| Potatoes | | | | | | | | | | | | | | |
| Pork | 1 | | | | | 52 | | | 1 | 52 | 53 | 0 15 | 10 40 | 10 55 |
| Paint | 1 | | 25 | | 13 | | | | 39 | | 39 | 5 85 | | 5 85 |
| Pitch and tar | | | | | | | | | | | | | | |
| Rags | | | | | | | | | | | | | | |
| Rye | | | | | | 864 | | 2,807 | | 3,671 | 3,671 | | 367 10 | 367 10 |
| Rosin | | | | | | | | | | | | | | |
| Salt | | 372 | 2 | | | | | | 2 | 372 | 374 | 0 30 | 59 50 | 59 80 |
| Stone intended for cutting | | | | | | | | | | | | | | |
| do wrought | | | | | | | | | | | | | | |
| do not suitable for cutting, unwrought | 360 | 150 | | | 4,153 | | | | 4,513 | 150 | 4,663 | 437 81 | 9 38 | 447 19 |
| Seeds, all kinds | | | | | | 16 | | | | 16 | 16 | | 3 20 | 3 20 |
| Sheep | | | | | | | | | | | | | | |
| Soda ash | | | | | 28 | | | | 28 | | 28 | 4 20 | | 4 20 |
| Steel | | | | | 267 | | | | 267 | | 267 | 40 05 | | 40 05 |
| Sugar | 283 | | 13 | | 153 | | | | 449 | | 449 | 30 27 | | 30 27 |
| Spirits, beer, &c | 8 | 1 | 23 | | | 83 | | | 31 | 84 | 115 | 4 13 | 16 80 | 20 93 |
| Tobacco (raw) | | | | | | | | | | | | | | |
| Tallow | | | | | 124 | | | | 124 | | 124 | 18 60 | | 18 60 |
| Tin | | | | | | | | | | | | | | |
| Turpentine | | | | | | | | | | | | | | |
| Wheat | 1,187 | 82,147 | 2 | 3,842 | | 28,187 | | 143,027 | 1,189 | 257,203 | 258,392 | 22 59 | 25,745 76 | 25,768 35 |
| White lead | | | | | | | | | | | | | | |
| Whiting | | | | | | | | | | | | | | |
| Wool | | | | | 55 | 80 | | | 55 | 80 | 135 | 8 25 | 16 00 | 24 25 |
| All other goods and merchandise not enumerated | 1,899 | 447 | 622 | | 33,316 | 1,693 | | 76 | 35,837 | 2,216 | 38,053 | 5,184 97 | 364 35 | 5,549 32 |
| Bark | | | | | | | | | | | | | | |
| Barrels, empty | 32 | | 42 | | | 9 | | | 74 | 9 | 83 | 14 68 | 1 80 | 16 48 |
| Boat knees | | | | | | | | | | | | | | |

No. (A) 1.—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. |
| Floats | | | | | | | | | | | | | | |
| Firewood, in vessels | 423 | 3,741 | 600 | | | | | | 1,023 | 3,741 | 4,764 | 19 40 | 182 83 | 202 23 |
| do rafts | | 15 | | | | | | | | 15 | 15 | | 1 00 | 1 00 |
| Hoops | | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | | |
| Lumber, sawn, in vessels | 406 | 4,557 | | 54,680 | | 68,985 | | 667 | 406 | 128,889 | 129,295 | 9 36 | 23,031 22 | 23,040 58 |
| do do rafts | | | | | | | | | | | | | | |
| Masts, spars, and telegraph poles, in vessels | | | | | | | | | | | | | | |
| Masts, spars, and tel-graph poles, in rafts | | 2 | | | | | | | | 2 | 2 | | 0 25 | 0 25 |
| Railway ties, in vessels | | | | 114 | | | | | | 114 | 114 | | 2 25 | 2 25 |
| do rafts | | | | | | | | | | | | | | |
| Saw-logs | 291 | 2,375 | | 1,559 | | | | | 291 | 3,934 | 4,225 | 4 96 | 198 38 | 203 35 |
| Staves and headings, barrel | | | | 564 | | | | 12 | | 576 | 576 | | 46 76 | 46 76 |
| do pipe | | | | | | | | 7 | | 7 | 7 | | 1 52 | 1 52 |
| do W. India | | | | | | | | 53 | | 53 | 53 | | 9 82 | 9 82 |
| Staves, salt barrel | | | | | | | | | | | | | | |
| Shingles | | 23 | | | | 13 | | | | 36 | 36 | | 18 86 | 18 86 |
| Split posts and fence rails, in vessels | | | | | | | | | | | | | | |
| Split posts and fence rails, in rafts | | | | | | | | | | | | | | |
| Timber, square, in vessels | | 2,440 | | | | | | 43,165 | | 45,605 | 45,605 | | 6,837 05 | 6,837 05 |
| do rafts | | | | | | | | | | | | | | |
| Traverses | | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | 1 | 2 | | | 84 | | | | 85 | 2 | 87 | 34 00 | 0 40 | 34 40 |
| Total freight paying tolls | 7,992 | 103,415 | 1,607 | 61,354 | 247,108 | 384,559 | 8,331 | 463,912 | 265,038 | 1,013,240 | 1,278,278 | 49,419 98 | 120,363 14 | 169,783 12 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Articles having paid full Tolls on the St. Lawrence Canals, Free.* | | | | | | | | | | | | | | |
| Cement and water lime | 1,813 | | 1,356 | | | | | | 3,169 | | 3,169 | | | |
| Crockery and earthenware | 3 | | 95 | | | | | | 98 | | 98 | | | |
| Fish | | | 465 | | | | | | 465 | | 465 | | | |
| Flour | 3 | | | | | | | | 3 | | 3 | | | |
| Glass, all kinds | 90 | | 275 | | | | | | 365 | | 365 | | | |
| Iron, railway | 5,918 | | 658 | | | | | | 6,576 | | 6,576 | | | |
| do pig | | | 25 | | | | | | 25 | | 25 | | | |
| do all other | 112 | | 431 | | | | | | 543 | | 543 | | | |
| Molasses | 31 | | 12 | | | | | | 43 | | 43 | | | |
| Nails | 175 | | 297 | | | | | | 472 | | 472 | | | |
| Oil, in barrels | 24 | | 20 | | | | | | 44 | | 44 | | | |
| Paint | 63 | | 7 | | | | | | 70 | | 70 | | | |
| Pitch and tar | | | 26 | | | | | | 26 | | 26 | | | |
| Salt | | | 995 | | | | | | 995 | | 995 | | | |
| Soda ash | | | 68 | | | | | | 68 | | 68 | | | |
| Spirits, beer &c. | 20 | | 6 | | | | | | 26 | | 26 | | | |
| Steel | 3 | | 423 | | | | | | 426 | | 426 | | | |
| Stone, wrought | | | 14 | | | | | | 14 | | 14 | | | |
| Sugar | 753 | | 1,465 | | | | | | 2,218 | | 2,218 | | | |
| Tin | | | 34 | | | | | | 34 | | 34 | | | |
| White lead | | | 35 | | | | | | 35 | | 35 | | | |
| Whiting | 17 | | 14 | | | | | | 31 | | 31 | | | |
| Merchandise | 386 | | 413 | | | | | | 799 | | 799 | | | |
| Grand total freight | 17,403 | 103,415 | 8,741 | 61,354 | 247,108 | 384,559 | 8,331 | 463,912 | 281,583 | 1,013,240 | 1,294,823 | | | |

| | | | |
|---|---|---|---|
| Total tolls on vessels | 11,475 30 | 11,781 95 | 23,257 25 |
| do passengers | 120 76 | 115 01 | 235 77 |
| do free goods $2,481 75 | | | |
| Total tolls | 61,016 04 | 132,260 10 | 193,276 14 |
| Fines | | | 47 50 |
| Damages | | | 40 00 |
| Other receipts | | | 77 13 |
| Total revenue exclusive of hydraulic rents | 61,016 04 | 132,260 10 | 193,440 77 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

## APPENDIX A—*Continued.*

No. (A) 2.—STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canals, and the Amount of Tolls Collected thereon, during the Season of Navigation in 1893.

| 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 | | 20 | | | | | | 3 | | 23 | 23 | | 4 60 | 4 60 |
| Apples | | | | | | | | | | | | | | |
| Agricultural products, not enumerated, vegetable | | | | | | | | | | | | | | |
| Agricultural products, not enumerated, animal | | | | | | | | | | | | | | |
| Agricultural implements | | | | | | | | | | | | | | |
| Barley | 138 | 1,710 | | | | 16,751 | | | 138 | 18,461 | 18,599 | 20 70 | 1,846 10 | 1,866 80 |
| Bricks | | | 42 | | | | | 1,251 | 42 | 1,251 | 1,293 | 6 30 | 250 20 | 256 50 |
| Bones | | | | | | | | | | | | | | |
| Brimstone | | | | | 727 | | | | 727 | | 727 | 109 05 | | 109 05 |
| Cement and water lime | | | | | | | | | | | | | | |
| Clay, lime and sand | | | 7 | | | | | | 7 | | 7 | 1 05 | | 1 05 |
| Coal | | | | | 204,704 | 2,123 | 8,325 | 17,944 | 213,029 | 20,067 | 233,096 | 42,605 80 | 4,013 40 | 46,619 20 |
| Corn | | | | | | 198,777 | | 242,315 | | 441,092 | 441,092 | | 44,109 20 | 44,109 20 |
| Cattle | | | | | | | | | | | | | | |
| Cotton (raw) | | | | | 225 | | | | 225 | | 225 | 33 75 | | 33 75 |
| Crockery and earthenware | 13 | | | | | | | | 13 | | 13 | 1 95 | | 1 95 |
| Dye wood and dye stuffs | | | | | | | | | | | | | | |
| Fish | | | 56 | | | 5 | | | 56 | 5 | 61 | 8 40 | 1 00 | 9 40 |
| Flax and hemp | | | | | | | | | | | | | | |
| Flour | | | | | | 6,588 | | 5,514 | | 12,102 | 12,102 | | 2,420 40 | 2,420 40 |
| Furniture | | | 10 | | 1 | 6 | | | 11 | 6 | 17 | 1 65 | 1 20 | 2 85 |
| Gypsum | | | | | | | | | | | | | | |
| Glass (all kinds) | 6 | | 20 | | | | | | 26 | | 26 | 3 90 | | 3 90 |
| Hay (pressed) | | | | | | | | | | | | | | |
| Hogs | | | | | | | | | | | | | | |
| Horses | | 2 | 1 | | | 2 | | | 1 | 4 | 5 | 15 | 80 | 95 |
| Hides and skins, horns and hoofs | | | | | 30 | | | | 30 | | 30 | 4 50 | | 4 50 |
| Ice | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Iron, railway | 6 | | | | | | | 6 | | 6 | 90 | | | 90 |
| do pig | | | | | 90 | 100 | | 90 | 100 | 190 | 13 50 | 20 00 | | 33 50 |
| do all other | 338 | 1,025 | 119 | | 152 | 2 | | 609 | 1,027 | 1,636 | 91 35 | 205 40 | | 296 75 |
| do ore | | | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron | | | | | | | | | | | | | | |
| Lard and lard oil | | | | | | | | | | | | | | |
| Meal, all kinds | | | | | | 36,352 | | | 36,352 | 36,352 | | 7,270 40 | | 7,270 40 |
| Meat, other than pork | | | | | | 1 | | | 1 | 1 | | 0 20 | | 0 20 |
| Marble | | | | | 2,152 | | | 2,152 | | 2,152 | 322 80 | | | 322 80 |
| Manilla | | | | | 236 | | | 236 | | 236 | 35 40 | | | 35 40 |
| Molasses | | | 5 | | 598 | | | 603 | | 603 | 90 45 | | | 90 45 |
| Nails | 2 | | 15 | | | | | 17 | | 17 | 2 55 | | | 2 55 |
| Oats | | 223 | | | | 23,870 | 7,071 | | 31,164 | 31,164 | | 3,116 40 | | 3,116 40 |
| Oil (in barrels) | | | 3 | | | | 6 | 9 | | 9 | 1 35 | | | 1 35 |
| Oil cake | | | | | | | | | | | | | | |
| Pease | | | | | | | | | | | | | | |
| Potatoes | | | | | | | | | | | | | | |
| Pork | 1 | | | | | 52 | | 1 | 52 | 53 | 0 15 | 10 40 | | 10 55 |
| Paint | 1 | | 25 | | 13 | | | 39 | | 39 | 5 85 | | | 5 85 |
| Pitch and tar | | | | | | | | | | | | | | |
| Rags | | | | | | | | | | | | | | |
| Rye | | | | | | 864 | 2,807 | | 3,671 | 3,671 | | 367 10 | | 367 10 |
| Rosin | | | | | | | | | | | | | | |
| Salt | | 286 | 2 | | | | | 2 | 286 | 288 | 0 30 | 57 20 | | 57 50 |
| Stone, intended for cutting | | | | | | | | | | | | | | |
| do wrought | | | | | | | | | | | | | | |
| do not suitable for cutting, unwrought | | | | | 4,153 | | | 4,153 | | 4,153 | 415 30 | | | 415 30 |
| Seeds, all kinds | | | | | | 16 | | | 16 | 16 | | 3 20 | | 3 20 |
| Sheep | | | | | | | | | | | | | | |
| Soda ash | | | | | 28 | | | 28 | | 28 | 4 20 | | | 4 20 |
| Steel | | | | | 267 | | | 267 | | 267 | 40 05 | | | 40 05 |
| Sugar | | | 13 | | 153 | | | 166 | | 166 | 24 90 | | | 24 90 |
| Spirits, beer, &c | 4 | 1 | 23 | | | 83 | | 27 | 84 | 111 | 4 05 | 16 80 | | 20 85 |
| Tobacco (raw) | | | | | | | | | | | | | | |
| Tallow | | | | | 124 | | | 124 | | 124 | 18 60 | | | 18 60 |
| Tin | | | | | | | | | | | | | | |
| Turpentine | | | | | | | | | | | | | | |
| Wheat | | 81,964 | 2 | 2,753 | | 28,187 | 143,027 | 2 | 255,931 | 255,933 | 0 30 | 25,594 50 | | 25,594 80 |
| White lead | | | | | | | | | | | | | | |
| Whiting | | | | | | | | | | | | | | |
| Wool | | | | | 55 | 81 | | 55 | 80 | 135 | 8 25 | 16 00 | | 24 25 |
| All other goods and merchandise not enumerated | 430 | | 588 | | 33,316 | 1,693 | 6 | 34,334 | 1,699 | 36,033 | 5,150 10 | 339 80 | | 5,489 90 |
| Bark | | | | | | | | | | | | | | |
| Barrels, empty | 32 | | 42 | | | 9 | | 74 | 9 | 83 | 14 68 | 1 80 | | 16 48 |
| Boat knees | | | | | | | | | | | | | | |
| Floats | | | | | | | | | | | | | | |
| Firewood, in vessels | | | | | | | | | | | | | | |

No. (A) 2.—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 | | 15 | | | | | | | | 15 | 15 | | 1 00 | 1 00 |
| Hoops | | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | | |
| Lumber, sawn, in vessels | | 1,981 | | 54,680 | | 68,985 | | 667 | | 126,313 | 126,313 | | 22,716 01 | 22,716 01 |
| 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 | | | | | | | | 12 | | 12 | 12 | | 1 76 | 1 76 |
| do pipe | | | | | | | | 7 | | 7 | 7 | | 1 52 | 1 52 |
| do W. India | | | | | | | | 53 | | 53 | 53 | | 9 82 | 9 82 |
| Staves, salt barrel | | | | | | | | | | | | | | |
| Shingles | | | | | | 13 | | | | 13 | 13 | | 8 81 | 8 81 |
| Split posts and fence rails, in vessels | | | | | | | | | | | | | | |
| Split posts and fence rails, in rafts | | | | | | | | | | | | | | |
| Timber, square, in vessels | | 2,440 | | | | | | 43,165 | | 45,605 | 45,605 | | 6,837 05 | 6,837 05 |
| do rafts | | | | | | | | | | | | | | |
| Traverses | | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | 1 | | | | 84 | | | | 85 | | 85 | 34 00 | | 34 00 |
| Total freight paying tolls. | 972 | 89,667 | 973 | 57,433 | 247,108 | 384,559 | 8,331 | 463,842 | 257,384 | 995,501 | 1,252,885 | 49,076 23 | 119,242 07 | 168,318 30 |
| *Articles having paid full toll on the St. Lawrence Canals, free :—* | | | | | | | | | | | | | | |
| Cement and water lime | 1,813 | | 1,356 | | | | | | 3,169 | | 3,169 | | | |
| Crockery and earthenware | 3 | | 95 | | | | | | 98 | | 98 | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fish | | | 465 | | | | | | 465 | | 465 | | | |
| Flour | 3 | | | | | | | | 3 | | 3 | | | |
| Glass, all kinds | 90 | | 275 | | | | | | 365 | | 365 | | | |
| Iron, railway | 5,918 | | 658 | | | | | | 6,576 | | 6,576 | | | |
| do pig | | | 25 | | | | | | 25 | | 25 | | | |
| do all other | 112 | | 431 | | | | | | 543 | | 543 | | | |
| Molasses | 31 | | 12 | | | | | | 43 | | 43 | | | |
| Nails | 175 | | 297 | | | | | | 472 | | 472 | | | |
| Oil | 24 | | 20 | | | | | | 44 | | 44 | | | |
| Paint | 63 | | 7 | | | | | | 70 | | 70 | | | |
| Pitch and tars | | | 26 | | | | | | 26 | | 26 | | | |
| Salt | | | 995 | | | | | | 995 | | 995 | | | |
| Soda ash | | | 68 | | | | | | 68 | | 68 | | | |
| Spirits, beer, &c | 20 | | 6 | | | | | | 26 | | 26 | | | |
| Steel | 3 | | 423 | | | | | | 426 | | 426 | | | |
| Stone, wrought | | | 14 | | | | | | 14 | | 14 | | | |
| Sugar | 753 | | 1,465 | | | | | | 2,218 | | 2,218 | | | |
| Tin | | | 34 | | | | | | 34 | | 34 | | | |
| White lead | | | 35 | | | | | | 35 | | 35 | | | |
| Whiting | 17 | | 14 | | | | | | 31 | | 31 | | | |
| Merchandise | 386 | | 413 | | | | | | 799 | | 799 | | | |
| Kryolite having paid full toll on the Rideau Canal | | | | | | | | | | | | | | |
| Grand total freight | 10,383 | 89,667 | 8,107 | 57,433 | 247,108 | 384,559 | 8,331 | 463,842 | 273,929 | 995,501 | 1,269,430 | | | |

339

| | | | |
|---|---|---|---|
| Total tolls on vessels | 11,125 66 | 11,394 94 | 22,520 60 |
| do passengers | 7 20 | 9 40 | 16 60 |
| do free goods $2,481 75 | | | |
| Total through tolls | 60,209 09 | 130,646 41 | 190,855 50 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

## APPENDIX A—*Continued.*

No. (A) 3.—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 1893.

| 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 | | 235 | | | | | | | | 235 | 235 | | 5 89 | 5 89 |
| Agricultural products not enumerated, vegetable | 4 | 195 | | 400 | | | | | 4 | 595 | 599 | 0 08 | 25 46 | 25 54 |
| Agricultural products not enumerated, animal | | | | | | | | | | | | | | |
| Agricultural implements | | | | | | | | | | | | | | |
| Barley | | | | | | | | | | | | | | |
| Bricks | | 40 | | | | | | | | 40 | 40 | | 4 00 | 4 00 |
| Bones | | | | | | | | | | | | | | |
| Brimstone | | | | | | | | | | | | | | |
| Cement and water lime | 2,349 | | | | | | | | 2,349 | | 2,349 | 220 22 | | 220 22 |
| Clay, lime and sand | | 215 | | | | | | | | 215 | 215 | | 13 63 | 13 63 |
| Coal | | | | | | | | | | | | | | |
| Corn | | | | | | | | | | | | | | |
| Cattle | | | | | | | | | | | | | | |
| Cotton, raw | | | | | | | | | | | | | | |
| Crockery and earthenware | | | | | | | | | | | | | | |
| Dye wood and dye stuffs | | | | | | | | | | | | | | |
| Fish | | | | | | | | | | | | | | |
| Flax and hemp | | | | | | | | | | | | | | |
| Flour | | 3,130 | | | | | | | | 3,130 | 3,130 | | 78 26 | 78 26 |
| Furniture | | | | | | | | | | | | | | |
| Gypsum | | | | | | | | | | | | | | |
| Glass, all kinds | | | | | | | | | | | | | | |
| Hay, pressed | | | | | | | | | | | | | | |
| Hogs | | | | | | | | | | | | | | |
| Horses | 15 | 10 | | | | | | | 15 | 10 | 25 | 0 30 | 0 28 | 0 58 |
| Hides and skins, horns and hoofs | | | | | | | | | | | | | | |
| Ice | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Iron, railway | | | | | | | | | | | | | | |
| do pig | | | | | | | | | | | | | | |
| do all other | 229 | 20 | | | | | | | 229 | 20 | 249 | 4 31 | 0 38 | 4 69 |
| do ore | | | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron | | | | | | | | | | | | | | |
| Lard and lard oil | | | | | | | | | | | | | | |
| Meal, all kinds | | 4 | | | | | | | | 4 | 4 | | 40 | 40 |
| Meats, other than pork | | | | | | | | | | | | | | |
| Marble | | | | | | | | | | | | | | |
| Manilla | | | | | | | | | | | | | | |
| Molasses | | | | | | | | | | | | | | |
| Nails | | | | | | | | | | | | | | |
| Oats | | 119 | | | | | | | | 119 | 119 | | 11 90 | 11 90 |
| Oil (in barrels) | | | | | | | | | | | | | | |
| Oil cake | | | | | | | | | | | | | | |
| Pease | | 195 | | 195 | | | | | | 390 | 390 | | 39 00 | 39 00 |
| Potatoes | | | | | | | | | | | | | | |
| Pork | | | | | | | | | | | | | | |
| Paint | | | | | | | | | | | | | | |
| Pitch and tar | | | | | | | | | | | | | | |
| Rags | | | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | | | |
| Rosin | | | | | | | | | | | | | | |
| Salt | | 86 | | | | | | | | 86 | 86 | | 2 30 | 2 30 |
| Stone, intended for cutting | | | | | | | | | | | | | | |
| do wrought | | | | | | | | | | | | | | |
| do not suitable for cutting, unwrought | 360 | 150 | | | | | | | 360 | 150 | 510 | 22 51 | 9 38 | 31 89 |
| Seeds, all kinds | | | | | | | | | | | | | | |
| Sheep | | | | | | | | | | | | | | |
| Soda ash | | | | | | | | | | | | | | |
| Steel | | | | | | | | | | | | | | |
| Sugar | 283 | | | | | | | | 283 | | 283 | 5 37 | | 5 37 |
| Spirits, beer, &c | 4 | | | | | | | | 4 | | 4 | 08 | | 08 |
| Tobacco (raw) | | | | | | | | | | | | | | |
| Tallow | | | | | | | | | | | | | | |
| Tin | | | | | | | | | | | | | | |
| Turpentine | | | | | | | | | | | | | | |
| Wheat | 1,187 | 183 | | 1,089 | | | | | 1,187 | 1,272 | 2,459 | 22 29 | 151 26 | 173 55 |
| White lead | | | | | | | | | | | | | | |
| Whiting | | | | | | | | | | | | | | |
| Wool | | | | | | | | | | | | | | |
| All other goods and merchandise, not enumerated | 1,469 | 447 | 34 | | | | | 70 | 1,503 | 517 | 2,020 | 34 87 | 24 55 | 59 42 |
| Bark | | | | | | | | | | | | | | |
| Barrels, empty | | | | | | | | | | | | | | |
| Boat knees | | | | | | | | | | | | | | |

No. (A) 3.—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. |
| Floats | | | | | | | | | | | | | | |
| Fire wood, in vessels | 423 | 3,741 | 600 | | | | | | 1,023 | 3,741 | 4,764 | 19 40 | 182 83 | 202 23 |
| do rafts | | | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | | |
| Lumber, sawn, in vessels | 406 | 2,576 | | | | | | | 406 | 2,576 | 2,982 | 9 36 | 315 21 | 324 57 |
| do rafts | | | | | | | | | | | | | | |
| Masts, spars, and telegraph poles, in vessels | | | | | | | | | | | | | | |
| Masts, spars, and telegraph poles, in rafts | | 2 | | | | | | | | 2 | 2 | | 0 25 | 0 25 |
| Railway ties, in vessels | | | | 114 | | | | | | 114 | 114 | | 2 25 | 2 25 |
| do rafts | | | | | | | | | | | | | | |
| Saw-logs | 291 | 2,375 | | 1,559 | | | | | 291 | 3,934 | 4,225 | 4 96 | 198 39 | 203 35 |
| Staves and headings, barrel | | | | 564 | | | | | | 564 | 564 | | 45 00 | 45 00 |
| do do pipe | | | | | | | | | | | | | | |
| do do W. India | | | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | | | | | | | | | |
| Shingles | | 23 | | | | | | | | 23 | 23 | | 10 05 | 10 05 |
| Split posts and fence rails, in vessels | | | | | | | | | | | | | | |
| Split posts and fence rails, in rafts | | | | | | | | | | | | | | |
| Timber, square, in vessels | | | | | | | | | | | | | | |
| do rafts | | | | | | | | | | | | | | |
| Traverses | | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | | 2 | | | | | | | | 2 | 2 | | 0 40 | 0 40 |
| Total freight paying tolls. | 7,020 | 13,748 | 634 | 3,921 | | | | 70 | 7,654 | 17,739 | 25,393 | 343 75 | 1,121 07 | 1,464 82 |

| | | | |
|---|---|---|---|
| Total tolls on vessels | 349 64 | 387 01 | 736 65 |
| do passengers | 113 56 | 105 61 | 219 17 |
| Total way tolls...$ | 806 95 | 1,613 69 | 2,420 64 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

## APPENDIX A—*Continued.*

No. (A) 4.—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 1893.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| | | | | | | | | | | | | $ cts. | $ cts. | $ cts. |
| Ashes, pot and pearl | ..... | 3 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 3 | ..... | 0 60 | 0 60 |
| Apples | 43 | 2,340 | ..... | ..... | ..... | ..... | ..... | ..... | 43 | 2,340 | 2,383 | 4 28 | 336 64 | 340 92 |
| Agricultural products not enumerated, vegetable | 1,356 | 535 | ..... | ..... | ..... | ..... | ..... | ..... | 1,356 | 535 | 1,891 | 85 66 | 67 40 | 153 06 |
| Agricultural products not enumerated, animal | 45 | 2,140 | ..... | 389 | ..... | ..... | 43 | 518 | 88 | 3,047 | 3,135 | 5 14 | 442 67 | 447 81 |
| Agricultural implements | 95 | 4 | ..... | ..... | ..... | ..... | ..... | ..... | 95 | 4 | 99 | 11 27 | 0 40 | 11 67 |
| Barley | 143 | 1,804 | ..... | ..... | ..... | ..... | ..... | ..... | 143 | 1,804 | 1,947 | 3 58 | 98 64 | 102 22 |
| Bricks | 11,606 | 279 | ..... | ..... | ..... | ..... | 256 | ..... | 11,862 | 279 | 12,141 | 473 04 | 12 72 | 485 76 |
| Bones | ..... | 83 | ..... | 378 | ..... | ..... | ..... | ..... | ..... | 461 | 461 | ..... | 60 03 | 60 03 |
| Brimstone | 386 | 1 | ..... | ..... | ..... | ..... | 6 | ..... | 392 | 1 | 393 | 38 41 | 0 15 | 38 56 |
| Buckwheat | ..... | 3,278 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3,278 | 3,278 | ..... | 167 18 | 167 18 |
| Cement and water lime | 6,022 | 19 | 1,005 | ..... | ..... | ..... | ..... | ..... | 7,027 | 19 | 7,046 | 955 34 | 0 89 | 956 23 |
| Clay, lime and sand | 25,146 | 11,361 | ..... | ..... | ..... | ..... | 2,870 | ..... | 28,016 | 11,361 | 39,377 | 1,090 81 | 671 68 | 1,765 49 |
| Coal | ..... | 17,643 | ..... | ..... | ..... | 757 | ..... | 147,970 | ..... | 166,370 | 166,370 | ..... | 23,266 62 | 23,266 62 |
| Corn | 11 | 5,059 | ..... | ..... | ..... | ..... | ..... | 4,149 | 11 | 9,208 | 9,219 | 0 73 | 722 50 | 723 23 |
| Cattle | 28 | 180 | ..... | ..... | ..... | ..... | ..... | ..... | 28 | 180 | 208 | 1 46 | 13 14 | 14 60 |
| Cotton (raw) | 4 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 | ..... | 4 | 0 30 | ..... | 0 30 |
| Crockery and earthenware | 138 | 61 | 95 | ..... | ..... | ..... | ..... | ..... | 233 | 61 | 294 | 43 30 | 12 20 | 55 50 |
| Dye wood and dye stuffs | 77 | ..... | ..... | ..... | ..... | ..... | 106 | ..... | 183 | ..... | 183 | 12 95 | ..... | 12 95 |
| Fish | 867 | 29 | ..... | ..... | ..... | ..... | ..... | ..... | 867 | 29 | 896 | 99 90 | 1 48 | 101 38 |
| Flax and hemp | 92 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 92 | ..... | 92 | 13 80 | ..... | 13 80 |
| Flour | 877 | 7,490 | ..... | ..... | ..... | 8 | ..... | ..... | 877 | 7,498 | 8,375 | 60 91 | 758 14 | 819 05 |
| Furniture | 317 | 801 | ..... | ..... | ..... | ..... | ..... | 2 | 317 | 803 | 1,120 | 42 43 | 124 65 | 167 08 |
| Gypsum | 1,832 | 5 | ..... | ..... | ..... | ..... | ..... | ..... | 1,832 | 5 | 1,837 | 23 20 | 0 19 | 23 39 |
| Glass (all kinds | 440 | 155 | 271 | ..... | ..... | ..... | 16 | ..... | 727 | 155 | 882 | 140 58 | 17 90 | 158 48 |
| Hay (pressed) | 247 | 1,306 | ..... | ..... | ..... | ..... | ..... | ..... | 247 | 1,306 | 1,553 | 9 49 | 87 66 | 97 15 |
| Hogs | ..... | 37 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 37 | 37 | ..... | 5 06 | 5 06 |
| Horses | 168 | 278 | 1 | ..... | ..... | 1 | ..... | ..... | 169 | 279 | 448 | 9 91 | 18 49 | 28 40 |
| Hides and skins, horn and hoofs | ..... | 7 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 | 7 | ..... | 0 56 | 0 56 |



[Feb., 1895

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ice | | | | | | | | | | | | | | |
| Iron, railway | 5,596 | 104 | 1,058 | | | | | | 6,654 | 104 | 6,758 | 995 44 | 11 85 | 1,007 29 |
| do pig | 2,579 | 70 | 137 | | | | | | 2,716 | 70 | 2,786 | 320 55 | 2 63 | 323 18 |
| do all other | 14,032 | 2,086 | 205 | 3 | | | 162 | | 14,399 | 2,089 | 16,488 | 838 62 | 87 76 | 926 38 |
| Iron ore | | | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron | | | | | | | | | | | | | | |
| Lard and lard oil | 216 | 155 | | | | | | | 216 | 155 | 371 | 29 57 | 8 70 | 38 27 |
| Meal, all kinds | 81 | 799 | | | | | | | 81 | 799 | 880 | 5 34 | 36 14 | 41 48 |
| Meats, other than pork | 13 | 38 | | | | | | | 13 | 38 | 51 | 1 09 | 4 93 | 6 02 |
| Marble | 1 | | | | | | 15 | | 16 | | 16 | 85 | | 85 |
| Manilla | 67 | | | | | | | | 67 | | 67 | 13 18 | | 13 18 |
| Molasses | 423 | 71 | 12 | | | | 322 | | 757 | 71 | 828 | 84 30 | 3 55 | 87 85 |
| Nails | 1,174 | 1,229 | 297 | | | | | | 1,471 | 1,229 | 2,700 | 283 27 | 61 80 | 345 07 |
| Oats | 391 | 18,191 | | | | | | | 391 | 18,191 | 18,582 | 9 97 | 648 94 | 658 91 |
| Oil (in barrels) | 544 | 243 | 1 | | 5 | 11 | 58 | 4 | 608 | 258 | 866 | 93 15 | 38 70 | 131 85 |
| Oil cake | 1 | | | | | | | | 1 | | 1 | 04 | | 04 |
| Pease | 110 | 39,145 | | | | | | 33 | 110 | 39,178 | 39,288 | 2 76 | 1,831 63 | 1,834 39 |
| Potatoes | 28 | 121 | | | | | | | 28 | 121 | 149 | 2 77 | 17 42 | 20 19 |
| Pork | 234 | 66 | | | | | | | 234 | 66 | 300 | 23 03 | 3 94 | 26 97 |
| Paint | 356 | 338 | 2 | | | | 10 | | 368 | 338 | 706 | 68 54 | 23 20 | 91 74 |
| Pitch and tar | 91 | 38 | 26 | | | | 296 | | 413 | 38 | 451 | 32 49 | 1 90 | 34 39 |
| Rags | 122 | 192 | | | | | | | 122 | 192 | 314 | 12 69 | 37 50 | 50 19 |
| Rye | | 1,888 | | | | | | 284 | | 2,172 | 2,172 | | 194 80 | 194 80 |
| Rosin | 201 | 51 | | | | | 1,339 | | 1,540 | 51 | 1,591 | 84 65 | 2 55 | 87 20 |
| Salt | 4,335 | 29 | 1,122 | | | | | | 5,457 | 29 | 5,486 | 665 56 | 1 15 | 666 71 |
| Stone intended for cutting | 310 | 1 | | | | | 4 | | 314 | 1 | 315 | 12 64 | 08 | 12 72 |
| do wrought | 629 | 48 | 14 | | | | 1,412 | | 2,055 | 48 | 2,103 | 133 69 | 2 40 | 136 09 |
| do not suitable for cutting, unwrought | | 6,154 | | | | | | | | 6,154 | 6,154 | | 131 40 | 131 40 |
| Seeds, all kinds | 5,525 | 565 | | | | | 20 | | 5,545 | 565 | 6,110 | 214 78 | 22 91 | 237 69 |
| Sheep | 5 | 112 | | | | | | | 5 | 112 | 117 | 34 | 8 95 | 9 29 |
| Soda ash | 658 | 53 | 68 | | | | 15 | | 741 | 53 | 794 | 143 11 | 5 95 | 149 06 |
| Steel | 940 | 24 | 3 | | | | | | 943 | 24 | 967 | 140 21 | 1 68 | 141 89 |
| Sugar | 5,149 | 43 | 1,419 | 308 | | | 314 | | 6,882 | 351 | 7,233 | 1,298 72 | 38 20 | 1,336 92 |
| Spirits, beer, &c | 328 | 431 | 6 | | | | | | 334 | 431 | 765 | 55 29 | 81 80 | 137 09 |
| Tobacco (raw) | 13 | 1 | | | | | 3 | | 16 | 1 | 17 | 1 51 | 15 | 1 66 |
| Tallow | 18 | 6 | | | | | 23 | | 41 | 6 | 47 | 3 37 | 57 | 3 94 |
| Tin | 311 | 23 | 34 | | | | 1 | | 346 | 23 | 369 | 62 62 | 1 75 | 64 37 |
| Turpentine | 5 | 34 | | | | | 1 | | 6 | 34 | 40 | 84 | 1 70 | 2 54 |
| Wheat | 1,252 | 25,375 | | | 6 | | | 165 | 1,258 | 25,540 | 26,798 | 62 68 | 1,360 58 | 1,423 26 |
| White lead | 65 | | | | | | | | 65 | | 65 | 12 07 | | 12 07 |
| Whiting | 184 | 13 | 49 | | | | | | 233 | 13 | 246 | 46 01 | 65 | 46 66 |
| Wool | 3 | 1 | | | | | | | 3 | 1 | 4 | 23 | 08 | 31 |
| All other goods and merchandise not enumerated | 6,968 | 3,080 | 415 | 4 | 176 | 433 | 292 | 5 | 7,851 | 3,522 | 11,373 | 1,159 54 | 501 65 | 1,661 19 |
| Bark | | | | | 4 | | | | 4 | | 4 | 20 | | 20 |
| Barrels, empty | 165 | 81 | | | 10 | | | | 175 | 81 | 256 | 28 35 | 6 12 | 34 47 |
| Boat knees | | | | | | | | | | | | | | |

No. (A) 4.—STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canal,s etc.—*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. |
| Floats | 3,790 | 3,524 | | | | | | | 3,790 | 3,524 | 7,314 | 64 05 | 61 53 | 125 58 |
| Firewood, in vessels | 2,831 | 4,959 | | | | | | | 2,831 | 4,959 | 7,790 | 48 94 | 167 97 | 216 91 |
| do rafts | | | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | | |
| Lumber, sawn, in vessels | 29,405 | 12,880 | 3,337 | 819 | | | | | 32,742 | 13,699 | 46,441 | 982 43 | 499 55 | 1,481 98 |
| do rafts | | | | | | | | | | | | | | |
| Masts, spars and telegraph poles, in vessels | 10 | 18,032 | | | | | | | 10 | 18,032 | 18,042 | 0 50 | 451 50 | 452 00 |
| Masts, spars and telegraph poles, in rafts | | | | | | | | | | | | | | |
| Railway ties, in vessels | 1,524 | 4 | | | | | | | 1,524 | 4 | 1,528 | 30 43 | 0 07 | 30 50 |
| do rafts | 554 | | | | | | | | 554 | | 554 | 11 07 | | 11 07 |
| Saw logs | 2,441 | 11,108 | | | | | | | 2,441 | 11,108 | 13,549 | 48 50 | 253 66 | 302 16 |
| Staves and headings, barrel | | | | | | | | | | | | | | |
| do pipe | | | | | | | | | | | | | | |
| do W. India | | 116 | | | | | | | | 116 | 116 | | 4 35 | 4 35 |
| Staves, salt barrel | | 62 | | | | | | | | 62 | 62 | | 1 24 | 1 24 |
| Shingles | 4 | | | | | | | | 4 | | 4 | 0 46 | | 0 46 |
| Split posts and fence rails, in vessels | | | | | | | | | | | | | | |
| Split posts and fence rails, in rafts | 2 | | | | | | | | 2 | | 2 | 0 32 | | 0 32 |
| Timber, square, in vessels | 646 | 720 | | | | | | | 646 | 720 | 1,366 | 27 97 | 9 76 | 37 73 |
| do rafts | 1,112 | 4,900 | | | | | | | 1,112 | 4,900 | 6,012 | 25 50 | 127 50 | 153 00 |
| Traverses | | 8,760 | | | | | | | | 8,760 | 8,760 | | 21 85 | 21 85 |
| Woodenware and wood partly manufactured | 54 | 31 | | | | | | | 54 | 31 | 85 | 15 90 | 5 75 | 21 65 |
| Total freight paying tolls | 145,436 | 220,893 | 9,577 | 1,901 | 201 | 1,210 | 7,584 | 153,130 | 162,798 | 377 134 | 539,932 | 11,326 62 | 33,681 03 | 45,007 65 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| *Free articles, having paid full tolls on the Welland Canal :* | | | | | | | | | | | |
| Ashes | | 23 | | | | | | | 23 | 23 | |
| Barley | | 600 | | | | | | | 600 | 600 | |
| Corn | | 237,147 | | | | | 41,417 | | 278,564 | 278,564 | |
| Flour | | 4,796 | | | | | 718 | | 5,514 | 5,514 | |
| Horses | | 1 | | | | | | | 1 | 1 | |
| Oats | | 6,204 | | | | | 3,557 | | 9,761 | 9,761 | |
| Rye | | 1,851 | | | | | 1,818 | | 3,669 | 3,669 | |
| Wheat | | 184,559 | | | | | 24,653 | | 209,212 | 209,212 | |
| Whisky and other spirits | | 1 | | | | | | | 1 | 1 | |
| Merchandise | | 4 | | | | | | | 4 | 4 | |
| Lumber, sawn, in vessels | | 667 | | | | | | | 667 | 667 | |
| Coal, free, per Order in Council | 69,702 | | 410 | | 20 | 38,132 | | 108,264 | | 108,264 | |
| *Articles free for canal construction, Order in Council, 1884:—* | | | | | | | | | | | |
| Coal | | 690 | | | | | | | 690 | 690 | |
| Clay, lime and sand | 240 | | | | | | | 240 | | 240 | |
| Iron, all other | 100 | | | | | | | 100 | | 100 | |
| Lumber, sawn, in vessels | 167 | | | | | | | 167 | | 167 | |
| do rafts | 42 | | | | | | | 42 | | 42 | |
| Timber, square, in vessels | 900 | | | | | | | 900 | | 900 | |
| Traverses | 25 | | | | | | | 25 | | 25 | |
| Grand total, freight | 216,612 | 657,436 | 9,987 | 1,901 | 221 | 1,210 | 45,716 | 225,293 | 272,536 | 885,840 | 1,158,376 |

| | | | |
|---|---|---|---|
| Total tolls on vessels | | 11,211 07 | 9,046 00 | 20,257 07 |
| do passengers | | 686 03 | 2,298 38 | 2,984 41 |
| do free goods | $57,305 37 | | | |
| Total tolls | | 23,223 72 | 45,025 41 | 68,249 13 |
| Fines | | | | 70 00 |
| Damages | | | | 15 00 |
| Wharfage and storage | | | | 2,733 30 |
| Other receipts | | | | 15,136 94 |
| Total revenue, exclusive of hydraulic rents | | | | 86,204 37 |

B. H. TEAKLES.
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

## APPENDIX A—*Continued.*

No. (A) 5.—STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected on the same during the Season of Navigation in 1893.

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| | | | | | | | | | | | | $ cts. | $ cts. | $ cts. |
| Ashes, pot and pearl | | 3 | | | | | | | | 3 | 3 | | 0 60 | 0 60 |
| Apples | 3 | 2,190 | | | | | | | 3 | 2,190 | 2,193 | 0 45 | 328 50 | 328 95 |
| Agricultural products not enumerated, vegetables | 303 | 367 | | | | | | | 303 | 367 | 670 | 45 45 | 55 05 | 100 50 |
| Agricultural products not enumerated, animal | 1 | 1,978 | | | | | | 386 | 1 | 2,364 | 2,365 | 0 15 | 354 60 | 354 75 |
| Agricultural implements | | | | | | | | | | | | | | |
| Barley | | 628 | | | | | | | | 628 | 628 | | 62 80 | 62 80 |
| Bricks | 164 | | | | | | | | 164 | | 164 | 24 60 | | 24 60 |
| Bones | | 73 | | | | | | | | 73 | 73 | | 10 95 | 10 95 |
| Brimstone | 11 | 1 | | | | | | | 11 | 1 | 12 | 1 65 | 0 15 | 1 80 |
| Buckwheat | | 1,136 | | | | | | | | 1,136 | 1,136 | | 113 60 | 113 60 |
| Cement and water lime | 4,246 | | 1,005 | | | | | | 5,251 | | 5,251 | 787 65 | | 787 65 |
| Clay, lime and sand | 213 | 1,951 | | | | | | | 213 | 1,951 | 2,164 | 31 95 | 292 65 | 324 60 |
| Coal | | 14,954 | | | | | | 132,185 | | 147,139 | 147,139 | | 22,070 85 | 22,070 85 |
| Corn | | 2,636 | | | | | | 3,399 | | 6,035 | 6,035 | | 603 50 | 603 50 |
| Cattle | | 8 | | | | | | | | 8 | 8 | | 1 20 | 1 20 |
| Cotton (raw) | | | | | | | | | | | | | | |
| Crockery and earthenware | 65 | 61 | 95 | | | | | | 160 | 61 | 221 | 32 00 | 12 20 | 44 20 |
| Dye wood and dye stuffs | 15 | | | | | | | | 15 | | 15 | 3 00 | | 3 00 |
| Fish | 558 | 1 | | | | | | | 558 | 1 | 559 | 83 70 | 0 15 | 83 85 |
| Flax and hemp | 92 | | | | | | | | 92 | | 92 | 13 80 | | 13 80 |
| Flour | 7 | 4,166 | | | | | | | 7 | 4,166 | 4,173 | 1 05 | 624 90 | 625 95 |
| Furniture | 100 | 554 | | | | | | 2 | 100 | 556 | 656 | 20 00 | 111 20 | 131 20 |
| Gypsum | 2 | | | | | | | | 2 | | 2 | 0 30 | | 0 30 |
| Glass (all kinds) | 396 | 60 | 271 | | | | | | 667 | 60 | 727 | 133 40 | 12 00 | 145 40 |
| Hay (pressed) | | 106 | | | | | | | | 106 | 106 | | 15 90 | 15 90 |
| Hogs | | 29 | | | | | | | | 29 | 29 | | 4 35 | 4 35 |
| Horses | 7 | 40 | | | | | | | 7 | 40 | 47 | 1 05 | 6 00 | 7 05 |
| Hides and skins, horns and hoofs | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ice | | | | | | | | | | | | | |
| Iron, railway | 5,571 | 4 | 1,058 | | | | | 6,629 | 4 | 6,633 | 994 35 | 0 60 | 994 95 |
| do pid | 1,642 | | 137 | | | | | 1,779 | | 1,779 | 266 85 | | 266 85 |
| do all other | 2,017 | 33 | 205 | | | | | 2,222 | 33 | 2,255 | 333 30 | 4 95 | 338 25 |
| Iron ore | | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron | | | | | | | | | | | | | |
| Lard and lard oil | 169 | 23 | | | | | | 169 | 23 | 192 | 25 35 | 3 45 | 28 80 |
| Meal, all kinds | | 26 | | | | | | | 26 | 26 | | 3 90 | 3 90 |
| Meats, other than pork | | 31 | | | | | | | 31 | 31 | | 4 65 | 4 65 |
| Marble | | | | | | | | | | | | | |
| Manilla | 63 | | | | | | | 63 | | 63 | 12 60 | | 12 60 |
| Molasses | 98 | | 12 | | | | | 110 | | 110 | 22 00 | | 22 00 |
| Nails | 884 | 2 | 297 | | | | | 1,181 | 2 | 1,183 | 236 20 | 0 40 | 236 60 |
| Oats | | 1,878 | | | | | | | 1,878 | 1,878 | | 187 80 | 187 80 |
| Oil, in barrels | 291 | 167 | 1 | | | | | 292 | 167 | 459 | 58 40 | 33 40 | 91 80 |
| Oil cake | | | | | | | | | | | | | |
| Pease | | 10,828 | | | | | 33 | | 10,861 | 10,861 | | 1,095 15 | 1,095 15 |
| Potatoes | 11 | 95 | | | | | | 11 | 95 | 106 | 1 65 | 14 25 | 15 90 |
| Pork | 4 | 12 | | | | | | 4 | 12 | 16 | 0 60 | 1 80 | 2 40 |
| Paint | 294 | 37 | 2 | | | | | 296 | 37 | 333 | 59 20 | 7 40 | 66 60 |
| Pitch and tar | 25 | | 26 | | | | | 51 | | 51 | 10 20 | | 10 20 |
| Rags | 4 | 183 | | | | | | 4 | 183 | 187 | 0 80 | 36 60 | 37 40 |
| Rye | | 1,586 | | | | | 284 | | 1,870 | 1,870 | | 187 25 | 187 25 |
| Rosin | 1 | | | | | | | 1 | | 1 | 0 20 | | 0 20 |
| Salt | 1,719 | | 1,122 | | | | | 2,841 | | 2,841 | 426 15 | | 426 15 |
| Stone, intended for cutting | 1 | | | | | | | 1 | | 1 | 0 15 | | 0 15 |
| do wrought | | | 14 | | | | | 14 | | 14 | 2 80 | | 2 80 |
| do not suitable for cutting, unwrought | | 80 | | | | | | | 80 | 80 | | 6 60 | 6 60 |
| Seeds, all kinds | 51 | 10 | | | | | | 51 | 10 | 61 | 7 65 | 1 50 | 9 15 |
| Sheep | | 6 | | | | | | | 6 | 6 | | 0 90 | 0 90 |
| Soda ash | 608 | 22 | 68 | | | | | 676 | 22 | 698 | 135 20 | 4 40 | 139 60 |
| Steel | 925 | 5 | 3 | | | | | 928 | 5 | 933 | 139 20 | 0 75 | 139 95 |
| Sugar | 4,427 | 35 | 1,419 | | | | | 5,846 | 35 | 5,881 | 1,169 20 | 7 00 | 1,176 20 |
| Spirits, beer, &c | 123 | 395 | 6 | | | | | 129 | 395 | 524 | 25 80 | 79 00 | 104 80 |
| Tobacco, raw | 2 | 1 | | | | | | 2 | 1 | 3 | 0 30 | 0 15 | 0 45 |
| Tallow | 14 | 3 | | | | | | 14 | 3 | 17 | 2 10 | 0 45 | 2 55 |
| Tin | 200 | 4 | 34 | | | | | 234 | 4 | 238 | 46 80 | 0 80 | 47 60 |
| Turpentine | 2 | | | | | | | 2 | | 2 | 0 40 | | 0 40 |
| Wheat | | 8,841 | | | | | 165 | | 9,006 | 9,006 | | 900 60 | 900 60 |
| White lead | 51 | | | | | | | 51 | | 51 | 10 20 | | 10 20 |
| Whiting | 161 | | 49 | | | | | 210 | | 210 | 42 00 | | 42 00 |
| Wool | | | | | | | | | | | | | |
| All other goods and merchandise not enumerated | 3,017 | 1,944 | 413 | | | | | 3,430 | 1,944 | 5,374 | 686 00 | 388 80 | 1,074 80 |
| Bark | | | | | | | | | | | | | |
| Barrels, empty | 142 | 3 | | | | | | 142 | 3 | 145 | 25 06 | 0 42 | 26 48 |
| Boat knees | | | | | | | | | | | | | |
| Floats | | | | | | | | | | | | | |

No. (A) 5.—STATEMENT showing the Quantity of each Article of Through Freight transported, etc.—*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 vessels | | 1,320 | | | | | | | | 1,320 | 1,320 | | 88 00 | 88 00 |
| do rafts | | | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | | |
| Lumber, sawn, in vessels | 590 | 901 | | | | | | | 590 | 901 | 1,491 | 53 10 | 81 00 | 134 10 |
| do rafts | | | | | | | | | | | | | | |
| Mats, spars, and telegraph poles, in vessels | | | | | | | | | | | | | | |
| Mats, spars, and telegraph poles, in rafts | | | | | | | | | | | | | | |
| Railway ties, in vessels | | | | | | | | | | | | | | |
| do rafts | | | | | | | | | | | | | | |
| Saw logs | | | | | | | | | | | | | | |
| Staves and headings, barrel | | | | | | | | | | | | | | |
| do do pipe | | | | | | | | | | | | | | |
| do do West India | | | | | | | | | | | | | | |
| States, salt barrel | | | | | | | | | | | | | | |
| Shingles | | | | | | | | | | | | | | |
| Split posts and fence rails, in vessels | | | | | | | | | | | | | | |
| Split posts and fence rails, in rafts | | | | | | | | | | | | | | |
| Timber, square, in vessels | 456 | | | | | | | | 456 | | 456 | 22 80 | | 22 80 |
| do rafts | | | | | | | | | | | | | | |
| Traverses | | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | 28 | 5 | | | | | | | 28 | 5 | 33 | 11 20 | 1 40 | 12 60 |
| Total freight paying tolls | 29,774 | 59,422 | 6,237 | | | | | 136,454 | 36,011 | 195,876 | 231,887 | 6,009 01 | 27,824 52 | 33,833 53 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Free articles having paid full tolls on the Welland Canal:—* | | | | | | | | | | | | | | |
| Ashes, pot and pearl | | 23 | | | | | | | | 23 | 23 | | | |
| Barley | | 600 | | | | | | | | 600 | 600 | | | |
| Corn | | 237,147 | | | | | | 41,417 | | 278,564 | 278,564 | | | |
| Flour | | 4,796 | | | | | | 718 | | 5,514 | 5,514 | | | |
| Horses | | 1 | | | | | | | | 1 | 1 | | | |
| Lumber, sawn, in vessels | | 667 | | | | | | | | 667 | 667 | | | |
| Merchandise, not enumerated | | 4 | | | | | | | | 4 | 4 | | | |
| Oats | | 6,204 | | | | | | 3,557 | | 9,761 | 9,761 | | | |
| Rye | | 1,851 | | | | | | 1,818 | | 3,669 | 3,669 | | | |
| Wheat | | 184,559 | | | | | | 24,653 | | 209,212 | 209,212 | | | |
| Whiskey, and all other spirits | | 1 | | | | | | | | 1 | 1 | | | |
| Coal, free per Order in Council | 1,985 | | 300 | | | | | | 2,285 | | 2,285 | | | |
| Grand total freight | 31,759 | 495,275 | 6,537 | | | | | 208,617 | 38,296 | 703,892 | 742,188 | | | |
| Total through tolls on vessels | | | | | | | | | | | | 7,501 05 | 7,522 13 | 15,023 18 |
| do passengers | | | | | | | | | | | | 264 95 | 1,609 80 | 1,874 75 |
| do free goods | | | | | | | | | | | $51,416 20 | | | |
| Total through tolls | | | | | | | | | | | | 13,775 01 | 36,956 45 | 50,731 46 |

R. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

## APPENDIX A—*Continued.*

No. (A) 6.—STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected thereon during the Season of Navigation in 1893.

| 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 Tolls. | 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. |
| Ash, pot and pearl | | | | | | | | | | | | | | |
| Apples | 40 | 150 | | | | | | | 40 | 150 | 190 | 3 83 | 8 14 | 11 97 |
| Agricultural products, not enumerated, vegetable | 1,053 | 168 | | | | | | | 1,053 | 168 | 1,221 | 40 21 | 12 35 | 52 56 |
| Agricultural products, not enumerated, animal | 44 | 162 | | 389 | | | 43 | 132 | 87 | 683 | 770 | 4 99 | 88 07 | 93 06 |
| Agricultural implements | 95 | 4 | | | | | | | 95 | 4 | 99 | 11 27 | 0 40 | 11 67 |
| Barley | 143 | 1,176 | | | | | | | 143 | 1,176 | 1,319 | 3 58 | 35 84 | 39 42 |
| Bricks | 11,442 | 279 | | | | | 256 | | 11,698 | 279 | 11,977 | 448 44 | 12 72 | 461 16 |
| Bones | | 10 | | 378 | | | | | | 388 | 388 | | 49 08 | 49 08 |
| Brimstone | 375 | | | | | | 6 | | 381 | | 381 | 36 76 | | 36 76 |
| Buckwheat | | 2,142 | | | | | | | | 2,142 | 2,142 | | 53 58 | 53 58 |
| Cement and water lime | 1,776 | 19 | | | | | | | 1,776 | 19 | 1,795 | 167 69 | 0 89 | 168 58 |
| Clay, lime and sand | 24,933 | 9,410 | | | | | 2,870 | | 27,803 | 9,410 | 37,213 | 1,058 86 | 382 03 | 1,440 89 |
| Coal | | 2,689 | | | | 757 | | 15,785 | | 19,231 | 19,231 | | 1,195 77 | 1,195 77 |
| Corn | 11 | 2,423 | | | | | | 759 | 11 | 3,173 | 3,184 | 0 73 | 119 00 | 119 73 |
| Cattle | 28 | 172 | | | | | | | 28 | 172 | 200 | 1 46 | 11 94 | 13 40 |
| Cotton (raw) | 4 | | | | | | | | 4 | | 4 | 0 30 | | 0 30 |
| Crockery and earthenware | 73 | | | | | | | | 73 | | 73 | 11 30 | | 11 30 |
| Dye wood and dye stuffs | 62 | | | | | | 106 | | 168 | | 168 | 9 95 | | 9 95 |
| Fish | 309 | 28 | | | | | | | 309 | 28 | 337 | 16 20 | 1 33 | 17 53 |
| Flax and hemp | | | | | | | | | | | | | | |
| Flour | 870 | 3,324 | | | | 8 | | | 870 | 3,332 | 4,202 | 59 86 | 133 24 | 193 10 |
| Furniture | 217 | 247 | | | | | | | 217 | 247 | 464 | 22 43 | 13 45 | 35 88 |
| Gypsum | 1,830 | 5 | | | | | | | 1,830 | 5 | 1,835 | 22 90 | 0 19 | 23 09 |
| Glass (all kinds) | 44 | 95 | | | | | 16 | | 60 | 95 | 155 | 7 18 | 5 90 | 13 08 |
| Hay (pressed) | 247 | 1,200 | | | | | | | 247 | 1,200 | 1,447 | 9 49 | 71 76 | 81 25 |
| Hogs | | 8 | | | | | | | | 8 | 8 | | 0 71 | 0 71 |
| Horses | 161 | 238 | 1 | | | 1 | | | 162 | 239 | 401 | 8 86 | 12 49 | 21 35 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hides and skins, horns and hoofs | | 7 | | | | | | | | 7 | 7 | | 0 56 | 0 56 |
| Ice | | | | | | | | | | | | | | |
| Iron, railway | 25 | 100 | | | | | | | 25 | 100 | 125 | 1 09 | 11 25 | 12 34 |
| do pig | 937 | 70 | | | | | | | 937 | 70 | 1,007 | 53 70 | 2 63 | 56 33 |
| do all other | 12,015 | 2,053 | | 3 | | | 162 | | 12,177 | 2,056 | 14,233 | 505 32 | 82 81 | 588 13 |
| Iron ore | | | | | | | | | | | | | | |
| Kyrolite chemical ore and other ore, except iron | | | | | | | | | | | | | | |
| Lard and lard oil | 47 | 132 | | | | | | | 47 | 132 | 179 | 4 22 | 5 25 | 9 47 |
| Meal, all kinds | 81 | 773 | | | | | | | 81 | 773 | 854 | 5 34 | 32 24 | 37 58 |
| Meats, other than pork | 13 | 7 | | | | | | | 13 | 7 | 20 | 1 09 | 28 | 1 37 |
| Marble | 1 | | | | | | 15 | | 16 | | 16 | 85 | | 0 85 |
| Manilla | 4 | | | | | | | | 4 | | 4 | 58 | | 0 58 |
| Molasses | 325 | 71 | | | | | 322 | | 647 | 71 | 718 | 62 30 | 3 55 | 65 85 |
| Nails | 290 | 1,227 | | | | | | | 290 | 1,227 | 1,517 | 47 07 | 61 40 | 108 47 |
| Oats | 391 | 16,313 | | | | | | | 391 | 16,313 | 16,704 | 9 97 | 461 14 | 471 11 |
| Oil (in barrels) | 253 | 76 | | | 5 | 11 | 58 | 4 | 316 | 91 | 407 | 34 75 | 5 30 | 40 05 |
| Oil cake | 1 | | | | | | | | 1 | | 1 | 04 | | 0 04 |
| Pease | 110 | 28,317 | | | | | | | 110 | 28,317 | 28,427 | 2 76 | 736 48 | 739 24 |
| Potatoes | 17 | 26 | | | | | | | 17 | 26 | 43 | 1 12 | 3 17 | 4 29 |
| Pork | 230 | 54 | | | | | | | 230 | 54 | 284 | 22 43 | 2 14 | 24 57 |
| Paint | 62 | 301 | | | | | 10 | | 72 | 301 | 373 | 9 34 | 15 80 | 25 14 |
| Pitch and tar | 66 | 38 | | | | | 296 | | 362 | 38 | 400 | 22 29 | 1 90 | 24 19 |
| Rags | 118 | 9 | | | | | | | 118 | 9 | 127 | 11 89 | 90 | 12 79 |
| Rye | | 302 | | | | | | | | 302 | 302 | | 7 55 | 7 55 |
| Rosin | 200 | 51 | | | | | 1,339 | | 1,539 | 51 | 1,590 | 84 45 | 2 55 | 87 00 |
| Salt | 2,616 | 29 | | | | | | | 2,616 | 29 | 2,645 | 239 41 | 1 15 | 240 56 |
| Stone, intended for cutting | 309 | 1 | | | | | 4 | | 313 | 1 | 314 | 12 49 | 08 | 12 57 |
| do wrought | 629 | 48 | | | | | 1,412 | | 2,041 | 48 | 2,089 | 130 89 | 2 40 | 133 29 |
| do not suitable for cutting, unwrought | | 6,074 | | | | | | | | 6,074 | 6,074 | | 124 80 | 124 80 |
| Seeds, all kinds | 5,474 | 555 | | | | | 20 | | 5,494 | 555 | 6,049 | 207 13 | 21 41 | 228 54 |
| Sheep | 5 | 106 | | | | | | | 5 | 106 | 111 | 34 | 8 05 | 8 39 |
| Soda ash | 50 | 31 | | | | | 15 | | 65 | 31 | 96 | 7 91 | 1 55 | 9 46 |
| Steel | 15 | 19 | | | | | | | 15 | 19 | 34 | 1 01 | 93 | 1 94 |
| Sugar | 722 | 8 | | 308 | | | 314 | | 1,036 | 316 | 1,352 | 129 52 | 31 20 | 160 72 |
| Spirits, beer, &c | 205 | 36 | | | | | | | 205 | 36 | 241 | 29 49 | 2 80 | 32 29 |
| Tobacco (raw) | 11 | | | | | | 3 | | 14 | | 14 | 1 21 | | 1 21 |
| Tallow | 4 | 3 | | | | | 23 | | 27 | 3 | 30 | 1 27 | 12 | 1 39 |
| Tin | 111 | 19 | | | | | 1 | | 112 | 19 | 131 | 15 82 | 95 | 16 77 |
| Turpentine | 3 | 34 | | | | | 1 | | 4 | 34 | 38 | 44 | 1 70 | 2 14 |
| Wheat | 1,252 | 16,534 | | | 6 | | | | 2,158 | 16,534 | 17,792 | 62 68 | 459 98 | 522 66 |
| White lead | 14 | | | | | | | | 14 | | 14 | 1 87 | | 1 87 |
| Whiting | 23 | 13 | | | | | | | 23 | 13 | 36 | 4 01 | 65 | 4 66 |
| Wool | 3 | 1 | | | | | | | 3 | 1 | 4 | 23 | 08 | 0 31 |
| All other goods and merchandise, not enumerated | 3,951 | 1,136 | 2 | 4 | 176 | 433 | 292 | 5 | 4,421 | 1,578 | 5,999 | 473 54 | 112 85 | 586 39 |
| Bark | | | | | 4 | | | | 4 | | 4 | 20 | | 0 20 |
| Barrels, empty | 23 | 78 | | | 10 | | | | 33 | 78 | 111 | 2 29 | 5 70 | 7 99 |
| Boat knees | | | | | | | | | | | | | | |

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls, Up. | Amount of Tolls, Down. | Total Amount of Tolls. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | | | |
| | | | | | | | | | | | | $ cts. | $ cts. | $ cts. |
| Floats | 3,790 | 3,524 | | | | | | | 3,790 | 3,524 | 7,314 | 64 05 | 61 53 | 125 58 |
| Firewood, in vessels | 2,831 | 3,639 | | | | | | | 2,831 | 3,639 | 6,470 | 48 94 | 79 97 | 128 91 |
| do rafts | | | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | | |
| Lumber, sawn, in vessels | 28,815 | 11,979 | 3,337 | 819 | | | | | 32,152 | 12,798 | 44,950 | 929 33 | 418 55 | 1,347 88 |
| do rafts | | | | | | | | | | | | | | |
| Masts, spars and telegraph poles, in vessels | | | | | | | | | | | | | | |
| Masts, spars and telegraph poles, in rafts | 10 | 18,032 | | | | | | | 10 | 18,032 | 18,042 | 50 | 451 50 | 452 00 |
| Railway ties, in vessels | 1,524 | 4 | | | | | | | 1,524 | 4 | 1,528 | 30 43 | 07 | 30 50 |
| do rafts | 554 | | | | | | | | 554 | | 554 | 11 07 | | 11 07 |
| Saw-logs | 2,441 | 11,108 | | | | | | | 2,441 | 11,108 | 13,549 | 48 50 | 253 66 | 302 16 |
| Staves and headings, barrel | | | | | | | | | | | | | | |
| do pipe | | | | | | | | | | | | | | |
| do W. India | | 116 | | | | | | | | 116 | 116 | | 4 35 | 4 35 |
| Staves, salt barrel | | 62 | | | | | | | | 62 | 62 | | 1 24 | 1 24 |
| Shingles | 4 | | | | | | | | 4 | | 4 | 46 | | 46 |
| Split posts and fence rails, in vessels | | | | | | | | | | | | | | |
| Split posts and fence rails, in rafts | 2 | | | | | | | | 2 | | 2 | 32 | | 32 |
| Timber, square, in vessels | 190 | 720 | | | | | | | 190 | 270 | 910 | 5 17 | 9 76 | 14 93 |
| do rafts | 1,112 | 4,900 | | | | | | | 1,112 | 4,900 | 6,012 | 25 50 | 127 50 | 153 00 |
| Traverses | | 8,760 | | | | | | | | 8,760 | 8,760 | | 21 85 | 21 85 |
| Woodenware and wood partly manufactured | 26 | 26 | | | | | | | 26 | 26 | 52 | 4 70 | 4 35 | 9 05 |
| Total freight paying tolls. | 115,662 | 161,471 | 3,340 | 1,901 | 201 | 1,210 | 7,584 | 16,676 | 126,787 | 181,258 | 308,045 | 5,317 61 | 5,856 51 | 11,174 12 |
| Coal, free per Order in Council | 67,717 | | 110 | | 20 | | 38,132 | | 105,979 | | 105,979 | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *Free articles for canal construction, per Order in Council, 1884:* | | | | | | | | | | | | | | |
| Clay, lime and sand | 240 | | | | | | | | 240 | | 240 | | | |
| Coal | | 690 | | | | | | | | 690 | 690 | | | |
| Iron, all other | 100 | | | | | | | | 100 | | 100 | | | |
| Lumber, sawn, in vessels | 167 | | | | | | | | 167 | | 167 | | | |
| do rafts | 42 | | | | | | | | 42 | | 42 | | | |
| Timber, square, in vessels | 900 | | | | | | | | 900 | | 900 | | | |
| Traverses | 25 | | | | | | | | 25 | | 25 | | | |
| Grand total freight | 184,853 | 162,161 | 3,450 | 1,901 | 221 | 1,210 | 45,716 | 16,676 | 234,240 | 181,948 | 416,188 | | | |
| Total way tolls, on vessels | | | | | | | | | | | | 3,710 02 | 1,523 87 | 5,233 89 |
| do passengers | | | | | | | | | | | | 421 08 | 688 58 | 1,109 66 |
| do free goods | | | | | | | | | | | $5,889 17 | | | |
| Total way tolls | | | | | | | | | | | | 9,448 71 | 8,068 96 | 17,517 67 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*



DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

## APPENDIX A—*Continued.*

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals and the Amount of Revenue collected during the season of Navigation in 1893.

| 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 | | 40 | | | | | | | | 40 | 40 | 2 08 |
| Agricultural products not enumerated, vegetable | | 16 | | | | | | | | 16 | 16 | 1 55 |
| " " animal | | 1,077 | | | | | | | | 1,077 | 1,077 | 102 95 |
| Agricultural implements | | 10 | | | | | | | | 10 | 10 | 1 90 |
| Barley | | | | | | | | | | | | |
| Bricks | | 30 | | | | | | | | 30 | 30 | 1 80 |
| Bones | | | | | | | | | | | | |
| Brimstone | | | | | | | | | | | | |
| Buckwheat | | 8 | | | | | | | | 8 | 8 | 0 51 |
| Cement and water lime | | 7 | | | | | | | | 7 | 7 | 0 69 |
| Clay, lime and sand | | 9,287 | | | | | | | | 9,287 | 9,287 | 231 63 |
| Coal | | | | | | | | | | | | |
| Corn | | 2 | | | | | | | | 2 | 2 | 0 12 |
| Cattle | | 446 | | | | | | | | 446 | 446 | 29 54 |
| Cotton (raw) | | | | | | | | | | | | |
| Crockery and earthenware | 1 | 1 | | | | | | | 1 | 1 | 2 | 0 29 |
| Dye wood and dye stuffs | | | | | | | | | | | | |
| Fish | | | | | | | | | | | | |
| Flax and hemp | | | | | | | | | | | | |
| Flour | 2 | 12 | | | | | | | 2 | 12 | 14 | 0 92 |
| Furniture | 9 | 19 | | | | | | | 9 | 19 | 28 | 3 24 |
| Gypsum | | | | | | | | | | | | |
| Glass (all kinds) | 1 | 3 | | | | | | | 1 | 3 | 4 | 0 67 |
| Hay (pressed) | | 3,051 | | | | | | | | 3,051 | 3,051 | 289 15 |
| Hogs | | 43 | | | | | | | | 43 | 43 | 3 44 |
| Horses | 15 | 171 | | | | | | | 15 | 171 | 186 | 8 71 |
| Hides and skins, horns and hoofs | | 10 | | | | | | | | 10 | 10 | 0 96 |
| Ice | | | | | | | | | | | | |
| Iron, railway | | 9 | | | | | | | | 9 | 9 | 0 52 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| " pig | | | | | | | | | | | | |
| " all other | 1 | 154 | | | | | | 1 | 154 | 155 | 4 | 64 |
| Iron ore | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron | | 125 | | | | | | | 125 | 125 | 6 | 25 |
| Lard and lard oil | | 4 | | | | | | | 4 | 4 | 0 | 32 |
| Meals, all kinds | | 3 | | | | | | | 3 | 3 | 0 | 30 |
| Meat, other than pork | | | | | | | | | | | | |
| Marble | | | | | | | | | | | | |
| Manilla | | | | | | | | | | | | |
| Molasses | 1 | | | | | | | 1 | | 1 | 0 | 10 |
| Nails | 1 | | | | | | | 1 | | 1 | 0 | 10 |
| Oats | | 2,309 | | | | | | | 2,309 | 2,309 | 165 | 16 |
| Oil (in barrels) | 1 | 2 | | | | | | 1 | 2 | 3 | 0 | 20 |
| Oil cake | | | | | | | | | | | | |
| Pease | | 334 | | | | | | | 334 | 334 | 24 | 10 |
| Potatoes | | 194 | | | | | | | 194 | 194 | 13 | 78 |
| Pork | 2 | 11 | | | | | | 2 | 11 | 13 | 0 | 94 |
| Paint | | | | | | | | | | | | |
| Pitch and tar | | | | | | | | | | | | |
| Rags | | 18 | | | | | | | 18 | 18 | 3 | 42 |
| Rye | | 70 | | | | | | | 70 | 70 | 6 | 76 |
| Rosin | | | | | | | | | | | | |
| Salt | | | | | | | | | | | | |
| Stone, intended for cutting | | | | | | | | | | | | |
| do wrought | | | | | | | | | | | | |
| do not suitable for cutting, unwrought | | | | | | | | | | | | |
| Seeds, all kinds | | 23 | | | | | | | 23 | 23 | 2 | 20 |
| Sheep | | 309 | | | | | | | 309 | 309 | 24 | 05 |
| Soda ash | | 1 | | | | | | | 1 | 1 | 0 | 19 |
| Steel | | | | | | | | | | | | |
| Sugar | 1 | 1 | | | | | | 1 | 1 | 2 | 0 | 29 |
| Spirits, beer, &c | 2 | 1 | | | | | | 2 | 1 | 3 | 0 | 38 |
| Tobacco (raw) | | | | | | | | | | | | |
| Tallow | | 59 | | | | | | | 59 | 59 | 3 | 85 |
| Tin | 1 | | | | | | | 1 | | 1 | 0 | 10 |
| Turpentine | | | | | | | | | | | | |
| Wheat | | 8 | | | | | | | 8 | 8 | 0 | 78 |
| White lead | | | | | | | | | | | | |
| Whiting | | | | | | | | | | | | |
| Wool | | 4 | | | | | | | 4 | 4 | 0 | 23 |
| All other goods and merchandise not enumerated | 37 | 327 | | | | | | 37 | 327 | 364 | 5 | 39 |
| Bark | | | | | | | | | | | | |
| Barrels, empty | | 54 | | | | | | | 54 | 54 | 5 | 72 |
| Boat knees | | | | | | | | | | | | |
| Floats | 400 | 58,690 | | | | | | 400 | 58,690 | 59,090 | 596 | 61 |
| Firewood, in vessels | 270 | 38,493 | | 540 | | | | 270 | 39,033 | 39,303 | 1,506 | 57 |
| do rafts | | 480 | | | | | | | 480 | 480 | 4 | 80 |
| Hoops | | 4 | | | | | | | 4 | 4 | 0 | 37 |
| Hop poles | | | | | | | | | | | | |
| Lumber, sawn, in vessels | 101 | 307,927 | | 74,402 | | | | 101 | 382,329 | 382,430 | 27,983 | 58 |

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 Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | $ cts. |
| Lumber, sawn, in rafts | | 12 | | | | | | | | 12 | 12 | 0 21 |
| Masts, spars, and telegraph poles, in vessels | | 5 | | | | | | | | 5 | 5 | 0 42 |
| do do rafts | | | | | | | | | | | | |
| Railway ties, in vessels | | 76 | | 26 | | | | | | 102 | 102 | 16 00 |
| do rafts | | 132 | | | | | | | | 132 | 132 | 7 00 |
| Saw-logs | 200 | 10,832 | | | | | | | 200 | 10,832 | 11,032 | 237 82 |
| Staves and headings, barrel | | | | | | | | | | | | |
| do pipe | | | | | | | | | | | | |
| do West India | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | | | | | | | |
| Shingles | 3 | 137 | | 549 | | | | | 3 | 686 | 689 | 533 84 |
| Split posts and fence rails, in vessels | | | | | | | | | | | | |
| do do rafts | | 2 | | | | | | | | 2 | 2 | 1 02 |
| Timber, square, in vessels | | 900 | | | | | | | | 900 | 900 | 21 82 |
| do rafts | | 3,680 | | | | | | | | 3,680 | 3,680 | 39 69 |
| Traverses | | 460 | | | | | | | | 460 | 460 | 1 15 |
| Woodenware and wood partly manufactured | | | | | | | | | | | | |
| Total freight paying tolls | 1,049 | 440,083 | | 75,517 | | | | | 1,049 | 515,600 | 516,649 | 31,955 82 |
| *Free per Order in Council, 27th June, 1890.* | | | | | | | | | | | | |
| Floats | | 33,830 | | | | | | | | 33,830 | 33,830 | |
| Firewood, in rafts | | 2,568 | | | | | | | | 2,568 | 2,568 | |
| Lumber, sawn, in rafts | | 739 | | | | | | | | 739 | 739 | |
| Masts and spars, &c., in rafts | | 400 | | | | | | | | 400 | 400 | |
| Split posts, &c., in rafts | | 18 | | | | | | | | 18 | 18 | |
| Square timber do | | 16,552 | | | | | | | | 16,552 | 16,552 | |
| Saw-logs | | 10,385 | | | | | | | | 10,385 | 10,385 | |
| Traverses | | 380 | | | | | | | | 380 | 380 | |
| Grand total freight | 1,049 | 504,955 | | 75,517 | | | | | 1,049 | 580,472 | 581,521 | |

| | | | |
|---|---|---|---|
| Total tolls on vessels | | | 3,173 97 |
| do | passengers | | 153 76 |
| do | free goods | $741 13 | |
| Fines | | | |
| Other receipts | | | 28 00 |
| Total revenue exclusive of hydraulic rents | | | 35,311 55 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

## APPENDIX A—*Continued.*

No. (A) 8.—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 1893.

| 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 | | 390 | | | | | | 396 | | 786 | 786 | 59 37 |
| Agricultural products not enumerated, vegetable | | | | | | | | | | | | |
| do do animal | | | | | | | | | | | | |
| Agricultural implements | | | | | | | | | | | | |
| Barley | | 98 | | | | | | | | 98 | 98 | 3 28 |
| Bricks | 466 | 80 | | | | | | 344 | 466 | 424 | 890 | 80 88 |
| Bones | | | 388 | | | | | | 388 | | 388 | 38 80 |
| Brimstone | | | | | | | | | | | | |
| Cement and water lime | | | | | | | | 12 | | 12 | 12 | 1 40 |
| Clay, lime and sand | 143 | | | | | | | 4,610 | 143 | 4,610 | 4,753 | 551 98 |
| Coal | 2 | 144 | | | | | | 97,743 | 2 | 97,887 | 97,889 | 9,599 94 |
| Corn | | | | | | | | | | | | |
| Cattle | 25 | 100 | | | | | | | 25 | 100 | 125 | 4 54 |
| Cotton, raw | | | | | | | | | | | | |
| Crockery and earthenware | 2 | 2 | | | | | | 9 | 2 | 11 | 13 | 1 18 |
| Dye wood and dye stuffs | | | | | | | | 79 | | 79 | 79 | 7 90 |
| Fish | | | | | | | | | | | | |
| Flax and hemp | | | | | | | | | | | | |
| Flour | 480 | | | | | | | | 480 | | 480 | 16 19 |
| Furniture | | | | | | | | 1 | | 1 | 1 | 0 10 |
| Gypsum | | | | | | | | | | | | |
| Glass, all kinds | | | | | | | | 1 | | 1 | 1 | 0 10 |
| Hay, pressed | 46 | 7,099 | 121 | | | | | | 167 | 7,099 | 7,266 | 252 92 |
| Hogs | | | | | | | | | | | | |
| Horses | 20 | 47 | | | | | | | 20 | 47 | 67 | 2 51 |
| Hides and skins, horns and hoofs | | | | | | | | | | | | |
| Ice | | | | | | | | | | | | |
| Iron, railway | | | | | | | | | | | | |
| do pig | | | | | | | | | | | | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| do all other | 12 | | 3 | | | | | 23 | 15 | 23 | 38 | 3 00 |
| 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 | | | | | | | 115 | 2 | 115 | 117 | 11 58 |
| Nails | | | | | | | | | | | | |
| Oats | 54 | 1,081 | | | | | | 6 | 54 | 1,087 | 1,141 | 38 50 |
| Oil (in barrels) | 1 | | | | | | | 77 | 1 | 77 | 78 | 7 74 |
| Oil cake | | | | | | | | | | | | |
| Pease | | 18 | | | | | | | | 18 | 18 | 0 61 |
| Potatoes | 26 | 2 | | | | | | | 26 | 2 | 28 | 2 09 |
| Pork | | 1 | | | | | | | | 1 | 1 | 0 04 |
| Paint | | | | | | | | | | | | |
| Pitch and tar | | | | | | | | 345 | | 345 | 345 | 34 50 |
| Rags | | | | | | | | | | | | |
| Rye | | | | | | | | | | | | |
| Rosin | | | | | | | | 2,084 | | 2,084 | 2,084 | 208 40 |
| Salt | 302 | | | | | | | 145 | 302 | 145 | 447 | 19 76 |
| Stone, intended for cutting | | | | | | | | | | | | |
| do wrought | | | | | | | | 129 | | 129 | 129 | 12 90 |
| do not suitable for cutting, unwrought | | | | | | | | | | | | |
| Seeds, all kinds | | | | | | | | 5 | | 5 | 5 | 0 50 |
| Sheep | | 102 | | | | | | | | 102 | 102 | 3 68 |
| Soda ash | | | | | | | | | | | | |
| Steel | | | | | | | | | | | | |
| Sugar | | | 2,092 | | | | | 1,913 | 2,092 | 1,913 | 4,005 | 400 50 |
| Spirits, beer, etc | | | | | | | | | | | | |
| Tobacco (raw) | | | | | | | | 3 | | 3 | 3 | 0 30 |
| Tallow | | | | | | | | | | | | |
| Tin | | | | | | | | | | | | |
| Turpentine | | | | | | | | 1 | | 1 | 1 | 0 10 |
| Wheat | | | | | | | | | | | | |
| White lead | | | | | | | | | | | | |
| Whiting | | | | | | | | | | | | |
| Wool | | | | | | | | | | | | |
| All other goods and merchandise not enumerated | 348 | 263 | 1,200 | | | | | 633 | 1,548 | 896 | 2,444 | 199 53 |
| Bark | | | | | | | | | | | | |
| Barrels, empty | 15 | 7 | | | | | | | 15 | 7 | 22 | 0 75 |
| Boat knees | | | | | | | | | | | | |
| Floats | | | | | | | | | | | | |
| Firewood, in vessels | 420 | 2,190 | 110,830 | | | | | | 111,250 | 2,190 | 113,440 | 3,731 73 |
| do rafts | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | |
| Lumber, sawn, in vessels | 3,488 | 248 | 68,650 | | | | | | 72,138 | 248 | 72,386 | 4,241 97 |
| do rafts | | | | | | | | | | | | |

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | $ cts. |
| Masts, spars, and telegraph poles, in vessels | | | | | | | | | | | | |
| do do do rafts | | | | | | | | | | | | |
| Railway ties, in vessels | 3,160 | | | | | | | | 3,160 | | 3,160 | 252 21 |
| do rafts | | | | | | | | | | | | |
| Saw-logs | | | | | | | | | | | | |
| Staves and headings, barrel | | | | | | | | | | | | |
| do do pipe | | | | | | | | | | | | |
| do do West India | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | | | | | | | |
| Shingles | 25 | | | | | | | | 25 | | 25 | 4 00 |
| Split posts and fence rails, in vessels | 3 | | | | | | | | 3 | | 3 | 0 40 |
| do do do rafts | | | | | | | | | | | | |
| Timber, square, in vessels | | | | | | | | | | | | |
| do rafts | | | | | | | | | | | | |
| Traverses | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | | | | | | | | | | | | |
| Total freight paying tolls | 9,040 | 11,872 | 183,284 | | | | | 108,674 | 192,324 | 120,546 | 312,870 | 19,795 88 |
| Total tolls on vessels | | | | | | | | | | | | 2,767 03 |
| do passengers | | | | | | | | | | | | 86 24 |
| Fines | | | | | | | | | | | | 10 00 |
| Total revenue, exclusive of hydraulic rents | | | | | | | | | | | | 22,659 15 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

APPENDIX A—*Continued.*

No. (A) 9.—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 1893.

| 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. |
| Ash, pot and pearl | | 2 | | | | | | | | 2 | 2 | 0 35 |
| Apples | 24 | 33 | | | | | | | 24 | 33 | 57 | 1 40 |
| Agricultural products not enumerated, vegetable | 13 | 41 | 130 | | | | | | 143 | 41 | 184 | 8 49 |
| do do animal | 26 | 191 | | | | | | | 26 | 191 | 217 | 7 31 |
| Agricultural implements | 44 | 105 | | | | | | | 44 | 105 | 149 | 15 52 |
| Barley | | 18 | | | | | | | | 18 | 18 | 0 45 |
| Bricks | 255 | 54 | | | | | | | 255 | 54 | 309 | 9 54 |
| Bones | | 16 | | | | | | | | 16 | 16 | 0 54 |
| Brimstone | | | | | | | | | | | | |
| Cement and water lime | 931 | 61 | | | | | | | 931 | 61 | 992 | 23 90 |
| Clay, lime and sand | 580 | 164 | | | | | | | 580 | 164 | 744 | 19 64 |
| Coal | 4 | 3,922 | | | | | | 7,084 | 4 | 11,006 | 11,010 | 533 78 |
| Corn | 2 | 15 | | | | | | | 2 | 15 | 17 | 0 46 |
| Cattle | 4 | 5 | | | | | | | 4 | 5 | 9 | 0 27 |
| Cotton (raw) | | | | | | | | | | | | |
| Crockery and earthenware | 57 | 44 | | | | | | | 57 | 44 | 101 | 9 89 |
| Dye wood and dye stuffs | | | | | | | | | | | | |
| Fish | 102 | 1 | | | | | | | 102 | 1 | 103 | 2 49 |
| Flax and hemp | | | | | | | | | | | | |
| Flour | 119 | 250 | | | | | | | 119 | 250 | 369 | 10 45 |
| Furniture | 23 | 37 | | | | | | | 23 | 37 | 60 | 5 99 |
| Gypsum | 4 | | | | | | | | 4 | | 4 | 0 10 |
| Glass (all kinds) | 34 | 13 | | | | | | | 34 | 13 | 47 | 4 22 |
| Hay (pressed) | 32 | 198 | | | | | | | 32 | 198 | 230 | 9 63 |
| Hogs | | | | | | | | | | | | |
| Horses | 6 | 14 | | | | | | | 6 | 14 | 20 | 0 63 |
| Hides and skins, horns and hoofs | | 6 | | | | | | | | 6 | 6 | 0 21 |
| Ice | | | | | | | | | | | | |
| Iron, railway | | | | | | | | | | | | |
| do pig | 289 | | | | | | | | 289 | | 289 | 10 86 |
| do all other | 685 | 204 | | | | | | | 685 | 204 | 889 | 24 33 |
| Iron ore | | | | | | | | | | | | |

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.— *Continued.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | $ cts. |
| Kyrolite chemical ore and other ore, except iron | 23 | 757 | | | | | | | 23 | 757 | 780 | 39 00 |
| Lard and lard oil | 19 | 10 | | | | | | | 19 | 10 | 29 | 0 74 |
| Meal, all kinds | 4 | 24 | | | | | | | 4 | 24 | 28 | 0 78 |
| Meats, other than pork | 5 | | | | | | | | 5 | | 5 | 0 13 |
| Marble | 3 | 1 | | | | | | | 3 | 1 | 4 | 0 35 |
| Manilla | | | | | | | | | | | | |
| Molasses | 96 | 4 | | | | | | | 96 | 4 | 100 | 8 95 |
| Nails | 226 | 6 | | | | | | | 226 | 6 | 232 | 23 22 |
| Oats | | 289 | | | | | | | | 289 | 289 | 11 32 |
| Oil (in barrels) | 138 | 165 | | | | | | | 138 | 165 | 303 | 28 66 |
| Oil cake | 1 | 9 | | | | | | | 1 | 9 | 10 | 0 38 |
| Pease | | 29 | | | | | | | | 29 | 29 | 0 74 |
| Potatoes | 21 | 25 | | | | | | | 21 | 25 | 46 | 1 53 |
| Pork | 229 | 12 | | | | | | | 229 | 12 | 241 | 5 96 |
| Paint | 24 | 1 | | | | | | | 24 | 1 | 25 | 2 43 |
| Pitch and tar | 25 | | | | | | | | 25 | | 25 | 2 18 |
| Rags | 4 | 35 | | | | | | | 4 | 35 | 39 | 4 91 |
| Rye | | 34 | | | | | | | | 34 | 34 | 1 50 |
| Rosin | | | | | | | | | | | | |
| Salt | 1,742 | 255 | | | | | | | 1,742 | 255 | 1,997 | 53 72 |
| Stone, intended for cutting | 21 | 21 | | | | | | | 21 | 21 | 42 | 1 55 |
| do wrought | 1 | 2 | | | | | | | 1 | 2 | 3 | 0 27 |
| do not suitable for cutting, unwrought | | 1,148 | | | | | | | | 1,148 | 1,148 | 28 82 |
| Seeds, all kinds | 21 | | | | | | | | 21 | | 21 | 0 50 |
| Sheep | | | | | | | | | | | | |
| Soda ash | 17 | 2 | | | | | | | 17 | 2 | 19 | 1 69 |
| Steel | 16 | 7 | | | | | | | 16 | 7 | 23 | 0 54 |
| Sugar | 610 | 81 | | | | | | 2 | 610 | 83 | 693 | 65 42 |
| Spirits, beer, &c | 61 | 59 | | | | | | | 61 | 59 | 120 | 10 63 |
| Tobacco (raw) | 1 | | | | | | | | 1 | | 1 | 0 03 |
| Tallow | | 5 | | | | | | | | 5 | 5 | 0 12 |
| Tin | 9 | | | | | | | | 9 | | 9 | 0 80 |
| Turpentine | | | | | | | | | | | | |
| Wheat | | 182 | | | | | | | | 182 | 182 | 4 37 |
| White lead | 8 | 1 | | | | | | | 8 | 1 | 9 | 0 90 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Whiting | 14 | | | | | | | | 14 | | 14 | 1 22 |
| Wool | 3 | | | | | | | | 3 | | 3 | 0 08 |
| All other goods and merchandise not enumerated | 786 | 467 | 3 | 1 | | | | 3 | 789 | 471 | 1,260 | 119 89 |
| Bark | 70 | | | | | | | | 70 | | 70 | 1 64 |
| Barrels, empty | 48 | 23 | | | | | | | 48 | 23 | 71 | 5 65 |
| Boat knees | | | | | | | | | | | | |
| Floats | 1,200 | 61 | | | | | | | 1,200 | 61 | 1,261 | 22 65 |
| Firewood, in vessels | 31,750 | 1,518 | 2,511 | 257 | | | | | 34,261 | 1,775 | 36,036 | 716 61 |
| do rafts | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | |
| Hop poles | 73 | | | | | | | | 73 | | 73 | 10 50 |
| Lumber, sawn, in vessels | 19,346 | 4,844 | 8,762 | 1,465 | | | | | 28,108 | 6,309 | 34,417 | 1,549 46 |
| do rafts | 15 | 55 | | | | | | | 15 | 55 | 70 | 2 66 |
| Masts, spars, and telegraph poles, in vessels | | | | | | | | | | | | |
| do do rafts | | | | | | | | | | | | |
| Railway ties, in vessels | 4,374 | 140 | | | | | | | 4,374 | 140 | 5,414 | 493 82 |
| do rafts | 119 | | | | | | | | 119 | | 119 | 12 67 |
| Saw logs | 182 | | | | | | | | 182 | | 182 | 4 16 |
| Staves and headings, barrel | | | | | | | | | | | | |
| do pipe | | | | | | | | | | | | |
| do West India | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | | | | | | | |
| Shingles | 129 | 61 | | | | | | | 129 | 61 | 190 | 31 65 |
| Split posts and fence rails, in vessels | 9 | | | | | | | | 9 | | 9 | 1 39 |
| do do rafts | 4 | | | | | | | | 4 | | 4 | 0 51 |
| Timber, square, in vessels | | | | | | | | | | | | |
| do rafts | 140 | 40 | | | | | | | 140 | 40 | 180 | 3 38 |
| Traverses | 600 | | | | | | | | 600 | | 600 | 3 80 |
| Woodenware and wood partly manufactured | 1 | 2 | | | | | | | 1 | 2 | 3 | 0 28 |
| Total freight paying tolls | 65,422 | 15,769 | 11,406 | 1,723 | | | | 7,089 | 76,828 | 24,581 | 101,409 | 3,984 61 |
| Coal, free, per Order in Council | 2,825 | | | | | | | | 2,825 | | 2,825 | |
| Grand total freight | 68,247 | 15,769 | 11,406 | 1,723 | | | | 7,089 | 79,653 | 24,581 | 104,234 | |

| | |
|---|---|
| Total tolls on vessels | 1,651 12 |
| do passengers | 137 66 |
| do free coal | $ 75 41 |
| Wharfage and storage | 162 54 |
| Other receipts | 193 24 |
| Total revenue exclusive of hydraulic rents | 6,129 17 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

## APPENDIX A.—*Continued.*

No. (A) 10.—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 1893.

| 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 | 87 | 1,795 | ..... | ..... | ..... | ..... | ..... | ..... | 87 | 1,795 | 1,882 | 18 82 |
| Flour | 1,029 | 25 | ..... | ..... | ..... | ..... | 487 | ..... | 1,516 | 25 | 1,541 | 15 41 |
| Coal | 65 | 26,866 | ..... | ..... | ..... | ..... | ..... | ..... | 65 | 26,866 | 26,931 | 269 31 |
| Lumber | 3,211 | 1,620 | ..... | ..... | ..... | ..... | ..... | ..... | 3,211 | 1,620 | 4,831 | 48 31 |
| Agricultural products | 2,950 | 4,681 | ..... | ..... | ..... | ..... | ..... | ..... | 2,950 | 4,681 | 7,631 | 76 31 |
| Other merchandise | 3,327 | 239 | ..... | 1,220 | ..... | ..... | 4 | ..... | 3,331 | 1,459 | 4,790 | 47 90 |
| Total freight paying tolls | 10,669 | 35,226 | ..... | 1,220 | ..... | ..... | 491 | ..... | 11,160 | 36,446 | 47,606 | 476 06 |
| | | | | | | | | | | | Total tolls on vessels | 2,188 02 |
| | | | | | | | | | | | Total revenue | 2,664 08 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

## APPENDIX A—*Continued.*

No. (A) 11.—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 1893.

| 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 | | 9 | | | | | | | | 9 | 9 | 0 27 |
| 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 | 70 | | | | | | | | 70 | | 70 | 0 70 |
| Furniture | | | | | | | | | | | | |
| Gypsum | | | | | | | | | | | | |
| Glass (all kinds) | | | | | | | | | | | | |
| Hay (pressed) | | | | | | | | | | | | |
| Hogs | 9 | | | | | | | | 9 | | 9 | 0 13 |
| Horses | | | | | | | | | | | | |
| Hides and skins, horns and hoofs | | | | | | | | | | | | |
| Ice | | | | | | | | | | | | |
| Iron, railway | | | | | | | | | | | | |
| do pig | | | | | | | | | | | | |
| do all other | | 32 | | | | | | | | 32 | 32 | 0 32 |
| Iron ore | | | | | | | | | | | | |

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Continued.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | 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 | 165 | 578 | | | | | | | 165 | 578 | 743 | 3 50 |
| Seeds, all kinds | | | | | | | | | | | | |
| Sheep | | | | | | | | | | | | |
| Soda ash | | | | | | | | | | | | |
| Steel | | | | | | | | | | | | |
| Sugar | | | | | | | | | | | | |
| Spirits, beer, &c | | | | | | | | | | | | |
| Tobacco (raw) | | | | | | | | | | | | |
| Tallow | | | | | | | | | | | | |
| Tin | | | | | | | | | | | | |
| Turpentine | | | | | | | | | | | | |
| Wheat | 5 | | | | | | | | 5 | | 5 | 0 05 |
| White lead | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Whiting | | | | | | | | | | | | | |
| Wool | | | | | | | | | | | | | |
| All other goods and merchandise not enumerated | 37 | 66 | | | | | | | 37 | 66 | 103 | 2 | 82 |
| Bark | 79 | | | | | | | | 79 | | 79 | 3 | 05 |
| Barrels, empty | | | | | | | | | | | | | |
| Boat knees | | | | | | | | | | | | | |
| Floats | 1,322 | 1,062 | | | | | | | 1,322 | 1,062 | 2,384 | 23 | 99 |
| Firewood, in vessels | 16,245 | 2,703 | | | | | | | 16,245 | 2,703 | 18,948 | 201 | 04 |
| do rafts | | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | |
| Lumber, sawn, in vessels | 962 | 177 | | | | | | | 962 | 177 | 1,139 | 23 | 54 |
| do rafts | | 14 | | | | | | | | 14 | 14 | 0 | 32 |
| Masts, spars, and telegraph poles, in vessels | | | | | | | | | | | | | |
| do do rafts | 366 | 1,620 | | | | | | | 366 | 1,620 | 1,986 | 20 | 99 |
| Railway ties, in vessels | | | | | | | | | | | | | |
| do rafts | 104 | 13 | | | | | | | 104 | 13 | 117 | 4 | 63 |
| Saw-logs | 3,596 | 553 | | | | | | | 3,596 | 553 | 4,149 | 37 | 50 |
| Staves and headings, barrel | | | | | | | | | | | | | |
| do pipe | | | | | | | | | | | | | |
| do West India | | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | | | | | | | | |
| Shingles | 249 | | | | | | | | 249 | | 249 | 21 | 84 |
| Split posts and fence rails, in vessels, | | | | | | | | | | | | | |
| do do rafts | 1 | 2 | | | | | | | 1 | 2 | 3 | 0 | 13 |
| Timber, square, in vessels | | | | | | | | | | | | | |
| do rafts | | 1,180 | | | | | | | | 1,180 | 1,180 | 22 | 00 |
| Traverses | | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | | | | | | | | | | | | | |
| Total freight paying tolls | 23,210 | 8,009 | | | | | | | 23,210 | 8,009 | 31,219 | 366 | 82 |

| | |
|---|---|
| Total tolls on vessels | 428 95 |
| do passengers | 87 45 |
| Other receipts | 86 25 |
| Total tolls exclusive of hydraulic rents | 969 47 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, April 30th, 1894.

## APPENDIX A—*Continued.*

No. (A) 12.—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 1893.

| 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 | 52 | 376 | | | | | | | 52 | 376 | 428 | 8 13 |
| Agricultural products not enumerated, vegetable | 31 | 231 | | | | | | 6 | 31 | 237 | 268 | 5 10 |
| do do animal | 9 | 2 | | | | | | | 9 | 2 | 11 | 0 21 |
| Agricultural implements | 1 | | | | | | | | 1 | | 1 | 0 03 |
| Barley | | 38 | | | | | | | | 38 | 38 | 0 72 |
| Bricks | 15 | | | | | | | | 15 | | 15 | 0 29 |
| Bones | | | | | | | | | | | | |
| Brimstone | | | | | | | | | | | | |
| Buckwheat | 50 | 41 | | | | | | | 50 | 41 | 91 | 1 71 |
| Cement and water lime | 348 | | | | | | | | 348 | | 348 | 6 55 |
| Clay, lime and sand | 3 | | | | | | | | 3 | | 3 | 0 06 |
| Coal | | | | | | | 374 | 1,609 | 374 | 1,609 | 1,983 | 37 22 |
| Corn | | | | | | | | | | | | |
| Cattle | | | | | | | | | | | | |
| Cotton (raw) | | | | | | | | | | | | |
| Crockery and earthenware | 41 | 14 | 26 | | | | | | 67 | 14 | 81 | 2 04 |
| Dye wood and dye stuffs | | | | | | | | | | | | |
| Fish | 19 | 1 | | | | | | | 19 | 1 | 20 | 0 38 |
| Flax and hemp | | | | | | | | | | | | |
| Flour | 9 | 46 | | | | | | | 9 | 46 | 55 | 1 05 |
| Furniture | 106 | 10 | 13 | | | | | 12 | 119 | 22 | 141 | 3 78 |
| Gypsum | | | | | | | | | | | | |
| Glass (all kinds) | 28 | 4 | 38 | | | | | | 66 | 4 | 70 | 1 78 |
| Hay (pressed) | | | | | | | | | | | | |
| Hogs | | | | | | | | | | | | |
| Horses | 12 | 4 | 6 | | | | | | 18 | 4 | 22 | 0 44 |
| Hides and skins, horns and hoofs | | | 6 | | | | | | 6 | | 6 | 0 12 |
| Ice | | | | | | | | | | | | |
| Iron, railway | | | | | | | | 2 | | 2 | 2 | 0 04 |
| do pig | 404 | | | | | | | | 404 | | 404 | 7 60 |
| do all other | 260 | 1 | | | | | | 5 | 260 | 6 | 266 | 5 02 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Iron ore | | | | | | | | | | | | | |
| Kryolite chemical ore and other ore, except iron | | | | | | | | | | | | | |
| Lard and lard oil | 16 | | | | | | | | | 16 | | 16 | 0 31 |
| Meal, all kinds | 1 | 4 | | | | | | | | 1 | 4 | 5 | 0 10 |
| Meats, other than pork | | 6 | | | | | | | | | 6 | 6 | 0 12 |
| Marble | | | | | | | | | | | | | |
| Manilla | | | | | | | | | | | | | |
| Molasses | 4 | | | | | | | | | 4 | | 4 | 0 10 |
| Nails | 52 | | 58 | | | | | | | 110 | | 110 | 0 71 |
| Oats | | 16 | | | | | | | | | 16 | 16 | 0 30 |
| Oil (in barrels) | 37 | 90 | | | | | | | 30 | 37 | 120 | 157 | 3 99 |
| Oil cake | | | | | | | | | | | | | |
| Pease | 63 | 1,012 | | | | | | | | 63 | 1,012 | 1,075 | 20 22 |
| Potatoes | | | | | | | | | | | | | |
| Pork | | | | | | | | | | | | | |
| Paint | 6 | 16 | | | | | | | | 6 | 16 | 22 | 0 56 |
| Pitch and tar | | | | | | | | | | | | | |
| Rags | 10 | | 7 | | | | | | 15 | 17 | 15 | 32 | 0 81 |
| Rye | | 19 | | | | | | | | | 19 | 19 | 0 36 |
| Rosin | | | | | | | | | | | | | |
| Salt | 2 | | 163 | | | | | | 122 | 165 | 122 | 287 | 5 43 |
| Stone, intended for cutting | | | | | | | | | | | | | |
| do wrought | | | | | | | | | | | | | |
| do not suitable for cutting, unwrought | 570 | | | | | | | | | 570 | | 570 | 5 70 |
| Seeds, all kinds | | 18 | | | | | | | | | 18 | 18 | 0 34 |
| Sheep | | | | | | | | | | | | | |
| Soda ash | 21 | | | | | | | | | 21 | | 21 | 0 53 |
| Steel | 1 | | | | | | | | | 1 | | 1 | 0 02 |
| Sugar | 844 | 20 | | | | | | | | 844 | 20 | 864 | 21 63 |
| Spirits, beer, &c | 11 | 36 | | | | | | | | 11 | 36 | 47 | 1 19 |
| Tobacco (raw) | | | | | | | | | | | | | |
| Tallow | | | | | | | | | | | | | |
| Tin | | 1 | | | | | | | | | 1 | 1 | 0 03 |
| Turpentine | | 2 | | | | | | | | | 2 | 2 | 0 05 |
| Wheat | 120 | 294 | | | | | | | | 120 | 294 | 414 | 7 79 |
| White lead | 6 | | | | | | | | | 6 | | 6 | 0 15 |
| Whiting | 4 | | | | | | | | | 4 | | 4 | 0 10 |
| Wool | | | | | | | | | | | | | |
| All other goods and merchandise, not enumerated | 2,043 | 441 | 5 | 1 | | | | | 4 | 2,048 | 446 | 2,494 | 62 62 |
| Bark | | | | | | | | | | | | | |
| Barrels, empty | | | | | | | | | | | | | |
| Boat knees | | | | | | | | | | | | | |
| Floats | | | | | | | | | | | | | |
| Fire wood, in vessels | 183 | | 72 | | | | | | | 255 | | 255 | 2 13 |
| do rafts | | | | | | | | | | | | | |
| Hoops | | | | | | | | | | | | | |
| Hop poles | | | | | | | | | | | | | |
| Lumber, sawn, in vessels | 87 | 683 | 217 | | | | | | | 304 | 683 | 987 | 11 09 |
| do rafts | | | | | | | | | | | | | |
| Masts spars, and telegraph poles, in vessels | | | | | | | | | | | | | |

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

| Articles. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| | | | | | | | | | | | | $ cts. |
| Masts, spars and telegraph poles, in rafts | | | | | | | | | | | | |
| Railway ties, in vessels | | | | | | | | | | | | |
| do rafts | | | | | | | | | | | | |
| Saw logs | | | | | | | | | | | | |
| Staves and headings, barrel | | | | | | | | | | | | |
| do pipe | | | | | | | | | | | | |
| do West India | | | | | | | | | | | | |
| Staves, salt barrel | | | | | | | | | | | | |
| Shingles | 7 | | 47 | | | | | | 54 | | 54 | 4 51 |
| Split posts and fence rails, in vessels | | | | | | | | | | | | |
| do do rafts | | | | | | | | | | | | |
| Timber, square, in vessels | | | | | | | | | | | | |
| do rafts | | 4,600 | | | | | | | | 4,600 | 4,600 | 57 50 |
| Traverses | | | | | | | | | | | | |
| Woodenware and wood partly manufactured | | | | | | | | | | | | |
| Total freight paying tolls | 5,476 | 8,026 | 658 | 1 | | | 374 | 1,805 | 6,508 | 9,832 | 16,340 | 292 66 |
| Total tolls on vessels | | | | | | | | | | | | 228 64 |
| do passengers | | | | | | | | | | | | 114 54 |
| Total revenue, exclusive of hydraulic rent | | | | | | | | | | | | 635 84 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

Department of Railways and Canals

# STATEMENT OF TRAFFIC

APPENDIX A—

No. (A) 13.—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 | 355,865 | 3,786 62 | 702,165 | 4,321 59 | 74,372 | 250 91 |
| United States vessels, steam | 753,640 | 11,251 41 | 18,296 | 136 20 | 160 | 2 36 |
| Canadian vessels, sail | 137,730 | 2,816 69 | 1,307,237 | 15,221 50 | 46,976 | 575 04 |
| Other Foreign vessels, sail | | | 300 | 11 25 | | |
| United States vessels, sail | 240,508 | 5,402 53 | 76,807 | 566 53 | 152,575 | 1,938 72 |
| Total, class No. 1 | 1,487,743 | 23,257 25 | 2,104,805 | 20,257 07 | 274,083 | 2,767 03 |
| *Class No. 2.* | No. | | No. | | No. | |
| Passengers | 23,035 | 235 77 | 66,472 | 2,984 41 | 5,133 | 86 24 |
| *Class No. 3.* | Tons. | | Tons. | | Tons. | |
| Bricks | 1,333 | 260 50 | 12,141 | 485 76 | 890 | 80 88 |
| Brimstone | 727 | 109 05 | 393 | 38 56 | | |
| Cement and water lime | 2,349 | 220 22 | 7,046 | 956 23 | 12 | 1 40 |
| Clay, lime and sand | 222 | 14 68 | 39,377 | 1,765 49 | 4,753 | 551 98 |
| Fish | 61 | 9 40 | 896 | 101 38 | | |
| Gypsum | | | 1,837 | 23 39 | | |
| Iron, railway | 6 | 0 90 | 6,758 | 1,007 29 | | |
| do pig | 190 | 33 50 | 2,786 | 323 18 | | |
| do all other | 1,885 | 301 44 | 16,488 | 926 38 | 38 | 3 00 |
| Salt | 374 | 59 80 | 5,486 | 666 71 | 447 | 19 76 |
| Steel | 267 | 40 05 | 967 | 141 89 | | |
| Stone, for cutting | | | 315 | 12 72 | | |
| Apples | 235 | 5 89 | 2,383 | 340 92 | 786 | 59 37 |
| Barley | 18,599 | 1,8 6 80 | 1,947 | 102 22 | 98 | 3 28 |
| Buckwheat | | | 3,278 | 167 18 | | |
| Corn | 441,092 | 44,109 20 | 9,219 | 723 23 | | |
| Cotton, raw | 225 | 33 75 | 4 | 0 30 | | |
| Flax and hemp | | | 92 | 13 80 | | |
| Flour | 15,232 | 2,498 66 | 8,375 | 819 05 | 480 | 16 19 |
| Hay, pressed | | | 1,553 | 97 15 | 7,266 | 252 92 |
| Meals, all kinds | 36,356 | 7,270 80 | 880 | 41 48 | | |
| Oil cake | | | 1 | 0 04 | | |
| Oats | 31,283 | 3,128 30 | 18,582 | 658 91 | 1,141 | 38 50 |
| Pease | 390 | 39 00 | 39,288 | 1,834 39 | 18 | 0 61 |
| Potatoes | | | 149 | 20 19 | 28 | 2 09 |
| Rye | 3,671 | 367 10 | 2,172 | 194 80 | | |
| Seeds, all kinds | 16 | 3 20 | 6,110 | 237 69 | 5 | 0 50 |
| Tobacco, raw | | | 17 | 1 66 | 3 | 0 30 |
| Wheat | 258,392 | 25,768 35 | 26,798 | 1,423 26 | | |
| All other agricultural products, vegetable | 599 | 25 54 | 1,891 | 153 06 | | |
| Bones | | | 461 | 60 03 | 388 | 38 80 |
| Cattle | | | 208 | 14 60 | 125 | 4 54 |
| Hogs | | | 37 | 5 06 | | |
| Hides and skins, horns and hoofs | 30 | 4 50 | 7 | 0 56 | | |
| Horses | 30 | 1 53 | 448 | 28 40 | 67 | 2 51 |
| Lard and lard oil | | | 371 | 38 27 | | |
| Meats (other than pork) | 1 | 0 20 | 51 | 6 02 | | |
| Pork | 53 | 10 55 | 300 | 26 97 | 1 | 04 |
| Sheep | | | 117 | 9 29 | 102 | 3 68 |
| Tallow | 124 | 18 60 | 47 | 3 94 | | |
| Wool | 135 | 24 25 | 4 | 0 31 | | |
| All other agricultural products, animal | | | 3,135 | 447 81 | | |
| Total, class No. 3 | 813,877 | 86,225 76 | 222,415 | 13,919 57 | 16,648 | 1,080 35 |

*Continued.*

the Amount of Tolls collected during the Season of Navigation in 1893.

| 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. |
| 168,995 | 187 13 | 140,086 | 572 66 | 94,684 | 687 25 | 39,003 | 780 06 | 37,395 | 287 96 |
| 492 | 2 25 | 188 | 3 08 | 956 | 20 55 | 2,854 | 57 08 | ..... | ..... |
| 7,539 | 34 95 | 156,001 | 2,162 22 | 65,742 | 717 56 | 60,822 | 1,216 44 | 39,142 | 140 99 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 793 | 4 31 | 17,771 | 436 01 | 14,533 | 225 76 | 6,722 | 134 44 | ..... | ..... |
| 177,819 | 228 64 | 314,046 | 3,173 97 | 175,915 | 1,651 12 | 109,401 | 2,188 02 | 76,537 | 428 95 |
| No. | | No. | | No. | | No. | | No. | |
| 10,525 | 114 54 | 13,828 | 153 76 | 6,119 | 137 66 | ..... | ..... | 9,077 | 87 45 |
| Tons. | | Tons. | | Tons. | | Tons. | | Tons. | |
| 15 | 0 29 | 30 | 1 80 | 309 | 9 54 | ..... | ..... | 9 | 0 27 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 348 | 6 55 | 7 | 0 69 | 992 | 23 90 | ..... | ..... | ..... | ..... |
| 3 | 0 06 | 9,287 | 231 63 | 744 | 19 64 | ..... | ..... | ..... | ..... |
| 20 | 0 38 | ..... | ..... | 103 | 2 49 | 1,882 | 18 82 | ..... | ..... |
| ..... | ..... | ..... | ..... | 4 | 0 10 | ..... | ..... | ..... | ..... |
| 2 | 0 04 | 9 | 0 52 | ..... | ..... | ..... | ..... | ..... | ..... |
| 404 | 7 60 | ..... | ..... | 289 | 10 86 | ..... | ..... | ..... | ..... |
| 266 | 5 02 | 155 | 4 64 | 889 | 24 33 | ..... | ..... | 32 | 32 |
| 287 | 5 43 | ..... | ..... | 1,997 | 53 72 | ..... | ..... | ..... | ..... |
| 1 | 0 02 | ..... | ..... | 23 | 0 54 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 42 | 1 55 | ..... | ..... | ..... | ..... |
| 428 | 8 13 | 40 | 2 08 | 57 | 1 40 | ..... | ..... | ..... | ..... |
| 38 | 0 72 | ..... | ..... | 18 | 0 45 | ..... | ..... | ..... | ..... |
| 91 | 1 71 | 8 | 0 51 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 2 | 0 12 | 17 | 0 46 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 55 | 1 05 | 14 | 0 92 | 369 | 10 45 | 1,541 | 15 41 | 70 | 0 70 |
| ..... | ..... | 3,051 | 289 15 | 230 | 9 63 | ..... | ..... | ..... | ..... |
| 5 | 0 10 | 3 | 0 30 | 28 | 0 78 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 10 | 0 38 | ..... | ..... | ..... | ..... |
| 16 | 0 30 | 2,309 | 165 16 | 289 | 11 32 | ..... | ..... | ..... | ..... |
| 1,075 | 20 22 | 334 | 24 10 | 29 | 0 74 | ..... | ..... | ..... | ..... |
| ..... | ..... | 194 | 13 78 | 46 | 1 53 | ..... | ..... | ..... | ..... |
| 19 | 0 36 | 70 | 6 76 | 34 | 1 50 | ..... | ..... | ..... | ..... |
| 18 | 0 34 | 23 | 2 20 | 21 | 0 50 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 1 | 0 03 | ..... | ..... | ..... | ..... |
| 414 | 7 79 | 8 | 0 78 | 182 | 4 37 | ..... | ..... | 5 | 0 05 |
| 268 | 5 10 | 16 | 1 55 | 184 | 8 49 | 7,631 | 76 31 | ..... | ..... |
| ..... | ..... | ..... | ..... | 16 | 0 54 | ..... | ..... | ..... | ..... |
| ..... | ..... | 446 | 29 54 | 9 | 0 27 | ..... | ..... | ..... | ..... |
| ..... | ..... | 43 | 3 44 | ..... | ..... | ..... | ..... | 9 | 0 13 |
| 6 | 0 12 | 10 | 0 96 | 6 | 0 21 | ..... | ..... | ..... | ..... |
| 22 | 0 44 | 186 | 8 71 | 20 | 0 63 | ..... | ..... | ..... | ..... |
| 16 | 0 31 | 4 | 0 32 | 29 | 0 74 | ..... | ..... | ..... | ..... |
| 6 | 0 12 | ..... | ..... | 5 | 0 13 | ..... | ..... | ..... | ..... |
| ..... | ..... | 13 | 0 94 | 241 | 5 96 | ..... | ..... | ..... | ..... |
| ..... | ..... | 309 | 24 05 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 59 | 3 85 | 5 | 0 12 | ..... | ..... | ..... | ..... |
| ..... | ..... | 4 | 0 23 | 3 | 0 08 | ..... | ..... | ..... | ..... |
| 11 | 0 21 | 1,077 | 102 95 | 217 | 7 31 | ..... | ..... | ..... | ..... |
| 3,834 | 72 41 | 17,711 | 921 68 | 7,458 | 214 69 | 11,054 | 110 54 | 125 | 1 47 |

No. (A) 13.—STATEMENT of Traffic on the undermentioned Canals, and

| Articles. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|---|---|---|---|---|---|---|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| *Class No. 4.* | | $ cts. | | $ cts. | | $ cts. |
| Ashes, pot and pearl | 23 | 4 60 | 3 | 0 60 | | |
| Agricultural implements | | | 99 | 11 67 | | |
| Crockery and earthenware | 13 | 1 95 | 294 | 55 50 | 13 | 1 18 |
| Dye woods and dye stuffs | | | 183 | 12 95 | 79 | 7 90 |
| Furniture | 17 | 2 85 | 1,120 | 167 08 | 1 | 10 |
| Glass (all kinds) | 26 | 3 90 | 882 | 158 48 | 1 | 10 |
| Marble | 2,152 | 322 80 | 16 | 0 85 | | |
| Manilla | 236 | 35 40 | 67 | 13 18 | | |
| Molasses | 603 | 90 45 | 828 | 87 85 | 117 | 11 58 |
| Nails | 17 | 2 55 | 2,700 | 345 07 | | |
| Oil (in barrels) | 9 | 1 35 | 866 | 131 85 | 78 | 7 74 |
| Paint | 39 | 5 85 | 706 | 91 74 | | |
| Pitch and tar | | | 451 | 34 39 | 345 | 34 50 |
| Rags | | | 314 | 50 19 | | |
| Rosin | | | 1,591 | 87 20 | 2,084 | 208 40 |
| Soda ash | 28 | 4 20 | 794 | 149 06 | | |
| Sugar | 449 | 30 27 | 7,233 | 1,336 92 | 4,005 | 400 50 |
| Stone (wrough) | | | 2,103 | 136 09 | 129 | 12 90 |
| Tin | | | 369 | 64 37 | | |
| Turpentine | | | 40 | 2 54 | 1 | 10 |
| White lead | | | 65 | 12 07 | | |
| Whiting | | | 246 | 46 66 | | |
| Whiskey and all other spirits | 115 | 20 93 | 765 | 137 09 | | |
| Merchandise (not enumerated) | 38,053 | 5,549 32 | 11,373 | 1,661 19 | 2,444 | 199 53 |
| Total, class No. 4 | 41,780 | 6,076 42 | 33,108 | 4,794 59 | 9,297 | 884 53 |
| *Class No 5.* | | | | | | |
| Bark | | | 4 | 20 | | |
| Barrels, empty | 83 | 16 48 | 256 | 34 47 | 22 | 0 75 |
| Boat knees | | | | | | |
| Floats | | | 7,314 | 125 58 | | |
| Firewood, in vessels | 4,744 | 202 23 | 7,790 | 216 91 | 113,440 | 3,731 73 |
| do rafts | 15 | 1 00 | | | | |
| Lumber sawn, in vessels | 129,295 | 23,040 58 | 46,441 | 1,481 98 | 72,386 | 4,241 97 |
| do rafts | | | | | | |
| Hoops | | | | | | |
| Railway ties, in vessels | 114 | 2 25 | 1,528 | 30 50 | 3,160 | 252 21 |
| do rafts | | | 554 | 11 87 | | |
| Masts, spars and telegraph poles, in vessels | | | | | | |
| Masts, spars and telegraph poles, in rafts | 2 | 0 25 | 18,042 | 452 00 | | |
| Square timber, in vessels | 45,605 | 6,837 05 | 1,366 | 37 73 | | |
| do rafts | | | 6,012 | 153 00 | | |
| Woodenware and wood partly manufactured | 87 | 34 40 | 85 | 21 65 | | |
| Shingles | 36 | 18 86 | 4 | 0 46 | 25 | 4 00 |
| Split posts and fence rails, in vessels | | | | | 3 | 0 40 |
| do do rafts | | | 2 | 0 32 | | |
| Saw-logs | 4,225 | 203 35 | 13,549 | 302 16 | | |
| Staves and headings, barrel | 576 | 46 76 | | | | |
| do do pipe | 7 | 1 52 | | | | |
| do do West India | 53 | 9 82 | 116 | 4 35 | | |
| do do salt barrel | | | 62 | 1 24 | | |
| Traverses | | | 8,760 | 21 85 | | |
| Hop poles | | | | | | |
| Total, Class No. 5 | 184,862 | 30,414 55 | 111,885 | 2,895 47 | 189,036 | 8,231 06 |

the Amount of Tolls collected—*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. |
| | | | | 2 | 0 35 | | | | |
| 1 | 0 03 | 10 | 1 90 | 149 | 15 52 | | | | |
| 81 | 2 04 | 2 | 0 29 | 101 | 9 89 | | | | |
| | | | | | | | | | |
| 141 | 3 78 | 28 | 3 24 | 60 | 5 99 | | | | |
| 70 | 1 78 | 4 | 0 67 | 47 | 4 22 | | | | |
| | | | | 4 | 0 35 | | | | |
| | | | | | | | | | |
| 4 | 0 10 | 1 | 0 10 | 100 | 8 95 | | | | |
| 110 | 2 71 | 1 | 0 10 | 232 | 23 22 | | | | |
| 157 | 3 99 | 3 | 0 20 | 303 | 28 66 | | | | |
| 22 | 0 56 | | | 25 | 2 43 | | | | |
| | | | | 25 | 2 18 | | | | |
| 32 | 0 81 | 18 | 3 42 | 39 | 4 91 | | | | |
| | | | | | | | | | |
| 21 | 0 53 | 1 | 0 19 | 19 | 1 69 | | | | |
| 864 | 21 63 | 2 | 0 29 | 693 | 65 42 | | | | |
| | | | | 3 | 0 27 | | | | |
| 1 | 0 03 | 1 | 0 10 | 9 | 0 80 | | | | |
| 2 | 0 05 | | | | | | | | |
| 6 | 0 15 | | | 9 | 90 | | | | |
| 4 | 0 10 | | | 44 | 1 32 | | | | |
| 47 | 1 19 | 3 | 0 38 | 120 | 10 63 | | | | |
| 2,494 | 62 62 | 364 | 55 39 | 1,260 | 119 89 | 4,790 | 47 90 | 103 | 2 82 |
| 4,057 | 102 10 | 438 | 66 27 | 3,214 | 307 49 | 4,790 | 47 90 | 103 | 2 82 |
| | | | | 70 | 1 64 | | | 79 | 3 05 |
| | | 54 | 5 72 | 71 | 5 65 | | | | |
| | | | | | | | | | |
| | | 59,090 | 596 61 | 1,261 | 22 65 | | | 2,384 | 23 99 |
| 255 | 2 13 | 39,303 | 1,506 57 | 36,036 | 716 61 | | | 18,948 | 201 04 |
| | | 480 | 4 80 | | | | | | |
| 987 | 11 09 | 382,430 | 27,983 58 | 34,417 | 1,549 46 | 4,831 | 48 31 | 1,139 | 23 54 |
| | | 12 | 0 21 | 70 | 2 66 | | | 14 | 0 32 |
| | | 4 | 0 37 | | | | | | |
| | | 102 | 16 00 | 4,514 | 493 82 | | | | |
| | | 132 | 7 00 | 119 | 12 67 | | | 117 | 4 63 |
| | | 5 | 0 42 | | | | | | |
| | | | | | | | | 1,986 | 20 99 |
| | | 900 | 21 82 | | | | | | |
| 4,600 | 57 50 | 3,680 | 39 69 | 180 | 3 38 | | | 1,180 | 22 00 |
| | | | | 3 | 0 28 | | | | |
| 54 | 4 51 | 689 | 538 84 | 190 | 31 65 | | | 249 | 21 84 |
| | | | | 9 | 1 39 | | | | |
| | | 2 | 1 02 | 4 | 0 51 | | | 3 | 0 13 |
| | | 11,032 | 237 82 | 182 | 4 16 | | | 4,149 | 37 50 |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | 460 | 1 15 | 600 | 3 80 | | | | |
| | | | | 73 | 10 50 | | | | |
| 5,896 | 75 23 | 498,375 | 30,961 62 | 77,799 | 2,860 83 | 4,831 | 48 31 | 30,248 | 359 03 |

No. (A) 13.—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 | 233,096 | 46,619 20 | 166,370 | 23,266 62 | 97,889 | 9,599 94 |
| Kryolite or chemical ore | ..... | ..... | ..... | ..... | ..... | ..... |
| Iron ore | ..... | ..... | ..... | ..... | ..... | ..... |
| Stone, unwrought, not suitable for cutting | 4,663 | 447 19 | 6,154 | 131 40 | ..... | ..... |
| Ice | ..... | ..... | ..... | ..... | ..... | ..... |
| Total, Special Class | 237,759 | 47,066 39 | 172,524 | 23,398 02 | 97,889 | 9,599 94 |
| Total freight and tolls | 1,278,278 | 193,276 14 | 539,932 | 68,249 13 | 312,870 | 22,649 15 |
| Timber and other wood, free | ..... | ..... | 1,801 | 88 21 | ..... | ..... |
| Wheat, corn, flour, iron, salt, coal, &c., free | 16,545 | 2,481 75 | 616,643 | 57,217 16 | ..... | ..... |
| Grand Totals, passengers and tonnage of vesseles not included | 1,294,823 | 195,757 89 | 1,158,376 | 125,554 50 | 312,870 | 22,649 15 |

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

| Murray Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canal. | |
|---|---|---|---|---|---|---|---|---|---|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tons. | Tons. | Tolls. | Tons. | Tolls. |
| | $ cts. | | $ cts. | | $ cts. | | $ cts. | | $ cts. |
| 1,983 | 37 22 | ..... | ..... | 11,010 | 533 78 | 26,931 | 269 31 | ..... | ..... |
| ..... | ..... | 125 | 6 25 | 780 | 39 00 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 570 | 5 70 | ..... | ..... | 1,148 | 28 82 | ..... | ..... | 743 | 3 50 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2,553 | 42 92 | 125 | 6 25 | 12,938 | 601 60 | 26,931 | 269 31 | 743 | 3 50 |
| 16,340 | 635 84 | 516,649 | 35,283 55 | 101,409 | 5,773 39 | 47,606 | 2,664 08 | 31,219 | 883 22 |
| ..... | ..... | 64,872 | 741 13 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 2,825 | 75 41 | ..... | ..... | ..... | ..... |
| 16,340 | 635 84 | 581,521 | 36,024 68 | 104,234 | 5,848 80 | 47,606 | 2,664 08 | 31,219 | 883 22 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

APPENDIX A—

No. (A) 14.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the 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 | 1,487,743 | 23,257 25 | 2,104,805 | 20,257 07 | 274,083 | 2,767 03 |
| | No. | | No. | | No. | |
| Passengers | 23,035 | 235 77 | 66,472 | 2,984 41 | 5,133 | 86 24 |
| *Forest, Produce of Wood.* | Tons. | | Tons. | | Tons. | |
| Bark | | | 4 | 0 20 | | |
| Boat knees | | | | | | |
| Floats | | | 7,314 | 125 58 | | |
| do Free | | | | | | |
| Firewood | 4,779 | 203 23 | 7,790 | 216 91 | 113,440 | 3,731 73 |
| do Free | | | | | | |
| Hoops and hop poles | | | | | | |
| Lumber, sawed | 129,295 | 23,040 58 | 46,441 | 1,481 98 | 72,386 | 4,241 97 |
| do Free | | | 876 | | | |
| Masts, spars, &c | 2 | 0 25 | 18,042 | 452 00 | | |
| do Free | | | | | | |
| Railway ties | 114 | 2 25 | 2,082 | 41 57 | 3,160 | 252 21 |
| Saw logs | 4,225 | 203 35 | 13,549 | 302 16 | | |
| do Free | | | | | | |
| Staves, all kinds | 636 | 58 10 | 178 | 5 59 | | |
| Shingles | 36 | 18 86 | 4 | 0 46 | 25 | 4 00 |
| Split posts and rails | | | 2 | 0 32 | 3 | 0 40 |
| do | | | | | | |
| Timber, square | 45,605 | 6,837 05 | 7,378 | 190 73 | | |
| do Free | | | 900 | | | |
| Traverses | | | 8,760 | 21 85 | | |
| do Free | | | 25 | | | |
| Total | 184,692 | 30,363 67 | 113,345 | 2,839 35 | 189,014 | 8,230 31 |
| *Farm Stock.* | | | | | | |
| Cattle | | | 208 | 14 60 | 125 | 4 54 |
| Hogs | | | 37 | 5 06 | | |
| Horses | 30 | 1 53 | 448 | 28 40 | 67 | 2 51 |
| do Free | | | 1 | | | |
| Sheep | | | 117 | 9 29 | 102 | 3 68 |
| Total | 30 | 1 53 | 811 | 57 35 | 294 | 10 73 |
| *Produce of Animals.* | | | | | | |
| Bones | | | 461 | 60 03 | 388 | 38 80 |
| Horns and hoofs, hides and skins, raw | 30 | 4 50 | 7 | 0 56 | | |
| Lard and lard oil | | | 371 | 38 27 | | |
| Meats other than pork | 1 | 0 20 | 51 | 6 02 | | |
| Pork | 53 | 10 55 | 300 | 26 97 | 1 | 0 04 |
| Tallow | 124 | 18 60 | 47 | 3 94 | | |
| Wool | 135 | 24 25 | 4 | 0 31 | | |
| Agricultural products not enumerated, animal | | | 3,135 | 447 81 | | |
| Total | 343 | 58 10 | 4,376 | 583 91 | 389 | 38 84 |

*Continued.*

Season of Navigation ended 31st December, 1893, showing the Total Quantity of each 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. |
| 177,819 | 228 64 | 314,046 | 3,173 97 | 175,915 | 1,651 12 | 109,401 | 2,188 02 | 76,537 | 428 95 |
| No. 10,525 | 114 54 | No. 13,828 | 153 76 | No. 6,119 | 137 66 | No. | | No. 9,077 | 87 45 |
| Tons. | | Tons. | | Tons. 70 | 1 64 | Tons. | | Tons. 79 | 3 05 |
| | | 59,090 | 596 61 | 1,261 | 22 65 | | | 2,384 | 23 99 |
| | | 33,830 | | | | | | | |
| 255 | 2 13 | 39,783 | 1,511 37 | 36,036 | 716 61 | | | 18,948 | 201 04 |
| | | 2,568 | | | | | | | |
| | | 4 | 37 | 73 | 10 50 | | | | |
| 987 | 11 09 | 382,442 | 27,983 79 | 34,487 | 1,552 12 | 4,831 | 48 31 | 1,153 | 23 86 |
| | | 739 | | | | | | | |
| | | 5 | 42 | | | | | 1,986 | 20 90 |
| | | 400 | | | | | | | |
| | | 234 | 23 00 | 4,633 | 506 49 | | | 117 | 4 68 |
| | | 11,032 | 237 82 | 182 | 4 16 | | | 4,149 | 37 50 |
| | | 10,385 | | | | | | | |
| 54 | 4 51 | 689 | 538 84 | 190 | 31 65 | | | 249 | 21 84 |
| | | 2 | 1 02 | 13 | 1 90 | | | 3 | 0 13 |
| | | 18 | | | | | | | |
| 4,600 | 57 50 | 4,580 | 61 51 | 180 | 3 38 | | | 1,180 | 22 00 |
| | | 16,552 | | | | | | | |
| | | 460 | 1 15 | 600 | 3 80 | | | | |
| | | 380 | | | | | | | |
| 5,896 | 75 23 | 563,193 | 30,955 90 | 77,725 | 2,854 90 | 4,831 | 48 31 | 30,248 | 359 08 |
| | | 446 | 29 54 | 9 | 0 27 | | | | |
| | | 43 | 3 44 | | | | | 9 | 13 |
| 22 | 0 44 | 186 | 8 71 | 20 | 0 63 | | | | |
| | | | | | | | | | |
| | | 309 | 24 05 | | | | | | |
| 22 | 0 44 | 984 | 65 74 | 29 | 0 90 | | | 9 | 13 |
| | | | | 16 | 0 54 | | | | |
| 6 | 0 12 | 10 | 0 96 | 6 | 0 21 | | | | |
| 16 | 0 31 | 4 | 0 32 | 29 | 0 74 | | | | |
| 6 | 0 12 | | | 5 | 0 13 | | | | |
| | | 13 | 0 94 | 241 | 5 96 | | | | |
| | | 59 | 3 85 | 5 | 0 12 | | | | |
| | | 4 | 0 23 | 3 | 0 08 | | | | |
| 11 | 0 21 | 1,077 | 102 95 | 217 | 7 31 | | | | |
| 39 | 0 76 | 1,167 | 109 25 | 522 | 15 09 | | | | |

No. (A) 14.—Summary Statement of Traffic on the undermentioned Canals

| Articles. | Welland Canal. | | St. Lawrence Canals. | | Chambly Canal. | |
|---|---|---|---|---|---|---|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| *Agricultural Products.* | | $ cts. | | $ cts. | | $ cts. |
| Agiicultural products not enumerated, vegetable | 599 | 25 54 | 1,891 | 153 06 | | |
| Apples | 235 | 5 89 | 2,383 | 340 92 | 786 | 59 37 |
| Barley Free | | | 600 | | | |
| Barley | 18,599 | 1,866 80 | 1,947 | 102 22 | 98 | 3 28 |
| Buckwheat | | | 3,278 | 167 18 | | |
| Cotton, raw | 225 | 33 75 | 4 | 30 | | |
| Corn | 441,092 | 44,109 20 | 9,219 | 723 23 | | |
| do Free | | | 278,564 | | | |
| Flax and hemp | | | 92 | 13 80 | | |
| Flour | 15,232 | 2,498 66 | 8,375 | 819 05 | 480 | 16 19 |
| do Free | 3 | | 5,514 | | | |
| Hay, pressed | | | 1,553 | 97 15 | 7,266 | 252 92 |
| Meals, all kinds | 36,356 | 7,270 80 | 880 | 41 48 | | |
| Manilla | 236 | 35 40 | 67 | 13 18 | | |
| Oats | 31,283 | 3,128 30 | 18,582 | 658 91 | 1,141 | 38 50 |
| do Free | | | 9,761 | | | |
| Pease | 390 | 39 00 | 39,288 | 1,834 39 | 18 | 0 61 |
| Potatoes | | | 149 | 20 19 | 28 | 2 09 |
| Rye | 3,671 | 367 10 | 2,172 | 194 80 | | |
| do Free | | | 3,669 | | | |
| Seeds, flax, clover and grass | 16 | 3 20 | 6,110 | 237 69 | 5 | 50 |
| Tobacco, raw | | | 17 | 1 66 | 3 | 30 |
| Wheat | 258,392 | 25,768 35 | 26,798 | 1,423 26 | | |
| do Free | | | 209,212 | | | |
| Total | 806,329 | 85,151 99 | 630,125 | 6,842 47 | 9,825 | 373 76 |
| *Manufactures.* | | | | | | |
| Ashes, pot and pearl | 23 | 4 60 | 3 | 0 60 | | |
| do do Free | | | 23 | | | |
| Agricultural implements | | | 99 | 11 67 | | |
| Barrels, empty | 83 | 16 48 | 256 | 34 47 | 22 | 0 75 |
| Bricks | 1,333 | 260 50 | 12,141 | 485 76 | 890 | 80 88 |
| Cement and water lime | 2,349 | 220 22 | 7,046 | 956 23 | 12 | 1 40 |
| do Free | 3,169 | | | | | |
| Crockery and earthenware | 13 | 1 95 | 294 | 55 50 | 13 | 1 18 |
| do Free | 98 | | | | | |
| Furniture | 17 | 2 85 | 1,120 | 167 08 | 1 | 0 10 |
| Glass, all kinds | 26 | 3 90 | 882 | 158 48 | 1 | 0 10 |
| do Free | 365 | | | | | |
| Iron, Railway | 6 | 0 90 | 6,758 | 1,007 29 | | |
| do Free | 6,576 | | | | | |
| Iron, pig | 190 | 33 50 | 2,786 | 323 18 | | |
| do Free | 25 | | | | | |
| Iron, all other | 1,885 | 301 44 | 16,488 | 926 38 | 38 | 3 00 |
| do Free | 543 | | 100 | | | |
| Molasses | 603 | 90 45 | 828 | 87 85 | 117 | 11 58 |
| do Free | 43 | | | | | |
| Nails | 17 | 2 55 | 2,700 | 345 07 | | |
| do Free | 472 | | | | | |
| Oil | 9 | 1 35 | 866 | 131 85 | 78 | 7 74 |
| do Free | 44 | | | | | |
| Oil cake | | | 1 | 0 04 | | |
| Paint | 39 | 5 85 | 706 | 91 74 | | |
| do Free | 70 | | | | | |
| Pitch and tar | | | 451 | 34 39 | 345 | 34 50 |
| do Free | 26 | | | | | |
| Rosin | | | 1,591 | 87 20 | 2,084 | 208 40 |
| Soda ash | 28 | 4 20 | 794 | 149 06 | | |
| do Free | 68 | | | | | |
| Spirits, whisky, &c | 115 | 20 93 | 765 | 137 09 | | |
| do Free | 26 | | 1 | | | |

during the Season of Navigation ended 31st December, 1893, &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. |
| 268 | 5 10 | 16 | 1 55 | 184 | 8 49 | 7,631 | 76 31 | ..... | ..... |
| 428 | 8 13 | 40 | 2 08 | 57 | 1 40 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 38 | 0 72 | ..... | ..... | 18 | 0 45 | ..... | ..... | ..... | ..... |
| 91 | 1 71 | 8 | 0 51 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 2 | 0 12 | 17 | 0 46 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 55 | 1 05 | 14 | 0 92 | 369 | 10 45 | 1,541 | 15 41 | 70 | 70 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 3,051 | 289 15 | 230 | 9 63 | ..... | ..... | ..... | ..... |
| 5 | 0 10 | 3 | 0 30 | 28 | 0 78 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 16 | 0 30 | 2,309 | 165 16 | 289 | 11 32 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1,075 | 20 22 | 334 | 24 10 | 29 | 0 74 | ..... | ..... | ..... | ..... |
| ..... | ..... | 194 | 13 78 | 46 | 1 53 | ..... | ..... | ..... | ..... |
| 19 | 0 36 | 70 | 6 76 | 34 | 1 50 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 18 | 0 34 | 23 | 2 20 | 21 | 0 50 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 1 | 0 03 | ..... | ..... | ..... | ..... |
| 414 | 7 79 | 8 | 0 78 | 182 | 4 37 | ..... | ..... | 5 | 0 05 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2,427 | 45 82 | 6,072 | 507 41 | 1,505 | 51 65 | 9,172 | 91 72 | 75 | 75 |
| ..... | ..... | ..... | ..... | 2 | 0 35 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | 0 03 | 10 | 1 90 | 149 | 15 52 | ..... | ..... | ..... | ..... |
| ..... | ..... | 54 | 5 72 | 71 | 5 65 | ..... | ..... | ..... | ..... |
| 15 | 0 29 | 30 | 1 80 | 309 | 9 54 | ..... | ..... | 9 | 27 |
| 348 | 6 55 | 7 | 0 69 | 992 | 23 90 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 81 | 2 04 | 2 | 0 29 | 101 | 9 89 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 141 | 3 78 | 28 | 3 24 | 60 | 5 99 | ..... | ..... | ..... | ..... |
| 70 | 1 78 | 4 | 0 67 | 47 | 4 22 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | 0 04 | 9 | 0 52 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 404 | 7 60 | ..... | ..... | 289 | 10 86 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 266 | 5 02 | 155 | 4 64 | 889 | 24 33 | ..... | ..... | 32 | 0 32 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | 0 10 | 1 | 0 10 | 100 | 8 95 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 110 | 2 71 | 1 | 0 10 | 232 | 23 22 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 157 | 3 99 | 3 | 0 20 | 303 | 28 66 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 10 | 0 38 | ..... | ..... | ..... | ..... |
| 22 | 0 56 | ..... | ..... | 25 | 2 43 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 25 | 2 18 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 21 | 0 53 | 1 | 0 19 | 19 | 1 69 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 47 | 1 19 | 3 | 0 38 | 120 | 10 63 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

No. (A) 14.—Summary Statement of Traffic on the undermentioned Canals

| Articles. | Welland Canal. | | St. Lawrence Canal. | | Chambly Canal. | |
|---|---|---|---|---|---|---|
| | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| *Manufactures*—Con. | | $ cts. | | $ cts. | | $ cts. |
| Steel | 267 | 40 05 | 967 | 141 89 | ..... | ..... |
| do Free | 426 | ..... | ..... | ..... | ..... | ..... |
| Sugar | 449 | 30 27 | 7,233 | 1,336 92 | 4,005 | 400 50 |
| do Free | 2,218 | ..... | ..... | ..... | ..... | ..... |
| Tin | ..... | ..... | 369 | 64 37 | ..... | ..... |
| do Free | 34 | ..... | ..... | ..... | ..... | ..... |
| Turpentine | ..... | ..... | 40 | 2 54 | 1 | 0 10 |
| White lead | ..... | ..... | 65 | 12 07 | ..... | ..... |
| do Free | 35 | ..... | ..... | ..... | ..... | ..... |
| Whiting | ..... | ..... | 246 | 46 66 | ..... | ..... |
| do Free | 31 | ..... | ..... | ..... | ..... | ..... |
| Woodenware | 87 | 34 40 | 85 | 21 65 | ..... | ..... |
| Total | 21,808 | 1,076 39 | 65,704 | 6,817 03 | 7,607 | 750 23 |
| *Merchandise.* | | | | | | |
| Brimstone, (crude) | 727 | 109 05 | 393 | 38 56 | ..... | ..... |
| Clay, lime and sand | 222 | 14 68 | 39,377 | 1,765 49 | 4,753 | 551 98 |
| do Free | ..... | ..... | 240 | ..... | ..... | ..... |
| Coal | 233,096 | 46,619 20 | 166,370 | 23,266 62 | 97,889 | 9,599 94 |
| do Free | ..... | ..... | 108,954 | ..... | ..... | ..... |
| Dye woods, and dye stuffs | ..... | ..... | 183 | 12 95 | 79 | 7 90 |
| Fish | 61 | 9 40 | 896 | 101 38 | ..... | ..... |
| do Free | 465 | ..... | ..... | ..... | ..... | ..... |
| Gypsum | ..... | ..... | 1,837 | 23 39 | ..... | ..... |
| Ores, (all kinds) | ..... | ..... | ..... | ..... | ..... | ..... |
| Marble | 2,152 | 322 80 | 16 | 85 | ..... | ..... |
| Rags | ..... | ..... | 314 | 50 19 | ..... | ..... |
| Salt | 374 | 59 80 | 5,486 | 666 71 | 447 | 19 76 |
| do Free | 995 | ..... | ..... | ..... | ..... | ..... |
| Stone, (all kinds) | 4,663 | 447 19 | 8,572 | 280 21 | 129 | 12 90 |
| do Free | 14 | ..... | ..... | ..... | ..... | ..... |
| All other goods and merchandise, (not enumerated) | 38,053 | 5,549 32 | 11,373 | 1,661 19 | 2,444 | 199 53 |
| do Free | 799 | ..... | 4 | ..... | ..... | ..... |
| Total | 281,621 | 53,131 44 | 344,015 | 27,867 54 | 105,741 | 10,392 01 |
| Grand totals (passengers and tonnage of vessels not included) | 1,294,823 | 193,276 14 | 1,158,376 | 68,249 13 | 312,870 | 22,649 15 |

Department of Railways and Canals,
Ottawa, 30th April, 1894.

during the Season of Navigation ended 31st December, 1893, &c.—*Concluded.*

| Murray Canal. | | Ottawa Canals. | | Rideau Canal. | | St. Peter's Canal. | | Trent Valley Canals. | |
|---|---|---|---|---|---|---|---|---|---|
| Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. | Tons. | Tolls. |
| | $ cts. | | $ cts. | | $ cts. | | $ cts. | | $ cts. |
| 1 | 0 02 | ..... | ..... | 23 | 54 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 864 | 21 63 | 2 | 0 29 | 693 | 65 42 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1 | 0 03 | 1 | 0 10 | 9 | 0 80 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2 | 0 05 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 6 | 0 15 | ..... | ..... | 9 | 0 90 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 | 0 10 | ..... | ..... | 14 | 1 22 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 3 | 0 28 | ..... | ..... | ..... | ..... |
| 2,567 | 58 19 | 311 | 20 83 | 4,494 | 257 55 | ..... | ..... | 41 | 0 59 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3 | 0 06 | 9,287 | 231 63 | 744 | 19 64 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 1,983 | 37 22 | ..... | ..... | 11,010 | 533 78 | 26,931 | 269 31 | ..... | ..... |
| ..... | ..... | ..... | ..... | 2,825 | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 20 | 0 38 | ..... | ..... | 103 | 2 49 | 1,882 | 18 82 | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 1 | 0 10 | ..... | ..... | ..... | ..... |
| ..... | ..... | 125 | 6 25 | 780 | 39 00 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | 4 | 0 35 | ..... | ..... | ..... | ..... |
| 32 | 0 81 | 18 | 3 42 | 39 | 4 91 | ..... | ..... | ..... | ..... |
| 287 | 5 43 | ..... | ..... | 1,997 | 53 72 | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 570 | 5 70 | ..... | ..... | 1,193 | 30 64 | ..... | ..... | 743 | 3 50 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 2,494 | 62 62 | 364 | 55 39 | 1,260 | 119 89 | 4,790 | 47 90 | 103 | 2 82 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 5,389 | 112 22 | 9,794 | 296 69 | 17,134 | 804 52 | 33,603 | 336 03 | 846 | 6 32 |
| 16,340 | 635 84 | 581,521 | 35,283 55 | 104,234 | 5,773 39 | 47,606 | 2,664 08 | 31,219 | 883 22 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

## APPENDIX A—*Continued.*

No. (A) 15.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation ended 31st December, 1893.

| Canals and Offices. | January. | April. | May. | June. | July. | August. | September | October. | November | December. | Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| WELLAND CANAL. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. | $ cts. |
| Chippawa | | | | 5 80 | 1 00 | 8 00 | 14 25 | 3 02 | 1 27 | 0 50 | 33 84 |
| Colborne | | 2,298 87 | 16,650 51 | 21,979 98 | 23,088 80 | 19,258 60 | 19,235 84 | 15,838 93 | 9,498 30 | 3,271 36 | 131,121 19 |
| Dalhousie | | 4,420 90 | 12,085 36 | 6,356 98 | 5,298 57 | 7,642 51 | 6,908 15 | 12,335 85 | 5,536 65 | 23 51 | 60,608 48 |
| Dunnville | | | 63 88 | 50 06 | 19 83 | 54 72 | | 111 32 | 47 81 | | 347 62 |
| Maitland | | | | | 0 50 | 8 61 | 1 84 | | | | 10 95 |
| Robinson | | 37 72 | 111 90 | 129 51 | 59 20 | 70 47 | 4 19 | 25 89 | 39 36 | 1 39 | 479 63 |
| St. Catharines | | 15 76 | 180 57 | 126 48 | 117 86 | 142 50 | 53 55 | 36 52 | 1 19 | | 674 43 |
| Total Welland Canal | | 6,773 25 | 29,092 22 | 28,648 81 | 28,585 76 | 27,185 41 | 26,217 82 | 28,351 53 | 15,124 58 | 3,296 76 | 193,276 14 |
| ST. LAWRENCE CANALS. | | | | | | | | | | | |
| Beauharnois | | | 81 26 | 66 31 | 69 73 | 318 72 | 272 12 | 274 51 | 222 76 | | 1,305 41 |
| Cardinal | | | 202 70 | 157 65 | 112 00 | 34 15 | 103 11 | 84 18 | 59 50 | 1 40 | 754 69 |
| Cornwall | | | 1,885 83 | 4,054 49 | 4,352 04 | 5,326 85 | 4,266 12 | 3,968 01 | 2,266 11 | 16 67 | 26,136 12 |
| Kingston | | 259 96 | 1,782 26 | 1,096 60 | 1,233 01 | 974 73 | 1,230 99 | 1,810 82 | 642 72 | | 9,031 09 |
| Lachine | | | 235 88 | 238 63 | 375 82 | 425 93 | 593 99 | 433 03 | 262 37 | 0 38 | 2,566 03 |
| Montreal | | | 3,494 66 | 4,838 72 | 5,387 96 | 4,582 54 | 4,307 06 | 3,108 63 | 2,692 85 | 43 37 | 28,455 79 |
| Total St. Lawrence Canals | | 259 96 | 7,682 59 | 10,452 40 | 11,530 56 | 11,662 92 | 10,773 39 | 9,679 18 | 6,146 31 | 61 82 | 68,249 13 |
| CHAMBLY CANAL. | | | | | | | | | | | |
| Chambly | | | 406 35 | 2,106 22 | 1,113 98 | 1,580 40 | 1,509 24 | 1,575 56 | 1,231 85 | | 9,523 60 |
| St. John | | | 3,099 48 | 1,323 33 | 2,078 69 | 1,910 46 | 1,703 44 | 1,502 18 | 648 06 | | 12,265 64 |
| St. Ours | | 8 99 | 70 12 | 101 52 | 135 36 | 101 22 | 110 27 | 135 24 | 197 19 | | 859 91 |
| Total Chambly Canal | | 8 99 | 3,575 95 | 3,531 07 | 3,328 03 | 3,592 08 | 3,322 95 | 3,212 98 | 2,077 10 | | 22,649 15 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Ottawa Canals.** | | | | | | | | | | | |
| Ottawa | | | 3,671 30 | 2,885 22 | 2,427 83 | 2,785 41 | 2,901 01 | 3,279 79 | 1,775 87 | | 19,726 43 |
| Carillon | | | 9 26 | 16 63 | 8 01 | 10 19 | 6 75 | 8 30 | 4 06 | | 63 20 |
| Grenville | | | 2,208 58 | 2,530 14 | 1,811 28 | 1,713 18 | 2,116 81 | 2,080 95 | 1,494 65 | | 13,955 59 |
| St. Anne's | | 0 70 | 205 54 | 210 56 | 243 84 | 255 98 | 278 06 | 195 00 | 148 65 | | 1,538 53 |
| Total Ottawa Canals | | 0 70 | 6,094 68 | 5,642 55 | 4,490 96 | 4,764 76 | 5,302 63 | 5,564 04 | 3,423 23 | | 35,283 55 |
| **Rideau Canal.** | | | | | | | | | | | |
| Kingston Mills | | | 135 80 | 232 42 | 188 09 | 318 46 | 167 69 | 148 37 | 39 07 | | 1,229 90 |
| Ottawa | | | 315 03 | 684 87 | 793 53 | 760 32 | 620 27 | 459 46 | 345 54 | | 3,979 02 |
| Smith's Falls | | | 33 11 | 104 73 | 117 50 | 113 83 | 89 06 | 59 61 | 46 63 | | 564 47 |
| Total Rideau Canal | | | 483 94 | 1,022 02 | 1,099 12 | 1,192 61 | 877 02 | 667 44 | 431 24 | | 5,773 39 |
| **St. Peter's Canal.** | | | | | | | | | | | |
| St. Peter's | 7 01 | 7 40 | 270 42 | 342 61 | 422 12 | 392 96 | 353 88 | 353 09 | 346 59 | 168 00 | 2,664 08 |
| **Trent Valley Canals.** | | | | | | | | | | | |
| Bobcaygeon | | | 4 25 | 47 29 | 57 06 | 118 39 | 82 93 | 94 56 | 44 07 | | 448 55 |
| Buckhorn | | | 6 00 | 7 80 | 24 34 | 11 28 | 33 31 | 0 25 | 1 69 | | 84 67 |
| Burleigh | | | 2 00 | 14 18 | 37 11 | 19 38 | 10 49 | 14 60 | 9 20 | | 107 05 |
| Fenelon Falls | | | | 5 00 | 4 50 | 5 35 | 2 75 | 2 71 | 1 50 | | 21 81 |
| Hastings | | 0 25 | 0 25 | 3 80 | 7 93 | 24 39 | 5 40 | 7 02 | 3 68 | | 52 72 |
| Peterborough | | 2 53 | 11 57 | 18 52 | 37 06 | 25 30 | 24 01 | 34 00 | 15 43 | | 168 42 |
| Total Trent Valley Canals | | 2 78 | 24 07 | 96 59 | 168 00 | 204 09 | 158 89 | 153 23 | 75 57 | | 883 22 |
| **Murray Canal.** | | | | | | | | | | | |
| Brighton | | 17 80 | 72 22 | 115 63 | 102 79 | 102 65 | 110 79 | 61 36 | 47 43 | 5 17 | 635 84 |
| Grand Total | 7 01 | 7,070 88 | 47,296 09 | 49,851 68 | 49,727 34 | 49,097 48 | 47,117 37 | 48,042 85 | 27,672 05 | 3,531 75 | 329,414 50 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

## APPENDIX A—*Continued.*

**No. (A) 16.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1893, 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 | 1,021 | 115,376 | 115,872 | 49,959 | 9,222 | 1,172 | ..... | 13,006 | 51,258 | 179,513 | 176,352 | 355,865 | 3,786 62 |
| do sail | 447 | 24,642 | 24,113 | 40,758 | 3,487 | ..... | ..... | 2,943 | 41,787 | 68,343 | 69,387 | 137,730 | 2,816 69 |
| Total Canadian | 1,468 | 140,018 | 139,985 | 90,717 | 12,709 | 1,172 | ..... | 15,949 | 93,045 | 247,856 | 245,739 | 493,595 | 6,603 31 |
| United States vessels, steam | 895 | ..... | ..... | 92,709 | 4,538 | 278,713 | 227,953 | 4,012 | 145,715 | 375,434 | 378,206 | 753,640 | 11,251 41 |
| do sail | 480 | ..... | ..... | 42,371 | 14,524 | 66,447 | 47,298 | 8,170 | 61,698 | 116,988 | 123,520 | 240,508 | 5,402 53 |
| Total United States | 1,375 | ..... | ..... | 135,080 | 19,062 | 345,160 | 275,251 | 12,182 | 207,413 | 492,422 | 501,726 | 994,148 | 16,653 94 |
| Grand Total, Welland Canal | 2,843 | 140,018 | 139,985 | 225,797 | 31,771 | 346,332 | 275,251 | 28,131 | 300,458 | 740,278 | 747,465 | 1,487,743 | 23,257 25 |
| ST. LAWRENCE CANALS. | | | | | | | | | | | | | |
| Canadian vessels, steam | 3,678 | 362,050 | 321,867 | 12,816 | 110 | ..... | 7 | ..... | 5,315 | 374,866 | 327,299 | 702,165 | 4,321 59 |
| do sail | 6,414 | 665,794 | 475,256 | 47,203 | 4 | ..... | ..... | 196 | 119,084 | 713,193 | 594,344 | 1,307,537 | 15,232 75 |
| Total Canadian | 10,092 | 1,027,844 | 797,123 | 60,019 | 114 | ..... | 7 | 196 | 124,399 | 1,088,059 | 921,643 | 2,009,702 | 19,554 34 |
| United States vessels, steam | 440 | 1,005 | 348 | 2,530 | 13 | 5,799 | 6,093 | 46 | 2,462 | 9,380 | 8,916 | 18,296 | 136 20 |
| do sail | 712 | 480 | 19,301 | 9,005 | 2,066 | 940 | 1,342 | 34,487 | 9,186 | 44,912 | 31,895 | 76,807 | 566 53 |
| Total United States | 1,152 | 1,485 | 19,649 | 11,535 | 2,079 | 6,739 | 7,435 | 34,533 | 11,648 | 54,292 | 40,811 | 95,103 | 702 73 |
| Grand Total, St. Lawrence Canals | 11,244 | 1,029,329 | 816,772 | 71,554 | 2,193 | 6,739 | 7,442 | 34,729 | 136,047 | 1,142,351 | 962,454 | 2,104,805 | 20,257 07 |
| CHAMBLY CANAL. | | | | | | | | | | | | | |
| Canadian vessels, steam | 581 | 37,063 | 36,799 | 108 | 7 | ..... | 3 | ..... | 392 | 37,171 | 37,201 | 74,372 | 250 91 |
| do sail | 599 | 15,168 | 14,786 | 3,273 | ..... | ..... | ..... | ..... | 13,749 | 18,441 | 28,535 | 46,976 | 575 04 |
| Total Canadian | 1,180 | 52,231 | 51,585 | 3,381 | 7 | ..... | 3 | ..... | 14,141 | 55,612 | 65,736 | 121,348 | 825 95 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| United States vessels, steam | 3 | 5 | | | | | | | 155 | 5 | 155 | 160 | 2 36 |
| do sail | 1,569 | 629 | 2,755 | 64,210 | | | | | 84,981 | 64,839 | 87,736 | 152,575 | 1,938 72 |
| Total United States | 1,572 | 634 | 2,755 | 64,210 | | | | | 85,136 | 64,844 | 87,891 | 152,735 | 1,941 08 |
| Grand Total, Chambly Canal | 2,752 | 52,865 | 54,340 | 67,591 | 7 | | 3 | | 99,277 | 120,456 | 153,627 | 274,083 | 2,767 03 |
| **OTTAWA CANALS.** | | | | | | | | | | | | | |
| Canadian vessels, steam | 1,019 | 45,360 | 94,093 | | 633 | | | | | 45,360 | 94,726 | 140,086 | 572 66 |
| do sail | 1,244 | 7,311 | 135,366 | | 13,324 | | | | | 7,311 | 148,690 | 156,001 | 2,162 22 |
| Total Canadian | 2,263 | 52,671 | 229,459 | | 13,957 | | | | | 52,671 | 243,416 | 296,087 | 2,734 88 |
| United States vessels, steam | 2 | | | | 93 | 95 | | | | 95 | 93 | 188 | 3 08 |
| do sail | 183 | 1,565 | 5,513 | | 10,693 | | | | | 1,565 | 16,206 | 17,771 | 436 01 |
| Total United States | 185 | 1,565 | 5,513 | | 10,786 | 95 | | | | 1,660 | 16,299 | 17,959 | 439 09 |
| Grand Total, Ottawa Canals | 2,448 | 54,236 | 234,972 | | 24,743 | 95 | | | | 54,331 | 259,715 | 314,046 | 3,173 97 |
| **RIDEAU CANAL.** | | | | | | | | | | | | | |
| Canadian vessels, steam | 1,299 | 47,005 | 47,372 | | | | | | 307 | 47,005 | 47,679 | 94,684 | 687 25 |
| do sail | 858 | 30,835 | 31,375 | 1,907 | | | | | 1,625 | 32,742 | 33,000 | 65,742 | 717 56 |
| Total Canadian | 2,157 | 77,840 | 78,747 | 1,907 | | | | | 1,932 | 79,747 | 80,679 | 160,426 | 1,404 81 |
| United States vessels, steam | 73 | 141 | 195 | 212 | 57 | | | | 351 | 353 | 603 | 956 | 20 55 |
| do sail | 176 | 3,422 | 4,401 | 2,952 | 752 | | | | 3,006 | 6,374 | 8,159 | 14,533 | 225 76 |
| Total United States | 249 | 3,563 | 4,596 | 3,164 | 809 | | | | 3,357 | 6,727 | 8,762 | 15,489 | 246 31 |
| Grand Total, Rideau Canal | 2,406 | 81,403 | 83,343 | 5,071 | 809 | | | | 5,289 | 86,474 | 89,441 | 175,915 | 1,651 12 |
| **ST. PETER'S CANAL.** | | | | | | | | | | | | | |
| Canadian vessels, steam | 233 | 21,545 | 17,458 | | | | | | | 21,545 | 17,458 | 39,003 | 786 06 |
| do sail | 1,229 | 30,658 | 30,046 | | | | | 118 | | 30,776 | 30,046 | 60,822 | 1,216 46 |
| Total Canadian | 1,462 | 52,203 | 47,504 | | | | | 118 | | 52,321 | 47,504 | 99,825 | 1,996 50 |
| United States vessels, steam | 10 | 2,028 | 676 | | 75 | | | 75 | | 2,103 | 751 | 2,854 | 57 08 |
| do sail | 18 | 650 | 1,039 | | 893 | | | 4,140 | | 4,790 | 1,932 | 6,722 | 134 44 |
| Total United States | 28 | 2,678 | 1,715 | | 968 | | | 4,215 | | 6,893 | 2,683 | 9,576 | 191 52 |
| Grand Total, St. Peter Canal | 1,490 | 54,881 | 49,219 | | 968 | | | 4,333 | | 59,214 | 50,187 | 109,401 | 2,188 02 |

No. (A) 16.—SUMMARY 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 CANALS. | | | | | | | | | | | | | $ cts. |
| Canadian vessels, steam | 994 | 18,560 | 18,835 | | | | | | | 18,560 | 18,835 | 37,395 | 287 96 |
| do sail | 594 | 19,068 | 20,074 | | | | | | | 19,068 | 20,074 | 39,142 | 140 99 |
| Total Canadian | 1,488 | 37,628 | 38,909 | | | | | | | 37,628 | 38,909 | 76,537 | 428 95 |
| United States vessels, steam | | | | | | | | | | | | | |
| do sail | | | | | | | | | | | | | |
| Total United States | | | | | | | | | | | | | |
| Grand Total, Trent Valley Canals. | 1,488 | 37,628 | 38,909 | | | | | | | 37,628 | 38,909 | 76,537 | 428 95 |
| MURRAY CANAL. | | | | | | | | | | | | | |
| Canadian vessels, steam | 497 | 104,966 | 36,064 | 13,653 | | | | 614 | 13,698 | 119,233 | 49,762 | 168,995 | 187 13 |
| do sail | 150 | 2,693 | 2,950 | 509 | | | | 160 | 1,227 | 3,362 | 4,177 | 7,539 | 34 95 |
| Total Canadian | 647 | 107,659 | 39,014 | 14,162 | | | | 774 | 14,925 | 122,595 | 53,939 | 176,534 | 222 08 |
| United States vessels, steam | 9 | 220 | 75 | | 37 | | 38 | | 122 | 220 | 272 | 492 | 2 25 |
| do sail | 15 | 607 | | 58 | | | | 64 | 64 | 729 | 64 | 793 | 4 31 |
| Total United States | 24 | 827 | 75 | 58 | 37 | | 38 | 64 | 186 | 949 | 336 | 1,285 | 6 56 |
| Grand Total, Murray Canal | 671 | 108,486 | 39,089 | 14,220 | 37 | | 38 | 838 | 15,111 | 123,544 | 54,275 | 177,819 | 228 64 |

No. (A) 16.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—*Continued.*

RECAPITULATION.

| Vessels. | Total Number. | From Canadian to Canadian Ports. | | From Canadian to United States Ports. | | From United States to United States Ports. | | From United States to Canadian Ports. | | Tons. | | Total Tons. | Amount of Tolls. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | Up. | Down. | | |
| CANADIAN VESSELS. *Steam and Sail.* | | | | | | | | | | | | | $ cts. |
| Welland | 1,468 | 140,018 | 139,985 | 90,717 | 12,709 | 1,172 | ..... | 15,949 | 93,045 | 247,856 | 245,739 | 493,595 | 6,603 31 |
| St. Lawrence | 10,092 | 1,027,844 | 797,123 | 60,019 | 114 | ..... | 7 | 196 | 124,399 | 1,088,059 | 921,643 | 2,009,702 | 19,554 34 |
| Chambly | 1,180 | 52,231 | 51,585 | 3,381 | 7 | ..... | 3 | ..... | 14,141 | 55,612 | 65,736 | 121,348 | 825 95 |
| Ottawa | 2,263 | 52,671 | 229,459 | ..... | 13,957 | ..... | ..... | ..... | ..... | 52,671 | 243,416 | 296,087 | 2,734 88 |
| Rideau | 2,157 | 77,840 | 78,747 | 1,907 | ..... | ..... | ..... | ..... | 1,932 | 79,747 | 80,679 | 160,426 | 1,401 81 |
| St. Peter's | 1,462 | 52,203 | 47,504 | ..... | ..... | ..... | ..... | 118 | ..... | 52,321 | 47,504 | 99,825 | 1,996 50 |
| Trent Valley | 1,488 | 37,628 | 38,909 | ..... | ..... | ..... | ..... | ..... | ..... | 37,628 | 38,909 | 76,537 | 428 95 |
| Murray | 647 | 107,659 | 39,014 | 14,162 | ..... | ..... | ..... | 774 | 14,925 | 122,595 | 53,939 | 176,534 | 222 08 |
| Total Canadian | 20,757 | 1,548,094 | 1,422,326 | 170,186 | 26,787 | 1,172 | 10 | 17,037 | 248,442 | 1,736,489 | 1,697,565 | 3,434,054 | 33,770 82 |
| UNITED STATES VESSELS. *Steam and Sail.* | | | | | | | | | | | | | |
| Welland | 1,375 | ..... | ..... | 135,080 | 19,062 | 345,160 | 275,251 | 12,182 | 207,413 | 492,422 | 501,726 | 994,148 | 16,653 94 |
| St. Lawrence | 1,152 | 1,485 | 19,649 | 11,535 | 2,079 | 6,739 | 7,435 | 31,533 | 11,648 | 54,292 | 40,811 | 95,103 | 702 73 |
| Chambly | 1,572 | 634 | 2,755 | 64,210 | ..... | ..... | ..... | ..... | 85,136 | 64,844 | 87,891 | 152,735 | 1,941 08 |
| Ottawa | 185 | 1,565 | 5,513 | ..... | 10,786 | 95 | ..... | ..... | ..... | 1,660 | 16,299 | 17,959 | 439 09 |
| Rideau | 249 | 3,563 | 4,596 | 3,164 | 809 | ..... | ..... | ..... | 3,357 | 6,727 | 8,762 | 15,489 | 246 31 |
| St. Peter's | 28 | 2,678 | 1,715 | ..... | 968 | ..... | ..... | 4,215 | ..... | 6,893 | 2,683 | 9,576 | 191 52 |
| Trent Valley | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Murray | 24 | 827 | 75 | 58 | 37 | ..... | 38 | 64 | 186 | 949 | 336 | 1,285 | 6 56 |
| Total United States | 4,585 | 10,752 | 34,303 | 214,047 | 33,741 | 351,994 | 282,724 | 50,994 | 307,740 | 627,787 | 658,508 | 1,286,295 | 20,181 23 |
| Grand total, Canadian and United States | 25,342 | 1,558,846 | 1,456,629 | 384,233 | 60,528 | 353,166 | 282,734 | 68,031 | 556,182 | 2,364,276 | 2,356,073 | 4,720,349 | 53,952 05 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.

## APPENDIX A—*Continued.*

No. (A) 17.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1892 and 1893, 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. | | |
| 1892. | | | | | | | | | | | | $ cts. |
| 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 |
| 1893. | | | | | | | | | | | | |
| Welland Canal | 17,403 | 103,529 | 8,741 | 61,240 | 247,108 | 384,559 | 8,331 | 463,912 | 281,583 | 1,013,240 | 1,294,823 | 193,276 14 |
| St. Lawrence Canals | 216,612 | 657,436 | 9,987 | 1,901 | 221 | 1,210 | 45,716 | 225,293 | 272,536 | 885,840 | 1,158,376 | 68,249 13 |
| Chambly Canal | 9,040 | 11,872 | 183,284 | ..... | ..... | ..... | ..... | 108,674 | 192,324 | 120,546 | 312,870 | 22,649 15 |
| Rideau Canal | 68,247 | 15,769 | 11,406 | 1,723 | ..... | ..... | ..... | 7,089 | 79,653 | 24,581 | 104,234 | 5,773 39 |
| Ottawa Canals | 1,049 | 504,955 | ..... | 75,517 | ..... | ..... | ..... | ..... | 1,049 | 580,472 | 581,521 | 35,283 55 |
| St. Peter's Canal | 10,669 | 35,226 | ..... | 1,220 | ..... | ..... | 491 | ..... | 11,160 | 36,446 | 47,606 | 2,664 08 |
| Trent Valley Canals | 23,210 | 8,009 | ..... | ..... | ..... | ..... | ..... | ..... | 23,210 | 8,009 | 31,219 | 883 22 |
| Murray Canal | 5,476 | 8,026 | 658 | 1 | ..... | ..... | 374 | 1,805 | 6,508 | 9,832 | 16,340 | 635 84 |

B. H. TEAKLES,
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th April, 1894.