DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1894, TO 30th JUNE, 1895

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

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Department of Railways and Canals.

To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen, &c., &c., &c., Governor General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the **Annual** Report of the Department of Railways and Canals, of the Dominion of **Canada**, for the past fiscal year, from the 1st of July, 1894, to the 30th June, 1895.

All of which is respectfully submitted,

JOHN HAGGART,
Minister of Railways and Cana'a.

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Department of Railways and Canals.

REPORT

1894-95.

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, 1895.

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 June, 1895, 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.

---

* It should be observed that while the usual reports furnished by the superintending officers, and to be found in the appendices hereto, deal with the fiscal year only, the Chief Engineer of Government Railways has reported, dealing with certain matters under his charge up to the 30th of September, 1895. Information on points relating to subsidized lines of railway has, in previous years, been brought down in the general report to the end of December, thus giving the results of the season's work. This year, however, it has been found necessary, in consequence of the early date of the meeting of Parliament, to confine statements to the operations of the fiscal year.

The number of railways in actual operation, including the two Government roads, the Intercolonial and the Prince Edward Island Railways, was 138, two short and unimportant roads having temporarily ceased operation; some of these, however, are amalgamated or leased; making the total number of controlling companies 74, not including the Government railways.

The number of miles of completed railway was 16,091, an increase of 323 miles, besides 2,054 miles of sidings. The number of miles laid with steel rails was 15,745. The number of miles in operation was 15,977.

The paid-up capital amounted to $894,640,559, an increase of $6,675,539. The gross earnings amounted to $46,785,487, a decrease of $2,777,041, and the working expenses aggregated $32,949,669, a reduction of $2,468,764, compared with the previous year, leaving the net earnings of the year $14,035,818, a decrease of $298,277. The number of passengers carried was 13,987,580, a reduction of 474,918, and the freight traffic amounted to 21,524,421 tons, an increase of 803,305 tons. The total number of miles run by trains was 40,661,890, a reduction of 3,108,139 miles. The accident returns show that 9 passengers were killed.

RAILWAY CONSTRUCTION EXPENDITURE.

BEFORE AND SINCE CONFEDERATION.

The following shows the total amount expended by the Government for construction of railway works or granted in aid of such construction: embracing the period prior to confederation and extending down to the 30th of June, 1895:

(*a*.) Intercolonial Railway system as established by the Act 54-55 Vic., ch. 50 (1891)	$55,007,939 40
Prince Edward Island Railway	3,750,565 38
Montreal and European Short Line Railway	333,942 72
(*b*.) Carleton Branch Railway	48,410 48
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.	31,014,163 78
Canadian Pacific Railway—Other expenditure on surveys, explorations, telegraph lines, Dawson Route, Fort Frances Lock, &c.	6,639,581 43
(*c*) Annapolis and Digby Railway	119,225 80
Total expended by the Government itself on railway works	$96,913,828 99

(*a*) Certain amounts, originally charged to "Capital," expended prior to confederation on railways which became part of the Intercolonial, were subsequently transferred to "Consolidated Fund" (see the accountant's note p. 20). They are not included in the above, but are included in his Recapitulation p. 27.

(*b*) Being the difference between $88,410.48 expended by the Government and the sum of $40,000, paid to it in March, 1893, by the Corporation of St. John, to whom this road was transferred.

(*c*) Being the expenditure over and above the sum of $500,000 voted as a subsidy by the special act 52 Vic., ch. 8 (1889), which sum is now included in the "subsidies to railways" under the heading "Western Counties Railway" (see accountant's statement p. 33), this section having been transferred to that Company.

SUBSIDIES TO RAILWAYS.

Canadian Pacific Railway	25,000,000 00
(*d*) Canadian Pacific Railway Extension to Quebec	1,500,000 00
(*e*) Canada Central Railway	1,525,250 00
Western Counties Railway (Annapolis and Digby)	500,000 00
(*f*) Other railways	12,487,136 54
Total paid as subsidy	41,012,386 54
Total expenditure	$137,926,215 53

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

This amount does not include the annual subsidy of $186,600 payable half yearly for twenty years, dating from the 1st of July, 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—

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	
		775

(*d*) 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.
(*e*) Including $85,250 refunded to the town of Pembroke.
(*f*) Including value of old rails transferred, and also the $500,000 expended on the Annapolis and Digby section of the Western Counties Railway.

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—

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 the 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	15	
Total, Montreal to Vancouver		2,906

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

By the Act 51 Vic., ch. 32, approval and ratification was 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 fifty million acres, to form the security for such bonds. The arrangements contemplated by this agreement are being carried out by the Department of Finance. A deed of mortgage in favour of special trustees, one of whom is the Minister of Finance, has been executed under date the 2nd of June, 1888, having previously been approved by an Order in Council of the 1st of that month, being a mortgage of the said unsold lands of the company's subsidy, amounting to 14,934,238 acres, and constitutes the said security.

By the Act passed in 1891, 54-55 Vic., c. 11, respecting the North Shore section of the Canadian Pacific Railway, authority was given, subject to certain provisions for the cancellation of the mortgage bonds of the North Shore Railway, which to the value of $1,108,626, had been purchased by the Government for the sum of $970,000 (part of a sum of $1,500,000 voted by Parliament in the years 1884 and 1885, to secure to the port of Quebec free access for the trains and traffic of the Canadian Pacific Railway) and for discharging that company from all liability in respect of such bonds. The conditions under which this action might be taken were, as stated in the Act, that the company should execute a deed of agreement binding itself to complete and provide, with all due diligence, the following works and improvements, namely:—

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

"Improvements over the whole line between St. Martin's Junction and the city of Quebec, of such a character as to bring that section up to the highest standard of the other Canadian Pacific stations, including additional accomodation 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 developement 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 money 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 authorised was duly signed.

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

In the agreement dated the 20th of November, 1886, and executed under an Order in Council of the 2nd of that month, which constituted the basis of the final settlement of matters between the Government and the company prior to the transfer of the road to them, a special provision was inserted, in view of dispute as to the condition in which the work in British Columbia executed by the Government should be handed over. The company accepted the same, "subject to the adjustment and correction by the Government of any defects or deficiencies in the construction thereof, if any, according to the specifications and conditions of the contracts therefor, except in so far as the same were modified by the Government prior to 21st of October, 1880."*

For the determination of the questions covered by the foregoing, a special arbitration was authorized by an Order in Council of the 5th of January, 1888. The arbitrators 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 awarded was to be expended, under the supervision of an officer of the Government, for the improvement of the railway in certain specified directions.

The total value of the work so executed from the date of the award up to the 1st of September, 1895, as returned by the Government officer in charge is $319,892.02, which added to the expenditure, $202,675.20, prior to the date of the award makes the total expenditure thereunder $522,567.22, to this has to be added the sum of $8,885.20 for work done in the month of September 1895, making the total of $531,452.42 and leaving still to be expended the sum of $47,802.78. A detailed report from the Inspecting Engineer on the work executed will be found in Appendix 6, p. 124.

It should be noted that for the year ended on the 30th June, 1895, the company had under traffic, in Canada, 6,159 miles of railway, including leased lines—and that its gross earnings were $17,912,273.60 (as against 6,094 miles of railway and receipts $19,357,098.05 the previous year). The total expenditure for

*The date of the company's contract.

working expenses was $11,282,506, making the net earnings $6,629,767.60. The company carried 2,892,995 passengers and 3,720,567 tons of freight. These figures, which apply only to the traffic in Canada, are taken from the sworn statements of the company, furnished in accordance with the Railway Act. (See Railway Statistics Appendix).

GOVERNMENT RAILWAYS IN OPERATION.

The several lines maintained by the Government are: The Intercolonial, the Windsor Branch (maintained only), and the Prince Edward Island Railway, making a total of 1,397½ miles.

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, p. 34, and 5, p. 66, 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 1894-95 show the following as the financial position of these roads for the fiscal year.

The Intercolonial Railway system, 1,142 miles in operation, earned $2,940,717.95 and the working expenses aggregated $2,936,902.74, leaving a profit of $3,815.21.

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 $39,077.64, and the expenditure on maintenance was $14,640.07 leaving a profit of $24,437.57.

The Prince Edward Island Railway is 211 miles long. Its earnings amounted to $149,654.78, and the working expenses were $232,905.69; the loss on the year's operation being $83,250.41. Deducting from the profit made on the Intercolonial and the Windsor Branch the loss on the Prince Edward Island Railway, the net loss was $54,997.63.

The gross earnings of all the Government roads for the past fiscal year amounted to $3,129,440.37, and compared with those of the preceding year show a decrease of $49,579.20. The gross working expenses amounted to $3,184,448.00 a reduction of $41,760.13.

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 Chandière 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 $327,034.51 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, 1895, $55,007,939.40.

The additions made during the year included $122,708.28 for increased accommodation at Halifax, $118,15[illegible].94 for the construction of the branch line from Windsor Junction to Dartmouth, $9,984.24 for fitting the automatic break to freight cars, and $62,610.41 paid in settlement of claims in connection with the construction of the Oxford and New Glasgow and Cape Breton sections of the road.

REVENUE ACCOUNT.

The gross earnings of the year amounted to $2,940,717.95, and the working expenses to $2,936,902.74, making the excess of earnings over expenditure $3,815.21. The expenditure was less than that of the previous year by $44,769.24.

Comparing the earnings with those of the previous year, the passenger traffic produced $963,914.44, an increase of $4,999.31; the freight traffic amounted to $1,782,608.54, a decrease of $51,517.80, and the carriage of mails and sundries produced $194,194.97, an increase of $273.83.

The value of stores, including fuel and steel rails, on hand at the close of the fiscal year was $691,347.30.

The cost per mile of railway was $2,571.71 against $2,610.94 the previous year, and the cost per mile run by trains was $73.43 cents against $70.94 cents the previous year.

GENERAL OBSERVATIONS.

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

The total number of passengers carried was 1,352,667, an increase of 51,605. The local passenger traffic increased by 56,257, but the through traffic showed a decrease of 4,652. The freight traffic amounted to 1,267,816 tons, a decrease of 74,894 tons, the local freight having fallen off to the extent of 64,740 tons, and the through freight to the extent of 10,154 tons.

Of flour there were carried 938,351 barrels, a decrease of 6,616. Of grain there were carried 1,036,384 bushels, a decrease of 268,300. No portion of this was for shipment at Halifax. Lumber showed an increase of 1,739,320 superficial feet, the total quantity transported being 200,507,949 feet. There was a decrease of 7,097 in the number of live stock carried, the number being 72,106. Coal showed a decrease of 93,491 tons, the quantity being 385,200 tons. Of raw sugar 10,342 tons were carried, an increase of 3,567 tons, the whole quantity being for local stations. Of refined sugar 33,865 tons were carried, an increase of 284 tons; of this all but 4,695 tons was for points west of the road. A total of 6,892 tons of fresh fish, an increase of 517 tons, and a total of 10,209 tons of salt fish, an increase of 2,512 tons were carried.

A further addition was made to the number of freight cars fitted with the automatic air brake, the number so fitted being now 971.

Twenty-five miles of track were relaid with the heavier steel rail, 67 pounds to the yard, in place of the 56 pounds rail. This work was charged to revenue.

On the 20th of October, 1894, the engine house, at Rivière du Loup, was destroyed by fire and a number of locomotives were damaged. The rebuilding of the engine house cost $6,363.18 and the repair of the locomotives $10,981.11.

By a fire which occurred at the Halifax deep water terminus on the 27th of February, 1895, railway property was destroyed to the value of $202,100, the wharf and the grain elevator being the principal losses. The work of repair was at once commenced and temporary arrangements were made to obviate delay and inconvenience so far as possible.

A second fire on the 19th of May, 1895, occurred at the Richmond wharf near Halifax, entailing a loss to the extent of $100,000.

The old railway crossing of the Narrows at Halifax harbour, giving communication with Dartmouth, having been practically destroyed by storms, has been abandoned, and the construction of a branch line, 11½ miles in length, between Windsor Junction and Dartmouth is in progress.

The winter of 1894-95 was severe, entailing heavy cost for removal of snow and ice, the sum of $64,000 being expended in this direction.

All necessary repairs were made to structures, buildings, wharves, and other works, and the whole road, with its rolling stock has been maintained in a condition of efficiency.

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.

This railway is operated by the Windsor and Annapolis Railway Company, now called the Dominion Atlantic Railway Company. 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. This arrangement is carried out under an agreement dated the 13th of December, 1892, which extends for a further term of 21 years arrangements similar to those made in 1871.

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 $39,077.64, an increase of $6,102.17. The expenses of maintenance amounted to $14,640.07, a decrease of $3,005.02, leaving the profit to the Government $24,437.57.

The road has been maintained in good order. Details will be found in the appendices. (*See* Appendix 5, p. 100.)

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

The 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 1893-94 was $3,750,565.38. There was no addition during the fiscal year 1894-95.

REVENUE ACCOUNT.

On revenue account the gross earnings amounted to $149,654.71., and the working expenses to $232,905.19, the over expenditure being $83,250.41.

Compared with the previous year the gross earnings show a decrease of $8,879.05. The railway carried 125,089 passengers, an increase of 1,362, producing $62,239.37, a decrease of $1,920.23. Of freight there were carried 48,325 tons, a decrease of 5,252 tons, producing $68,061.11, a decrease of $6,881.72. The transport of mails and sundries produced $19,354.30, a decrease of $77.10.

Compared with the previous year, the expenditure was greater by the sum of $6,014.13.

The cost per mile run by trains was 95.35 cents, a reduction of 1.57 cents; and per mile of railway $1,109.07, an increase of $28.34.

The winter was unusually severe and the cost of clearing snow and ice, $13,568.67, was greater, by $3,873.73, than the cost in the previous year.

The value of stores on hand at the close of the fiscal year was $106,748.57.

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

Details of operations will be found in Appendix 5, p. 105.

Communication between the Prince Edward Island Railway and the Intercolonial is afforded in summer by steamer between Summerside and Point 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 iceboats from Cape Traverse. These cross the Strait to Cape Tormentine, on the mainland, a distance of about 9 miles. Here, by the line of the New Brunswick and Prince Edward Railway, about 40 miles in length, connection is made with the Intercolonial Railway at Sackville. This winter service is conducted by the Marine Department, the mails being taken to and met at Cape Traverse by special trains, whenever required by the Post Office Department.

GOVERNMENT ACTION AS TO SUBSIDIZED LINES.

NOTE.—The numbers within brackets after the title of the company refer to the lists of railways subsidized by Parliament. Appendix 10, 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 end of the fiscal year, the 30th of June, 1895, only.

The following shows the aggregate of the payments made on ordinary subsidy accounts since the system of subsidy of railway enterprise was commenced.

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	1897	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
do	1894–95	do	1895	1,123,949 10
				$12,487,136 54

To the above there have to be added the following exceptional subsidies:

Canada Central Railway	$ 1,525,250 00
Canadian Pacific Railway	25,000,000 00
" " extension	1,500,000 00
Western Counties Railway (Digby Annapolis section).	500.000 00
Total payments up to the 30th of June, 1895	$41,012,386 54

The above does not include the annual subsidy payable to the Atlantic and North West Railway Company nor the amount due to the Province of Quebec for the North Shore Railway between Ottawa and Quebec, on which interest only is paid.

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 fully earned and paid prior to the 1st of July, 1894.

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 14, p. 246.

The several Subsidy Acts passed in each year from 1882 will be found in Appendix 10, p. 187. No subsidies were authorized in the session of 1895.

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, 43 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 works were received, but none of them coming within the limit of expenditure authorized by Parliament, an offer made by the Baie des Chaleurs Railway Company to build and operate this section as a part of their own road from Metapediac to Paspebiac for the amount, was accepted by an Order in Council of the 18th of September, 1885, and a provisional contract was entered into with them on the 7th of November, the section to be finished by the 1st of July, 1888; plans being furnished and the work supervised by the department.

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

Provision, however, having been made, as above stated, for the building of the first 20 miles of this distance, the contract entered into with the company, also on the 7th of November, 1885, as authorized by an Order in Council, also dated the 18th of September, for the work under this subsidy, dealt with the construction of the last 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 the agreements.

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 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, payments 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. Anicet, the estimated distance being 30 miles.

On the 21st of November, 1887, and under the authority of Orders in Council of the 1st of October and 2nd of November, a contract for the work was made with the company, namely, from St. Martin to Valleyfield, towards St. Anicet, the road to be completed by the 1st December, 1888. By the Order first named, approval was also given to the location of the road from its junction with the Montreal and Champlain Junction Railway, at St. Martin, to Valleyfield, $19\frac{69}{100}$ miles. Up to the close of the fiscal year 1889-90 the total payments amounted to $58,900. By the Act 56 Vic., ch. 2 (1893), the unpaid balance, $3,500, was revoted, but no further payment has been made up to the 30th of June, 1895.

Belleville and North Hastings Railway Company.

(See Annual Report of 1888-89.)

Boston and Nova Scotia Coal Company.

(Nos. 251 and 356.)

The company was incorporated by the Act 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 35½ 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 30th of June, 1895.

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 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 30th June, 1895.

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 30th of June, 1895.

Buctouche and Moncton Railway Company.

(See Annual Report for 1893-94).

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 during the fiscal year the sum of $30,400 was paid, making the total payments to these two companies $342,000.

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. During the fiscal year, 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 Louisbourg, 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 30th of June, 1895.

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 this work under the Subsidy Act of 1889, the limit of subsidy being $128,000; this contract covering also a subsidy for 4½ miles, the limit of which was $14,400, authorized by the Act, 53 Vic., ch. 2, making a total subsidy of $142,400; the total length of road subsidized being 44½ miles. The date for completion was fixed as the 1st of December, 1891.

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

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 30th of June, 1895.

Chatham Branch Railway Company

(See Annual Report of 1893-94.)

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. The subsidy has lapsed.

Cobourg, Northumberland and Pacific Railway Company.

(See Nos. 301, 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, to 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 30th of June, 1895.

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. Up to the end of the fiscal year 1890-91, the sum of $39,850 had been paid. No further payments have been made since, and the balance of subsidy has lapsed.

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 Louisbourg, Cape Breton.

On the 26th January, 1894, a contract was entered into with the above company for the work from Bridgeport to Louisbourg Harbour. The first 10 miles section from Bridgeport has been completed, and during the fiscal year the sum of $32,000 has been paid.

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 $76,000, for 24 miles of the railway of the company from Drummonville 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 Chaudière 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, and during the past fiscal year the further sum of $92,096 was paid, making the total payments $287,936 up to the 30th of June, 1895.

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.

(See Annual Report for 1893–94.)

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 the 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. The total amount paid the company is $40,345 up to the 30th of June, 1895.

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. Jérome 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 Nispissing Railway Company.

During the past fiscal year 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 30th June 1895.

Guelph Junction Railway Company.

(See Annual Report of 1888-89.)

Harvey Branch Railway Company.

(See Annual Report for 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.

(See 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 been made up to the 30th of June 1895.

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24, 159 and 301.)

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

With the sanction of an Order in Council of the 10th July, 1886, a contract was made with the company on the 19th of August, 1886.

The 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 30th of June, 1895, $96,000.

Joggins Railway Company.

(See Annual Report for 1891-92.)

Kingston, Napanee and Western Railway Company.

(See Napanee, Tamworth and Quebec Railway Company.)

Kingston and Pembroke Railway Company.

(See Annual Report for 1884-85.)

Lake Erie and Detroit River Railway Company.

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

(See Annual Report for 1893-94.)

L'Assomption Railway Company.

(See Annual Report of 1886-87.)

Leamington and St. Clair Railway Company.

(See Annual Report of 1888-89.)

Lake Témiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169, 216, 278, 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 wharves and landing stages in connection with this line. This was subsequently cancelled, and by the Act 50-51 Vic., ch. 24 (1887), the definition of portions of the road to which the preceding Acts had granted subsidies was corrected, the amount of the subsidy, however, remaining the same, namely, a total of $31,600.

By the Act 50-51 Vic., ch. 24, the grant of 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 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 until the fiscal year now past, but during this year payments have been made to the extent of $233,198.95 making the total payments $285,958.95, up to the 30th of June, 1895.

Lotbinière and Megantic Railway Company.

(See Nos. 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 Deschaillons, 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 Deschaillons toward Glen Lloyd.

On the 17th of 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 $38.000 was paid, making the total payments $73,600 up to the 30th of June, 1895.

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, 55-56 Vic., (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, making the total payments $67,200 up to the 30th of June, 1895.

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 Annual Report for 1893-94.)

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 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.

By an Order in Council of the 16th of April, 1894, the time for the completion of the 30 miles of railway from Vaudreuil towards Hawkesbury has been extended to the 1st of August, 1896. No payments were made during the past fiscal year; the total payments made remaining, as last year, at $73,600.

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 6¾ 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 Sydenham in November, 1893. During the last fiscal year no payments were made, the total payments up to the 30th of June, 1895, being $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 1894 was inspected, the actual distance being 39·80 miles, and the amount of subsidy applicable being consequently $117,760, which amount has been paid during the fiscal year.

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 Vict., 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.

No payments were made during the fiscal year. The total payments up to the 30th of June, 1895, amount to $38,400, covering 12 miles of railway.

Northern and Pacific Junction Railway Company.

(See Annual Report of 1890-91.)

Northern and Western Railway Company.

(See Annual Report of 1889-90.)

Also under head "Canada Eastern Railway Company," in present report.

Nova Scotia Central Railway Company.

(See Nos. 129, 135 and 307.)

By the Subsidy Act of 1887, 50-51 Vic., ch. 24, the Nova Scotia Central Railway Company were subsidized for 34 miles of their railway, to an extent not exceeding $108,800. Under an Order in Council of the 16th 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 of 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 30th of June, 1895, pending decision on certain matters in litigation.

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 30th of June, 1895.

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 1st 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. Under date the 1st of June, 1895, a contract was entered into with the company for the construction of this line from Cornwall to Ottawa, 53·87 miles, the work to be completed by the 1st of August, 1896.

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 30th of June, 1895.

Orford Mountain Railway Company.

(See Annual Report for 1893–94.)

By the Subsidy Act, 53 Vic., ch. 2, the grant of 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, 16½ 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 past 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 Act 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 $249,280, making the total payments to the company $350,400, up to the 30th of June, 1895. The distance covered thereby is to the end of the 30th mile west from Barry's Bay, or a total of 82 miles west from Renfrew.

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, no portion of the subsidy has been paid. The total payments up to the 30th of June, 1895, amounts to $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 30th of June, 1895.

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, McMurrich 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 there was paid the sum of $68,780, making the total payments up to the 30th of June, 1895, $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, $6\frac{7}{100}$ miles.

On the 27th of February, 1893, a contract was entered into with the company for this work, the distance being set down as $6\frac{3}{4}$ miles.

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 past fiscal year, $2,912 was paid, making a total of $21,600, the full amount of the subsidy, covering the distance, 5·84 miles, from Stanbridge Station on the Central Vermont Railway to Philipsburg.

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 two years, and its completion for five years, from the 9th of July, 1892. The time for the completion of the line to Pembroke was also extended for four 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 Aylmer to Waltham, 71 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. During the past fiscal year 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.

In view of the terms of the subsidy, there has been no further payment beyond the $60,342 made in 1885-86, up to the 30th of June, 1895, but at that date the road was nearly completed.

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.

By the Act 21 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.

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 was 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 no payments were made. The total payments to the company up to 30th of June, 1895, amount to $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. During the fiscal year the balance of the 30 miles subsidized has been completed, and the sum of $30,400 paid, making the total payments $96,000, the whole amount of the subsidy.

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 road is completed.

During the fiscal year the sum of $300 was paid to the company, making the total payments up to the 30th of June, 1895, $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.)

South Shore Railway Company.

(See No. 365.)

This company, incorporated by chap. 130 of the Statutes of Nova Scotia of 1892, received a Dominion charter by the Act 58-59 Vic., ch. 64 (1895), with powers to construct a line of railway from a point near the harbour of Yarmouth, N.S., then passing through the counties of Yarmouth, Shelburne, Queen's, Lunenburg and Halifax to a point in or near the city of Halifax; also a branch line to Lockeport and Caledonia.

By the Subsidy Act 57-58 Vic., ch. 4 (1894), the grant of a subsidy to this company of $3,200 a mile, limited to $112,000, was authorized for 35 miles of railway from Yarmouth towards Shelburne and Lockeport.

Under date the 28th of February, 1895, a contract was entered into with the company for the work so subsidized, the time for completion being fixed as the 1st of August, 1897. The location plans for the whole distance have been approved by an Order in Council dated the 14th of February 1895.

No portion of the subsidy has been paid up to the 30th of June, 1895.

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, 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 30th of June, 1895.

St. Clair Frontier Tunnel Company.

(See Annual Reports of 1890-91 and 1891-92.)

St. John Valley and Rivière du Loup Railway Company.

(See Annual Report of 1893-94.)

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 30th June, 1895.

St. Lawrence and Adirondack Railway Company.

(See Annual Report for 1893-94.)

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 13 miles of their railway from Gananoque Junction to a point of junction with the Brockville, Westport and Sault Ste. Marie Railway, was authorized.

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

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

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

During the past fiscal year no payments were made. The total paid up the 30th of June, 1895, is $24,400.

Tobique Valley Railway Company.

(See Annual Report for 1893-94.)

Toronto, Grey and Bruce Railway Company.

(See Annual Report for 1887-88.)

Department of Railways and Canals.

United Counties Railway Company.

(See Nos. 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 past fiscal year, the sum of $42,728.15 was paid, making the total payments $131,701.15.

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 confirmation, the agreement itself being thereby, in some respects, modified, as expressed in a subsidiary agreement. Under the provisions of the said Act and agreements, covenants have been entered into which may be summarized as follows:—

The company agreed to withdraw a suit pending against the Crown in respect of the Windsor Branch Railway, releasing the Government from all claims, and also releasing to the Government all right and title to the branch. They also undertook to build and complete the railway between Annapolis and Digby, N.S., and to complete, equip and put in first-class order the whole of the line from Yarmouth to Annapolis; and 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 pre-

mises, 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 30th of June, 1895, is $619,225.80.

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), (see Nos. 131, 203, 266, 281 and 335) 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 30th of June, 1895.

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. See Appendix 10, page 228).

Alberta and Athabasca Railway Company.

(*Name changed by* 52 *Vic., ch.* 65, *to the* "North-west 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.)

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 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.

By the special Act 58-59 Vic., ch. 48 (1894), the charter time for completing this railway to the Rocky Mountains was extended to the 22nd of May, 1902, provided that before the end of 1897, and each year thereafter, not less than 20 miles be completed.

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 extension 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 Annual Report for 1893-94.)

Manitoba South-western Colonization Railway Company.

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

(See Annual Report for 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 54-55 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.

Department of Railways and Canals.

North-western Coal and Navigation Company

(*Purchased by the Alberta Railway and Coal Company.*)

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

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

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

On the 17th of June, 1893, a contract was entered into with the company for the lines 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 or a line from some point on the Canadian Pacific Railway to Hudson Bay, viz.,

for each mile in Manitoba, 6,400 acres, and in the North-west Territories, 12,800 acres.

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

By the special Act 58-59 Vic., ch. 8, the transport subsidy Act, 54-55 Vic., ch. 81 was amended to such effect as to enable one-half of the annual subsidy to be paid on completion of one-half of the railway between Winnipeg and the River Saskatchewan, and the balance on completion of the remainder; amendment of the transport contract of the 18th of September, 1891, accordingly, being authorized. Failing this action, the Governor in Council was authorized to transfer the said one-half of the subsidy to some other company.

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 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.

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, 1895, and the decisions arrived at. They are as follows:—

Extension of Cedar Avenue, Point Claire, across Grand Trunk and Canadian Pacific Railways.—Under consideration.

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.—Petition withdrawn—Case dismissed.

Complaint of village of Eganville with reference to the Atlantic and North-west Railway track along John Street in that village and request that street be graded up to the same level.—Application withdrawn—Case dismissed.

Toronto, Hamilton and Buffalo Railway under-crossing of Grand Trunk Railway near, Cainsville. Approved.

Cobourg, Northumberland and Pacific Railway crossing of the Grand Trunk Railway at Cobourg.—Approved.

Department of Railways and Canals.

Town of Berlin application for certain improvements to highway bridge crossing Grand Trunk Railway on Margaret Avenue.—Not granted.

Town of Berlin, application for Tuerk Street to be opened up across the Grand Trunk Railway.—Not granted.

Town of Berlin, application *re* certain changes at bridge crossing the Galt Branch of the Grand Trunk Railway over Tuerk Street.—Changes approved.

Occupation by Tillson Spur Line Railway of certain streets in the town of Tilsonburg.—Approved.

Junction of Tillson Spur Line with Grand Trunk and Canadian Pacific Railways in the town of Tilsonburg—Approved.

Application from the County and Township of York for a case to be stated for the Supreme Court *re* apportionment of the cost of certain protection ordered at the Dufferin and Bathurst Street crossings of the Canadian Pacific Railway in the city of Toronto.--Not granted.

Application of the Toronto Trades and Labour Council for an Order to issue, under 57-58 Vic., cap. 55, directing protection to be provided for motor-men and others on electric and other railways.—Applicants did not appear—Case dismissed.

Occupation by the Cobourg, Northumberland and Pacific Railway of certain streets in the town of Cobourg.—Approved.

Extension of Stanley Street in the town of Richmond across the Grand Trunk Railway.—Under consideration.

Complaint of Messrs. Chapman & Co., Grain and Commission Merchants, Toronto, of alleged overcharge on wheat shipped by the Canadian Pacific Railway from the North-west.—Dismissed—The Committee not having jurisdiction.

Cobourg, Northumberland and Pacific Railway crossing of spur line of Grand Trunk Railway at Campbellford.—Not approved—Other arrangements ordered.

Cobourg, Northumberland and Pacific Railway under crossing of the Grand Trunk Railway at Campbellford.—Approved.

Occupation by the Cobourg, Northumberland and Pacific Railway of certain streets in the town of Campbellford.—Approved.

Toronto, Hamilton and Buffalo Railway overhead crossing of Aberdeen Avenue and Hamilton and Dundas Street Railway in the city of Hamilton.—Approved.—Subject to an agreement between parties being furnished.

Toronto, Hamilton and Buffalo Railway under-crossing of London and Hamilton public road near Brantford.—Approved.

Toronto, Hamilton and Buffalo Railway crossing of Hamilton and Dundas public road by an overhead bridge.—Approved.

Kingston, Napanee and Western Railway crossing of the Kingston and Pembroke Railway at Harrowsmith.—Approved.

Galt, Preston and Hespeler Railway crossing of the Grand Trunk Railway at Hespeler.—Approved.

Township of Wainfleet, application for an Order directing the Grand Trunk Railway Company to enlarge a culvert carrying drain under their track.—Granted. Terms under consideration.

Petition from the Central Ontario Railway to be released from maintaining night watchman at crossing by their railway of the Grand Trunk Railway at Trenton, and at a point in the Township of Rawdon.—Not granted.

Application of the city of Toronto for an Order to issue authorizing the widening of the Queen Street Subway passing under the tracks of the Grand Trunk and Canadian Pacific Railways in that city.—Case pending.

Grand Trunk Railway siding in the village of Dunnville.—Sanctioned.

Atlantic and North-west Railway crossings of certain streets in the town of St. Johns, P.Q.—Approved.

Application of the Canadian Pacific Railway Company and the city of Toronto for approval of plans, &c., of an overhead highway bridge along east side of York Street in the city of Toronto.—Plans, &c., approved generally—Detailed plans to be submitted for approval of the Government Chief Engineer.

Extension of Ellis Street and Eastwood Avenue, in the town of Niagara Falls, across the Canada Southern Railway.—Eastwood Avenue crossing approved—Ellis Street crossing not approved.

Canada Southern Railway Branch from a point near the Welland Station to the works of the Ontario Peat Fuel Co.—Sanctioned.

Junction of Canada Southern Railway Branch to works of Ontario Peat Fuel Co., with their main line.—Approved.

Crossing by Canada Southern Railway Branch to works of Ontario Peat Fuel Co., of the Forks Road, or road allowance, between Concessions 4, lot 8, and 5, lot 9.—Approved.

Plan and proposed site of bridge to carry the Canada Southern Railway Branch to works of Ontario Peat Fuel Co., across the Welland Canal Feeder.—Approved.

Canada Southern Railway Branch from Ruscombe's Siding to Smith's Mill, Township of Rochester, County of Essex.—Approved.

Plan and site of Canada Atlantic Railway Bridge across the Richelieu River, at Lacolle.—Approved.

Great Northern Railway crossing of Piles Branch of the Canadian Pacific Railway.—Approved.

Plan and site of Great Northern Railway Bridge across the Ottawa River and Grenville Canal, near Hawkesbury, Ont.—Approved.

Massawippi Valley Railway Branch, from a point on the Stanstead and Derby Branch of that railway to the village of Stanstead Plain.—Sanctioned.

Toronto, Hamilton and Buffalo Railway, overhead crossings of Garth, Poulette, Locke, Pearl and Bay Streets, in the city of Hamilton.—Approved.

Toronto, Hamilton and Buffalo Railway crossings of certain public roads in the Townships of Brantford and Ancaster.—Approved.

Toronto, Hamilton and Buffalo Railway, occupation of part of Hunter Street, in the city of Hamilton, including the construction of a tunnel along said street. —Approved.

Toronto, Hamilton and Buffalo Railway, overhead crossing of Hamilton and Dundas Street Railway on road allowance between 3rd and 4th Concessions, Township of Barton, Ont.—Approved.

Cobourg, Northumberland and Pacific crossing of the Central Ontario Railway in the Township of Rawdon, Ont.—Approved.

Oshawa Railway crossing of the Grand Trunk Railway, in the Township of East Whitby, Ont.—Approved.

Toronto, Hamilton and Buffalo Railway crossing of Hamilton and Dundas Street Railway, corner McNab and Hunter Streets, Hamilton.—Approved.

Toronto, Hamilton and Buffalo Railway Crossing of Grand Trunk Railway, east of Victoria Avenue, South Hamilton.—Approved.

Toronto, Hamilton and Buffalo Railway under-crossing of Hamilton Street Railway, on Locke Street, Hamilton.—Approved.

Toronto, Hamilton and Buffalo Railway crossing of Hamilton Street Railway, on James Street, in the City of Hamilton.—Approved.

Plan and site of Toronto, Hamilton and Buffalo Railway Bridge across the Chippawa River at Welland.—Approved.

Montreal Street Railway crossing of the Canadian Pacific Railway, on St. Dénis Street, Montreal.—Approved.

Montreal Street Railway crossings of the Grand Trunk Railway, on Notre Dame Street, Montreal.—Approved.

Grand Trunk Railway Branch, St. David's Station to Queenston Quarries.—Sanctioned partly on a different location from that previously sanctioned.

Extension of Grand Trunk Railway siding on Esplanade, between Sherbourne and George Streets, in the city of Toronto.—Approved.

Berlin and Waterloo Street Railway crossings of the Grand Trunk Railway, at certain points in the towns of Berlin and Waterloo.—Approved.

Plan and site of Great Northern Railway Bridge across the St. Maurice River. —Approved.

Tilsonburg, Lake Erie and Pacific Railway crossing of Grand Trunk Railway at Tilsonburg.—Approved.

Tilsonburg, Lake Erie and Pacific Railway Junction with Grand Trunk Railway at Tilsonburg.—Approved.

Great Northern Railway Junction with Canadian Pacific Railway Piles Branch. —Approved.

Toronto, Hamilton and Buffalo Railway occupation of Hunter Street in the city of Hamilton from Queen to James Streets.—Approved.

Toronto, Hamilton and Buffalo Railway crossings of streets in the city of Hamilton, between McNab and Sherman, inclusive.—Approved with the exception of Hughson Street.

Toronto, Hamilton and Buffalo Railway crossing of Stoney Creek mountain road east of Village of Stoney Creek.—Over-crossing of road approved.

Montreal Street Railway temporary crossing of the Canadian Pacific Railway on St. Denis Street, Montreal.—Authorized.

Presentment of Grand Jury with reference to alleged dangerous condition of approaches to the Fenelon Road crossing of the Grand Trunk Railway near the town of Lindsay.—Partly heard.

Occupation by the Oshawa Railway of certain Streets in the town of Oshawa.—Approved.

Application from the Grand Trunk Railway Company and city of Toronto with reference to details of plans of York Street Bridge in the city of Toronto. Referred to Government Chief Engineer for report.—Inquiry postponed, at request.

Change of location of South Shore Railway Bridge across the Richelieu River, at Sorel—Approved.

Toronto, Hamilton and Buffalo Railway occupation of lands of the Hamilton, Grimsby and Beamsville Electric Railway across lots 3, 4 5, and 6, 3rd Concession, Township of Barton—with power to construct their line thereon, and to remove track of the Hamilton, Grimsby and Beamsville Railway.—Approved as per agreement between the parties, the terms thereof not being prejudicial to the public interests.

Toronto, Hamilton and Buffalo Railway Junction with Canada Southern Railway at Welland.—Approved.

Toronto, Hamilton and Buffalo Railway occupation of lands of the Hamilton Grimsby and Beamsville Electric Railway Company part lot 4, 3rd Concession, Township of Barton.—Approved as per agreement between the parties, the terms thereof not being prejudicial to the public interests.

Toronto, Hamilton and Buffalo Railway occupation of lands of the Grand Trunk Railway Company, part lot 12- 3rd Concession, Township of Barton.—Approved as per agreement between the parties.

Toronto, Hamilton and Buffalo Railway crossings of public highways in Townships of Thorold, Pelham, Gainsboro, N. and S. Grimsby, Saltfleet and Barton. —Approved, with certain exceptions.

Township of Saltfleet complaint of inadequacy of drain under track of Toronto, Hamilton and Buffalo Railway in that township.—Government Chief Engineer to report, and Order to be made accordingly.

Renewed complaint of Mr. Emile Dubé with respect to rates charged on the Temiscouata Railway.—Hearing adjourned.

Branch line of Nakusp and Slocan Railway from Three Forks to Sandon.—Sanctioned.

Ottawa Electric Railway over-crossing of the Ottawa, Arnprior and Parry Sound Railway, on lot 36, 1st Concession, Township of Nepean.—Approved.

RAILWAY AND CANAL LEGISLATION OF THE SESSION OF PARLIAMENT.

58-59 VICTORIA, (1895).

CHAP. *Assented to 28th June and 22nd July*, 1895.

45. An Act respecting the Alberta Railway and Coal Company.
46. An Act respecting the Canada Southern Railway Company.
47. An Act to incorporate the Dominion Atlantic Railway Company.
48. An Act respecting the Great North West Central Railway Company.
49. An Act to incorporate the International Radial Railway Company.
50. An Act to incorporate the James Bay Railway Company.
51. An Act respecting the Kingston and Pembroke Railway Company.
52. An Act to revive and amend the Act respecting the Lake Manitoba Railway and Canal Company.
53. An Act to incorporate the Langenburg and Southern Railway Company.
54. An Act to incorporate the Lindsay, Haliburton and Mattawa Railway Company.
55. An Act respecting the Manitoba and South-Eastern Railway Company.
56. An Act respecting the Oshawa Railway Company.
57. An Act respecting the Ottawa, Arnprior and Parry Sound Railway Company.
58. An Act to incorporate the Ottawa and Aylmer Railway and Bridge Company.
59. An Act respecting the Quebec, Montmorency and Charlevoix Railway Company.
60. An Act respecting the Red Mountain Railway Company.
61. An Act respecting the St. Catharines and Niagara Central Railway Company, and to change the name of the Company to the Niagara, Hamilton and Pacific Railway Company.
62. An Act respecting the St. Lawrence and Adirondack Railway Company.
63. An Act respecting the Shore Line Railway Company.
64. An Act respecting the South Shore Railway Company.
65. An Act respecting the Temiscouata Railway Company.
66. An Act respecting the Toronto, Hamilton and Buffalo Railway Company.
67. An Act to incorporate the Trail Creek and Columbia Railway Company.
68. An Act to incorporate the Trans-Canadian Railway Company.
69. An Act respecting the Windsor and Annapolis Railway Company.
70. An Act respecting the Buffalo and Fort Erie Bridge Company.
71. An Act to amend the Act incorporating the Canada and Michigan Tunnel Company, and to change the name of the Company to the Canada and Michigan Bridge and Tunnel Company.
72. An Act respecting the Clifton Suspension Bridge Company.
73. An Act to incorporate the Deschênes Bridge Company.
74. An Act to incorporate the St. John River Bridge Company.
75. An Act to amend the Act to incorporate the St. Clair and Erie Ship Canal Company.

CANALS.

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

1. The River St. Lawrence.
2. The Welland Canal.
3. The Sault Ste. Marie Canal.
4. The Richelieu navigation, from the St. Lawrence to Lake Champlain.
5. The River Ottawa.
6. The Rideau navigation, from Ottawa to Kingston.
7. The Trent navigation.
8. 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 of June, 1895:—

Lachine Canal	$9,940,974 01
Beauharnois Canal	1,611,690 26
Soulanges Canal (under construction)	1,739,969 48
Williamsburg Canals (being enlarged)	3,786,298 59
Cornwall Canal (being enlarged)	5,505,254 22
St. Lawrence River and Canals, surveys, &c.	1,139,675 77
Lake St. Louis	4,753 14
Murray Canal	1,247,470 26
Welland Canal	23,767,675 74
Sault Ste. Marie Canal	3,258,025 24
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, or Tay Canal)	4,560,285 60
Trent Canal	1,145,803 89
St. Ours Lock	121,537 65
Chambly Canal	637,206 76
St. Peter's Canal	647,300 43
Baie Verte Canal survey	44,387 53
Total	$64,689,569 68

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

TOTAL EXPENDITURE AND RECEIPTS FOR THE YEAR.

The total expenditure on the several canals for the fiscal year ended on the 30th of June, 1895, was as follows:—

Construction (charged to Capital)		$2,452,273 65
Renewals, (charged to Income).....	$239,494 73	
Ordinary repairs (charged to Revenue).	172,600 21	
Staff (operating and collecting) do	333,680 10	
		745,775 04
		$3,198,048 69

The total revenue for the fiscal year was $340,861.58, less refunds $971.09, leaving the actual revenue $339,890.49; compared with a total revenue for 1893-94 of $387,421.37, less refunds $1,882.20, leaving the actual revenue $385,539.17. The decrease amounted to $45,648.68. 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 refunds above referred to are detailed in App. 2, p. 19, and were for over payments, and for material carried for government works.

The falling off in revenue is mainly in the tolls on the Welland Canal, a decrease of $35,688.79, and on the St. Lawrence Canals a decrease of $8,722.92.

The total expenditure on staff and maintenance, repairs and renewals, amounted for the year to $745,775.04; * the total net receipts, including $282,107.17 from tolls, amounted to $339,890.49; the amount of expenditure in excess of receipts being $405,884.55.

The following statement shows the amount collected on each canal for Canal Revenue proper, and hydraulic rents, etc., during the Fiscal Year ended on the 30th of June, 1895.

Details will be found in Appendix No. 2, p. 17.

Name of Canal.	Tolls.	Wharfage and Storage.	Fines.	Other Receipts.	Hydraulic and other Rents.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland	154,752 41		115 00	14 00	6,968 87	161,850 28
St. Lawrence	62,465 35	2,437 93	125 00	14,957 66	32,621 03	112,606 97
Chambly	21,496 61		5 00		100 00	21,601 61
Ottawa	33,828 19		12 00	8 65	36 00	33,884 84
Rideau	5,833 70	69 02		310 00	829 00	7,041 72
St. Peters	2,072 42					2,072 42
Murray	699 95					699 95
Trent Valley	958 54			93 25	52 00	1,103 79
Total	282,107 17	2,506 95	257 00	15,383 56	40,606 90	340,861 58
Refunds						971 09
						339,890 49

* The statement of the Accountant p. 17, giving a total of $506,280.31, does not include the sum of $239,494.73 for renewals charged to "Income."

Details relating to the canals revenue and various commercial statistics for the season of navigation of the year 1894, will be found in the appendix, "Canal Statistics," No. 15, p. 249.

The following features of the principal canal traffic during the season of navigation of 1894, will be found of interest:—

On the Welland Canal, 1,008,221 tons of freight were moved, of which 594,765 tons were agricultural products, and 145,929 tons produce of the forest, 758,783 tons passing eastwards and 249,438 tons westwards, 989,534 tons were through freight, of which 745,942 tons passed east through the whole length of the canal. Canadian vessels carried 263,526 tons of through freight and United States vessels 726,008 tons. The total freight passed eastwards and westwards through this canal from United States ports to United States ports was 592,267 tons, a decrease of 39,400 tons compared with the year 1893. The quantity of grain passed down this canal and the St. Lawrence Canals to Montreal was 273,651 tons, a decrease of 228,155 tons compared with the previous year; of this 23,030 tons were transhipped to Ogdensburg, as against 501,806 tons carried down in 1893, of which 71,445 tons were transhipped at Ogdensburg.

It has, however, to be noted that the year 1893 was a most exceptional year for grain traffic, and that the quantity carried in 1894 exceeds that carried in 1892.

On the St Lawrence Canals a total of 886,778 tons of freight were moved, of which 494,778 tons were east bound through freight, and 43,204 tons west bound through freight. 355,148 tons were agricultural products and 348,025 tons were merchandise.

Two small cargoes were taken down to Montreal direct.

On the River Ottawa Canals the total quantity of freight moved was 562,010 tons, of which 543,747 tons were produce of the forest.

On the Chambly Canal 277,608 tons were moved, of which 151,732 tons were produce of the forest.

On the Rideau Canal 94,479 tons were carried, of which 64,633 tons were produce of the forest.

On St. Peter's Canal 55,460 tons were carried, of which 6,269 tons were produce of the forest.

On the Murray Canal 21,888 tons were passed, of which 8,360 tons were produce of the forest.

On the Trent Valley Canal 36,271 tons were moved, of which 36,076 tons were the produce of the forest.

During the season a steamer from Christiansand, Norway, passed up through, the St. Lawrence and Welland Canals with a cargo of 509 tons of fish for Chicago returning with a cargo of flour and wheat.

Department of Railways and Canals.

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.

From the Straits of Belle Isle at the mouth of the St. Lawrence to Montreal the distance is 986 miles. From Quebec to Montreal the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844, that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851, the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882, to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the Government of Canada, who in 1888, under the provisions of the Act 51, Vic., ch. 5 of that year, assumed the indebtedness incurred. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Prior to the commencement of the work of deepening the new channel, the size of vessels which could reach Montreal was limited to about 350 tons, and in the year 1853, the port was visited by only three small transatlantic steamers.

During the season of 1894, out of 5,400 vessels arriving, 734 were sea-going vessels, having an aggregate tonage of 1,077,876 tons, some of them being vessels of over 5,000 tons. The impetus to commerce thus given has resulted in the undertaking of very extensive works of harbour improvement at Montreal by which the present accomodation will be greatly increased. Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access, through the Welland Canal, the great lakes, and the Sault Ste. Marie Canal, to the head of Lake Superior.

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 Superior, are the Lachine, Beauharnois, Cornwall, Farran's Point, Rapide Plat, Galops, Welland and Sault Ste. Marie. Their aggregate length is 71 miles; total lockage (or height directly overcome by locks) 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 54.

Communication between Lakes Huron and Superior is obtained by means of the Canadian, Sault Ste. Marie Canal, and also by the St. Mary's Falls Canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

The American Canal is a little over a mile in length, with a bottom width of 100 feet, and has one lock, of which the dimensions are:—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.*

*The enormous extent of the ever increasing traffic on the great lakes is so little realized by the general public that it has been thought well as in previous years to prepare and print as a note to this report a summary of the various official statements, showing the traffic operations at this point, and also the general features of the work of new lock construction now in progress on the American side of the river.

The usual source of official information has hitherto been the annual report of the Chief of Engineers of the United States army, but the last available is that for the year 1892-93, and the season of navigation of 1893, a summary of which was given last year.

There being now, however, a regular system of interchange of traffic information between the officers of the two canals, it has become possible to give traffic statements up to the very latest date, the close of the *Season of Navigation of 1895*. The first statement gives the total traffic at this point, and the second the traffic through the Canadian Canal.

COMPARATIVE STATEMENT of Freight and Passenger Traffic to and from Lake Superior for the season of 1895.

Items.	Designation.	Season.		Increase	Per cent.	Decrease.	Per cent.
		1894.	1895.				
Vessels ("A")	Number	14,491	17,956	3,465	24		
Lockages	do	6,431	7,734	1,303	20		
Tonnage, registered	Net tons	13,110,366	16,696,781	3,696,415	28		
Tonnage, freight	do	13,195,860	15,062,580	1,866,720	14		
Passengers	Number	27,236	31,656	4,420	16		
Coal, hard	Net tons	532,870	440,477			92,393	17
Coal, soft	do	2,264,314	2,133,885			130,499	06
Flour	Barrels	8,965,773	8,902,302			63,471	01
Wheat	Bushels	34,869,483	46,218,250	11,348,767	33		
Grain (other than wheat) ("C")	do	1,545,008	8,328,694	6,783,686			
Manuf'c'red & Pig Iron	Net tons	60,659	100,337	39,678	65		
Salt	Barrels	237,461	269,919	32,458	14		
Copper	Net tons	99,573	107,452	7,879	08		
Iron Ore	do	6,548,876	8,062,209	1,513,333	23		
Lumber	M. ft. B. M	722,788	740,700	17,912	02		
Silver Ore	Net tons	412	100			312	14
Building Stone	do	21,417	23,876	2,459	11		
Unclassified, freight ("B")	do	431,185	463,308	12,123	03		

——Note.

"A" Steamers..... 12,495
Sails..... 4,790
Unregistered..... 671
Total.....17,956

"B" Included in the item of "Unclassified Freight" is 2,250 tons of Wool and 397 tons of Hides.

Canal was open to navigation during the season of 1894, 234 days.
Canal was open to navigation during the season of 1895, 231 days.

"C" The item of "Grain (other than wheat)" in this season's report includes such East bound grain as was heretofore reported in the item of "Unclassified Freight"; therefore no percentage is given.

"D" The above comparison includes the traffic through the Canadian Canal which was opened to commerce on September 9th and closed on December 6, 1895, completing a season of 87 days.

The following indicates the main features of the works executed, in progress, 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, however, 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 in progress.

STATEMENT of Traffic through the Sault Ste. Marie (Canadian) Canal for Navigation, 1895, being from date of opening, September 9th, to the date of closing, December 6th, 1895.

EAST BOUND.

Copper ore, net tons	305
Iron, do	214,290
Iron, all other, net tons	1,102
Stone, lime, &c., net tons	3,116
Wheat, bushels	4,518,075
Other grain, bushels	707,340
Flour, barrels	165,366
Lumber sawn, feet, b.m	11,762,144
Unclassified freight, net tons	5,574
Passengers, No	1,130

WEST BOUND.

Coal, bituminous, net tons	122,763
Coal, anthracite, do	24,910
Iron, manufactured, net tons	1,074
Salt, barrels	7,994
Coal oil, barrels	35,320
Unclassified freight, net tons	21,686
Passengers, No	1,196
East bound freight, net tons	415,432
West do do	180,405
Total freight in tons	595,837
Total passengers	2,326
do registered tonnage	749,626
do vessels passed	1,191

The new American 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. Up to the 30th June, 1893, there had been expended a total 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, was $300,000. No further information is available.

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 the 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 was stated that for the fiscal year ending on the 30th of June, 1895, the sum of $150,000 could be profitably expended. No more recent information is available.

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 for a distance of about 4 miles is in progress.

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), on the north shore of the river, will be about 14 miles in length. It is in course of construction.

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 nearly completed.

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 works of enlargement remaining to be done are nearing completion.

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. These enlargement works are nearly completed.

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 now open for traffic. The approaches are dredged out for a depth of 17 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 of 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 works for the further deepening of the canal for the 14 feet navigation are in progress.

The canal was closed on the 30th of November, 1894, and opened on the 30th of April, 1895.

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

The report of the Superintending Engineer gives details of the repairs and new works executed, and shows generally the condition of the canal. (Appendices pp. 51, 58 and 133).

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

Construction, chargeable to capital	$189,944 36
Renewals, chargeable to income	25,842 00
Repairs	25,891 45
Staff	56,337 44
Total	$272,173 25

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 30th of December, 1894, and was reopened for traffic on the 1st of May, 1895.

During the season navigation was uninterrupted.

Details of repairs, &c., will be found in the Appendices, pp. 56 and 136.

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

Construction, chargeable to capital	$	Nil.
Renewals, chargeable to income		27,982 93
Repairs		12,299 49
Staff		20,428 59
Total	$	60,711 01

CORNWALL CANAL.

Length of canal	11½ statute miles.
Number of locks	6
Dimensions of locks	270 by 45 feet.
Total rise or lockage	48 feet.
Depth of water on sills	14 "
Present 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 8th of December, 1894, and reopened on the 29th of April, 1895.

A delay of 4 days was caused during the season by the breaking of the gates of one of the locks by a passing steamer.

Details of repairs and operation will be found in the Appendices, pp. 53, 59, and 155.

* 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.

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 was abandoned. The work of constructing the necessary dams across the channel was placed under contract on the 19th of June, 1893, and is now practically completed.

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, 1895, $3,522,571.

The work of the year is described in detail in the appendices to the present report. (See page 159.)

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

Construction, chargeable to capital	$450,689 65
Renewals, chargeable to income	21,497 74
Repairs	13,053 55
Staff and maintenance	15,414 56
Total	$500,655 31

WILLIAMSBURG CANALS.

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

The canals were closed on the 10th of December, 1894, and reopened on the 23rd of April, 1895.

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	$347,357 23
Renewals, chargeable to income	13,720 36
Repairs	7,371 37
Staff and maintenance	9,675 09
Total	$378,124 05

For details of work see the Appendices, pages 53, 54, 156 and 162.

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 Appendices, pages 53 and 162.

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 works of the Rapide Plat Canal 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, 1895, there has been paid, $1,298,789. (See Appendices, pages 53, 156 and 162.)

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, $1,500,000, there had been paid up to the 1st of October, 1895, the sum of $1,302,424.

It is proposed that, by the use of this new lift-lock, vessels qualified to stem the currents 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, therefore, been taken towards the enlargement of the 7 miles of the canal east of this lock, beyond the preliminary surveys.

In the river opposite the canal the formation of a new channel through certain shoals in the Galops Rapids was commenced in 1880, and was reported as completed in 1888. The channel so improved is about 3,300 feet in length and 200 feet wide. The intention of the department was to afford a safe passage at a low stage of the river water (9 feet on the mitre sills of the lock at the upper entrance of the old Galops Canal) for vessels drawing 14 feet. It was considered advisable to allow a clear margin of 3 feet below the keel of a vessel of this draught, the depth to be consequently, 17 feet. The work was believed by the superintending engineer to be completed in 1888, and was so reported by him.

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

The 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 requires to be ascertained by actual experience 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 Appendices, pages 54, 153, 161 and 164.)

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, $12\frac{1}{2}$ 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 canal was closed on the 15th of December, 1894, and reopened on the 19th of April, 1895.

Navigation was maintained without interruption. The canal was used to the extent of 673 passages of vessels. (Appendices, pages 59 and 157.)

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

Construction, chargeable to capital	Nil.
Renewals, chargeable to income	Nil.
Repairs	5,063 49
Staff and maintenance	5,354 97
Total	$10,418 46

Department of Railways and Canals.

WELLAND CANAL.

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

—	Old Line.	Enlarged or New Line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)		2
Number of locks { lift	26	lift 25
Number of locks { guard	1	guard 1
Dimensions	1 lock 200 x 45 1 " 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 45	270 feet x 45 feet.
Total rise, or lockage	326¾ feet.	326¾ feet.
Depth of water on sills	10½ feet.	14 "

WELLAND RIVER BRANCHES.

Length of canal—Port Robinson Cut to River Welland	2,622 feet.
" From the canal at Welland, to the river, via lock at aqueduct	300 "
" Chippawa Cut to River Niagara	1,020 "
Number of locks—one at aqueduct and one at Port Robinson	2
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. 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	1⅜ 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, 11⅞ 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.

Navigation closed on the 11th of December, 1894, and reopened on the 20th of April, 1895.

On the 9th of May, 1895, a delay of 4½ days was caused by the carrying away of certain lock gates by a passing steamer.

The staff of the canal was considerably reduced at the opening of navigation in 1894 and placed on a sound working basis. The operating of this canal is reported by the chief engineer to have been satisfactorily conducted with the staff as so reduced.

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, p. 60 and p. 166.)

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

Construction, chargeable to capital	$ 3,809 35
Renewals, chargeable to income	24,245 02
Repairs	48,270 94
Staff and maintenance	90,438 07
Total	$166,763 38

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 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.

Length of canal, between the extreme ends of the entrance piers	5,967 feet.
Numbers of locks	1
Dimensions of lock	900 feet by 60 feet.
Depth of water on sills	20 feet 3 inches.
Total rise or lockage	18 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's Island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory 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. In addition, approaches have been formed at both entrances. The total length of this canal together with its excavated channels of approach is 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 16½ 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 July, 1891, a supplemental agreement was entered into with the contractors for the canal and lock, Messrs. Hugh Ryan & Co., on the 19th of June, 1891, whereby the following dimensions were to be adopted :—Length of lock chamber, 650 feet, width 100 feet, depth of water on the sills 19 feet, the time for completion being extended from the 10th of May, 1892, to the 10th of May, 1893.

In the session of 1891, however, a discussion took place in Parliament as to the desirability of making the entrance of the lock in a straight line with the walls of the chamber, and on the 24th of December, 1891, and 1st of April, 1892, Orders in Council were passed authorizing further changes with this view. A second supplemental agreement was accordingly made with the contractors 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 is 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, 225 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 lock and the prism of the canal were completed and ready for traffic by the end of June, 1895, but it was not until the 9th of September that the channels of approach had been sufficiently cleared to admit of regular traffic. On that day, however, the canal was opened and has since been regularly operated up to the 6th of December, though the approaches still contain some obstructions, presumed to be boulders, at a depth of 17 feet. This, however, in no way affects the full use of the canal by the largest class of lake shipping, traffic being dependent on 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. These are in process of removal.

The expenditure on this canal during the past fiscal year amounted to $466,151.50, making the total expenditure up to the 30th of June, 1895, $3,258,025.24.

Details of the works will be found in the appendices. (See Appendices, pages 49* and 129.)

MONTREAL, OTTAWA AND KINGSTON.

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

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

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

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

The following table exhibits the intermediate distance 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	⅜	51⅜
From Carillon Canal to Grenville Canal	6¼	57⅝
The Grenville Canal	¾	63⅜
From the Grenville Canal to entrance of Rideau navigation	56	119⅜
Rideau navigation, ending at Kingston	126¼	245⅝

*The amount set down on page 49 as the total paid up to the 30th June, 1895 should be $3,258,025.24, as above.

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 sill	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 25th of November, 1894, and reopened on the 27th of April, 1895.

Navigation has been conducted without interruption during the year.

Both the old and the new locks are available. (See Appendices pp. 57 and 138.)

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

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	3,694 33
Repairs	3,025 91
Staff and maintenance	2,508 14
Total	$9,228 38

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, 1894, and reopened on the 29th of April, 1895.

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. (See Appendices pp. 58 and 138.)

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, 1894, and reopened on the 29th of April, 1895. (See Appendices pp. 58 and 138.)

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

Construction, chargeable to capital	$ Nil
Renewals, chargeable to income	5,963 76
Repairs	12,303 25
Staff and maintenance	15,453 21
Total	$33,720 22

Tables showing the depth of water at the above canals during the past fiscal year will be found in Appendices pp. 58 and 138.

UPPER OTTAWA RIVER.

Culbute Locks and Dams.

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

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

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

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

These works comprise two locks and three contiguous dams, all built of wood. The dams 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 being practically no traffic. Authority was accordingly obtained for the abandonment of this canal and the removal of the dams. At the close of navigation in 1894, this abandonment was carried into effect. The Grand Calumet dam has been partially removed.

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

Construction, chargeable to capital	Nil.
Removal of dam works, chargeable to income	$1,675 26
Repairs	434 28
Staff and maintenance	436 05
Total	$2,345 59

(See Appendices pp. 58 and 138.)

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 at bottom	40 "
Breadth of canal at surface of water	40 " in rock. 60 " 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 Rideau River, 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 26th of November, 1894, and at Kingston Mills, on the 19th, and recommenced at Ottawa on the 27th of April, 1895, and at Kingston Mills on the 30th of April.

Navigation on the Perth Branch was closed for 21 days owing to damages caused to lock gates by a passing steamer.

Extremely low water rendered navigation difficult at certain periods of the season.

Details of repairs and other works will be found in the appendices. (Pages 59 and 150.)

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

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	31,559 48
Repairs	19,897 32
Staff and maintenance	33,827 08
Total	$85,283 88

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. John's 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 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:—

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

ST. OURS LOCK AND DAM.

Length	⅛ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise, or lockage	5 "
Depth of water on sills	7 " at low water.
Length of dam in eastern channel	300 "
" " western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours Lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours Lock and Chambly Basin, a distance of 32 miles.

Navigation closed on the 26th of November, 1894, and reopened on the 15th of April, 1895.

Navigation was conducted without accident or delay. (See Appendices, pages 57 and 139.)

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

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	3,694 33
Repairs	3,025 91
Staff and maintenance	2,508 14
Total	$9,228 38

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, 1894, and was reopened on the 1st of May, 1895.

Navigation was interrupted for 14 hours, owing to the giving way of a lock gate.

A description of the several works of repair and improvement executed during the year will be found in the appendices. (See Appendices, pages 57 and 139.)

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

Construction, chargeable to capital	$ Nil.
Renewals, chargeable to income	6,147 63
Repairs	11,779 12
Staff and maintenance	19,325 49
Total	$37,252 24

TRENT CANAL.

The term "Trent Canal" 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. By various works, this local use has been extended, &c., and by others now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

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 as originally contemplated and modified is as follows:—

Through the River Trent, Rice Lake, the River Otonabee and Lakes Clear, Stoney, Lovesick, Deer, 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 full execution of this scheme, commenced in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation and the whole scheme is now being carried out. 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 a point across 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 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 Stoney 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, (maintained by the Ontario Government).....100′ x 30′ x 4′ 6″ to 6′ 6″ depth water on mitre sill.

2	locks	at Fenelon.....	134′ x 33′ x	5′ 0″	to	7′ 6″	depth water on mitre sill.
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	2′ 4″	to	7′ 0″	do do
1	do	Young's Point (a Provincial Government work.) 134′ x 33″ x 5′ 0″ to 14′ 0″ depth water on mitre sill.					
1	do	Peterborough.	134′ x 33″ x	5′ 0″	to	10′ 0″	depth water on mitre sill.
1	do	Hastings.....	do	7′ 0″	to	10′ 6″	do do
1	do	Chisholms.....	do	5′ 0″	to	8′ 6″	do do
13							

NEW WORKS.

Of the 9½ miles between Lakefield and Peterborough, the first section, 6 miles, is under contract and in progress. The balance is surveyed and the plans are prepared.

On the division between Lake Balsam and Lake Simcoe the first section, 5½ miles, is under contract and work is progressing. Surveys and plans of the balance, about 13½ miles, are being prepared. One feature of the work on this division will be a hydraulic lift lock with a lift of 50 feet.

Navigation closed on the Central Reach, on the 23rd of November, 1894, and re-opened on the 26th of April, 1895; on the Lower Reach it closed on the 24th of November 1894 and re-opened on the 21st of April, 1895.

There was no interruption to navigation.

Details of the several repairs executed will be found in the appendices, pages 58 and 145.

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

Construction, chargeable to capital.....	$ 53,907.70
Renewals, chargeable to income.....	21,143.41
Repairs.....	3,374.49
Staff and maintenance.....	4,184.18
Total.....	$82,609.78

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 15th of December, 1894; since that date the canal has been closed for the execution of important repairs.

The repairs and improvements carried out are described in the appendices. (See Appendices, pages 61 and 179.)

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

Construction, chargeable to capital*	$ 868 44
Renewals, chargeable to income	26,222 46
Repairs	353 55
Staff	2,499 81
Total	$29,944 26

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 four 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 canal 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. The chief engineer tates that it will probably take at least three years before this canal is completed.

*Due to legal expenses charged against this canal under the general appropriation vote for departmental litigation.

Further information will be found in the report of the chief engineer, and in that of the engineer in charge. (See Appendices pages 49 and 130.)

The expenditure on this work for the past fiscal year was, $752,016.53, making a total of $1,739,969.48 up to the 30th of June, 1895. The total expenditure up to the 1st of October is $1,899,535.16.

I have the honour to be,

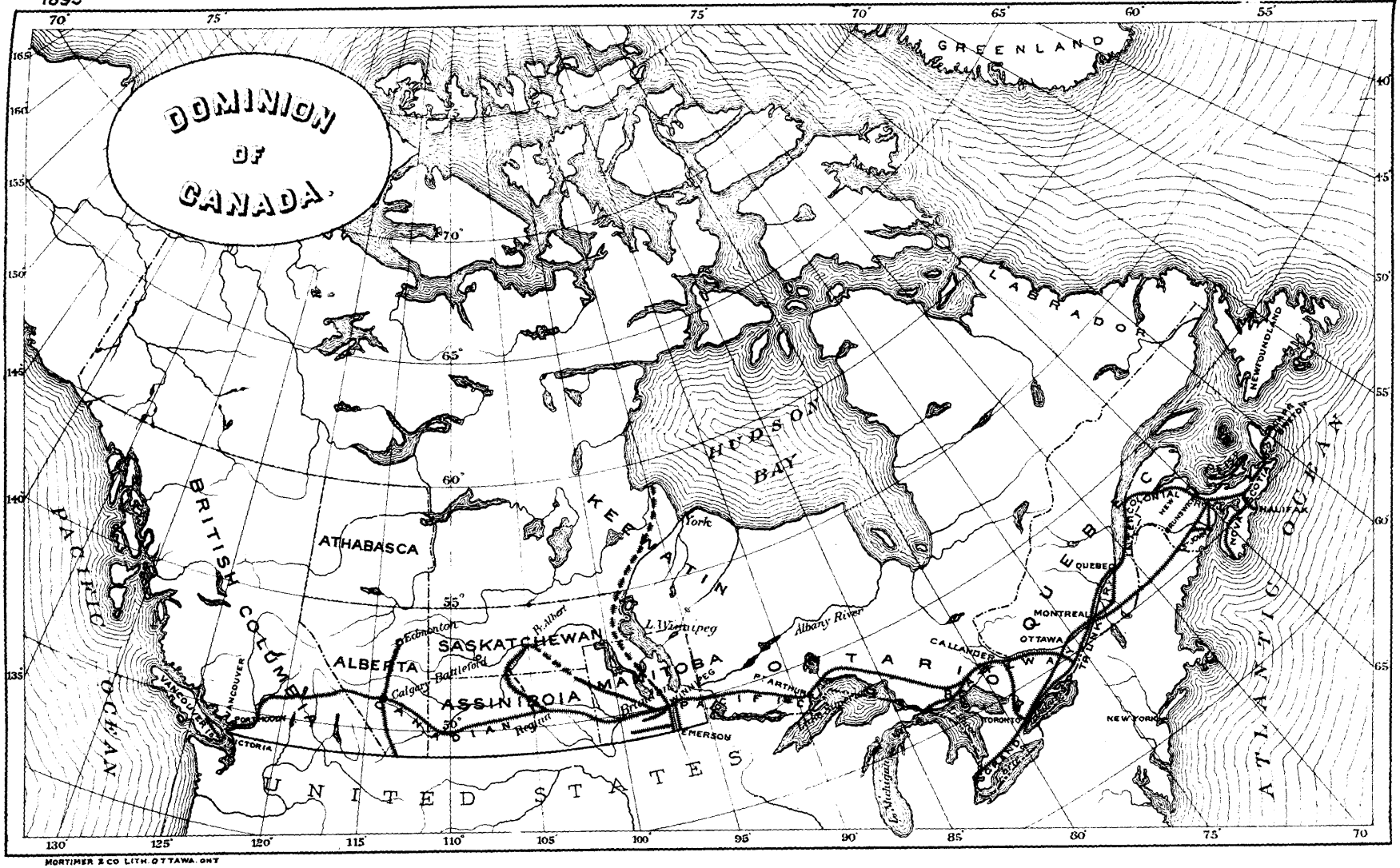
Your Excellency's most obedient servant,

JOHN HAGGART,

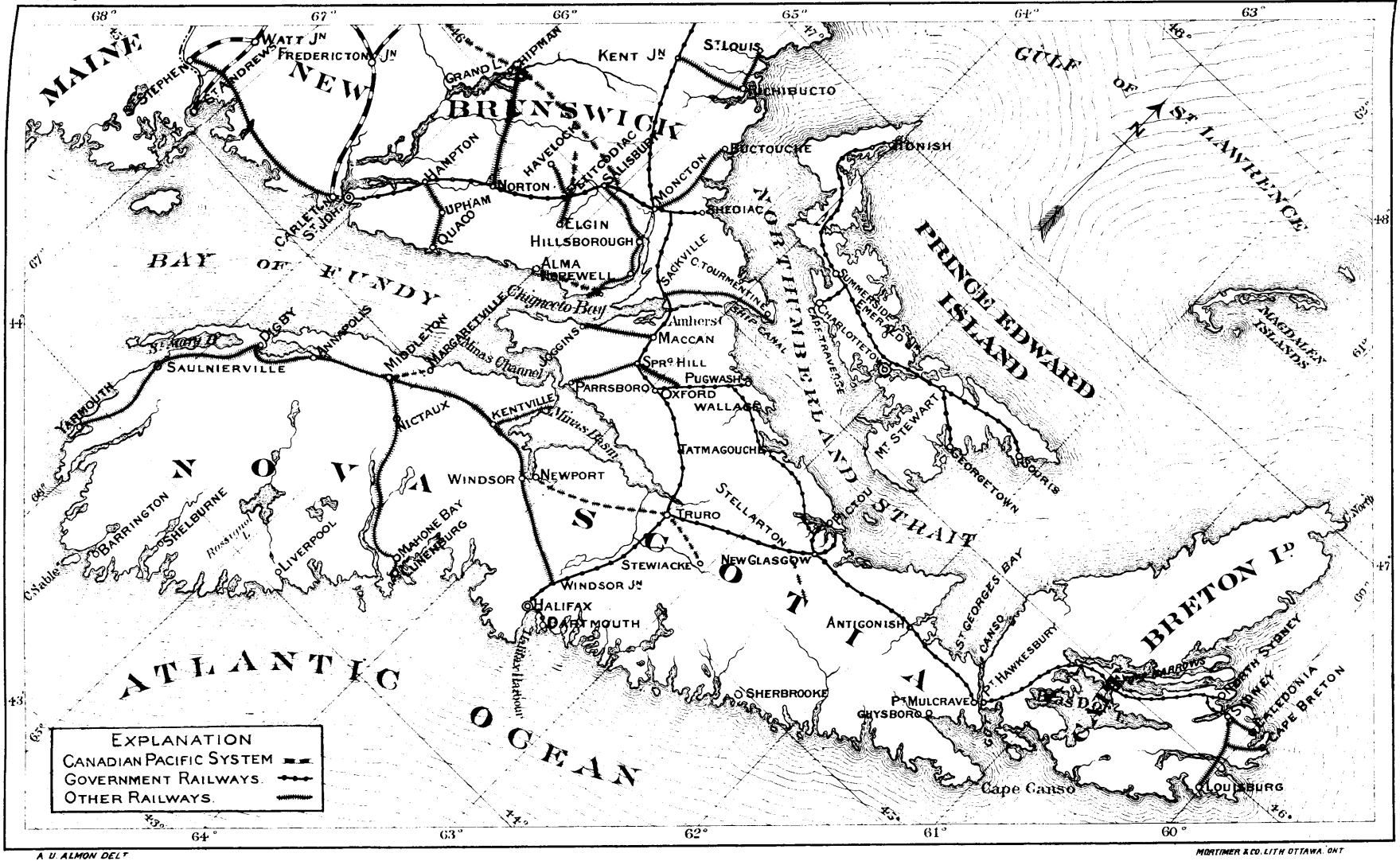
Minister of Railways and Canals.

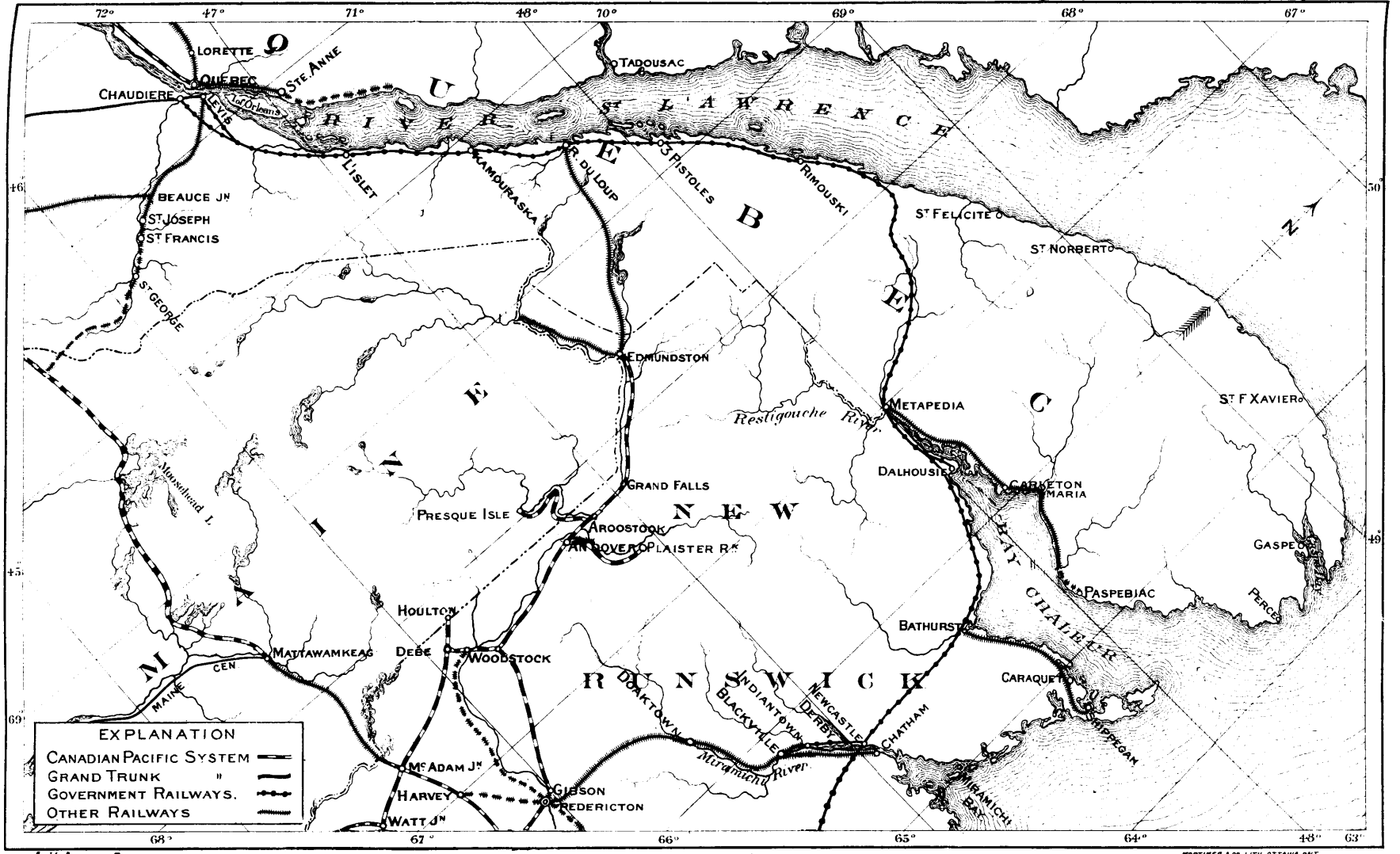
1895

No 1.



MORTIMER & CO LITH. OTTAWA. ONT


MAINE
NEW BRUNSWICK
NOVA SCOTIA
BAY OF FUNDY
ATLANTIC OCEAN
GULF OF ST LAWRENCE
PRINCE EDWARD ISLAND
NORTHUMBERLAND STRAIT
CAPE BRETON I.
St Stephen
St Andrews
Watt Jn
Fredericton Jn
Grand Falls
Chipman
Kent Jn
St Louis
Richibucto
Buctouche
Shediac
Moncton
Hampton
Norton
Havelock
Petitcodiac
Salisbury
Upham
Quaco
Carleton
St John
Elgin
Hillsborough
Alma
Rosewell
Sackville
C. Tormentine
Ship Canal
Amherst
Maccan
Spr.g Hill
Pugwash
Oxford
Wallace
Parrsboro
Tatmagouche
Chignecto Bay
Minas Channel
Minas Basin
Kentville
Wolfville
Windsor
Newport
Truro
Stellarton
New Glasgow
Stewiacke
Windsor Jn
Halifax
Dartmouth
Antigonish
St Georges Bay
Canso
Pt Hawkesbury
Sydney
North Sydney
Caledonia
Cape Breton
Louisburg
Cape Canso
Pt Mulcrave
Guysboro
Sherbrooke
Tidney Harbour
Digby
Annapolis
Middleton
Margaretville
Bridgetown
Yarmouth
St Mary's B.
Saulnierville
Weymouth
Barrington
Shelburne
Liverpool
Rossignol L.
Lunenburg
Mahone Bay
Victaux
Wasbie
Higgins
Summerside
Emerald
Charlottetown
Cape Traverse
Tignish
Magdalen Islands
Mt Stewart
Georgetown
Souris
EXPLANATION
Canadian Pacific System
Government Railways.
Other Railways.
A. U. ALMON DELT
MORTIMER & CO. LITH OTTAWA, ONT

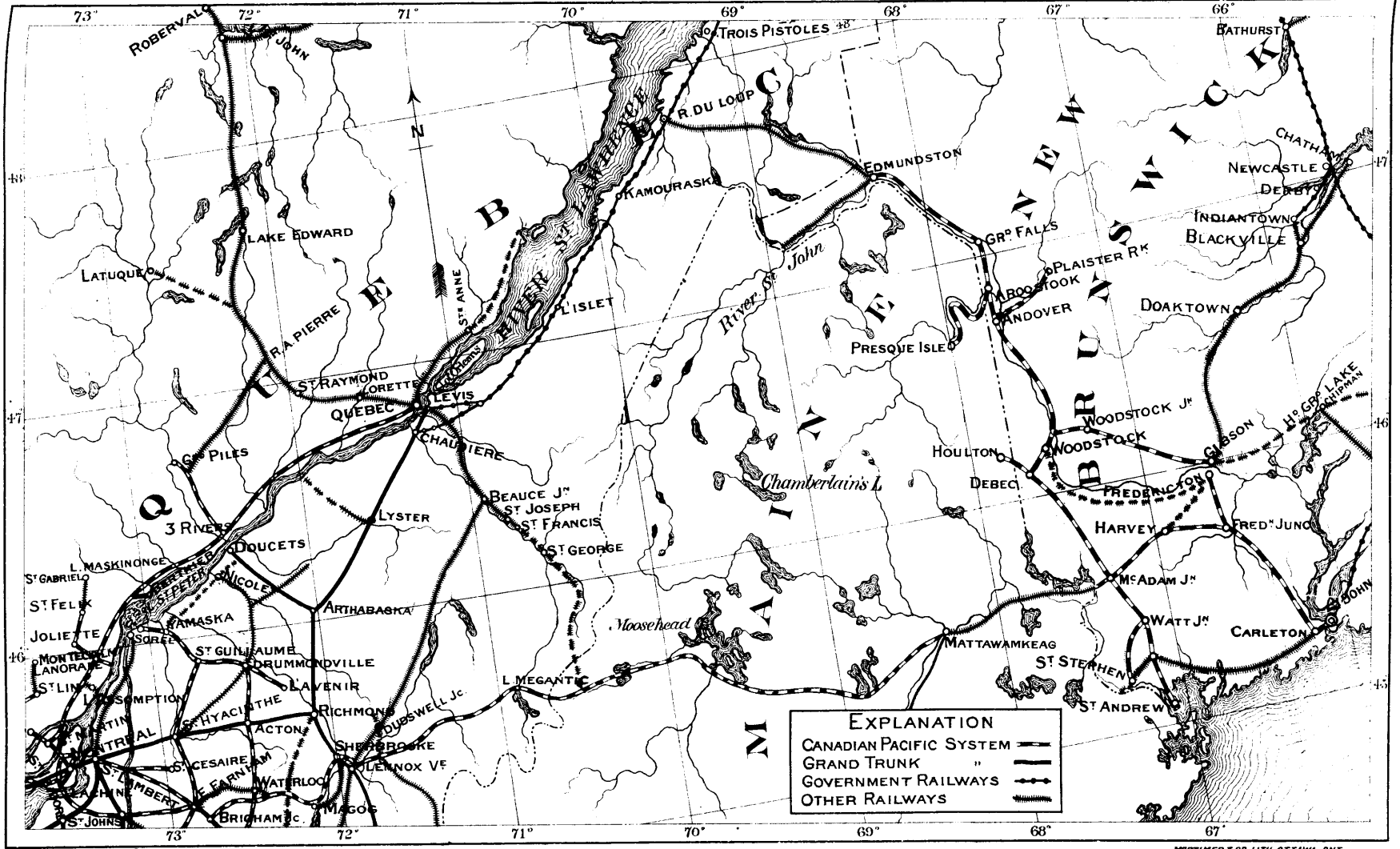


A. U. ALMON. DEL.

MORTIMER & CO. LITH. OTTAWA. ONT.

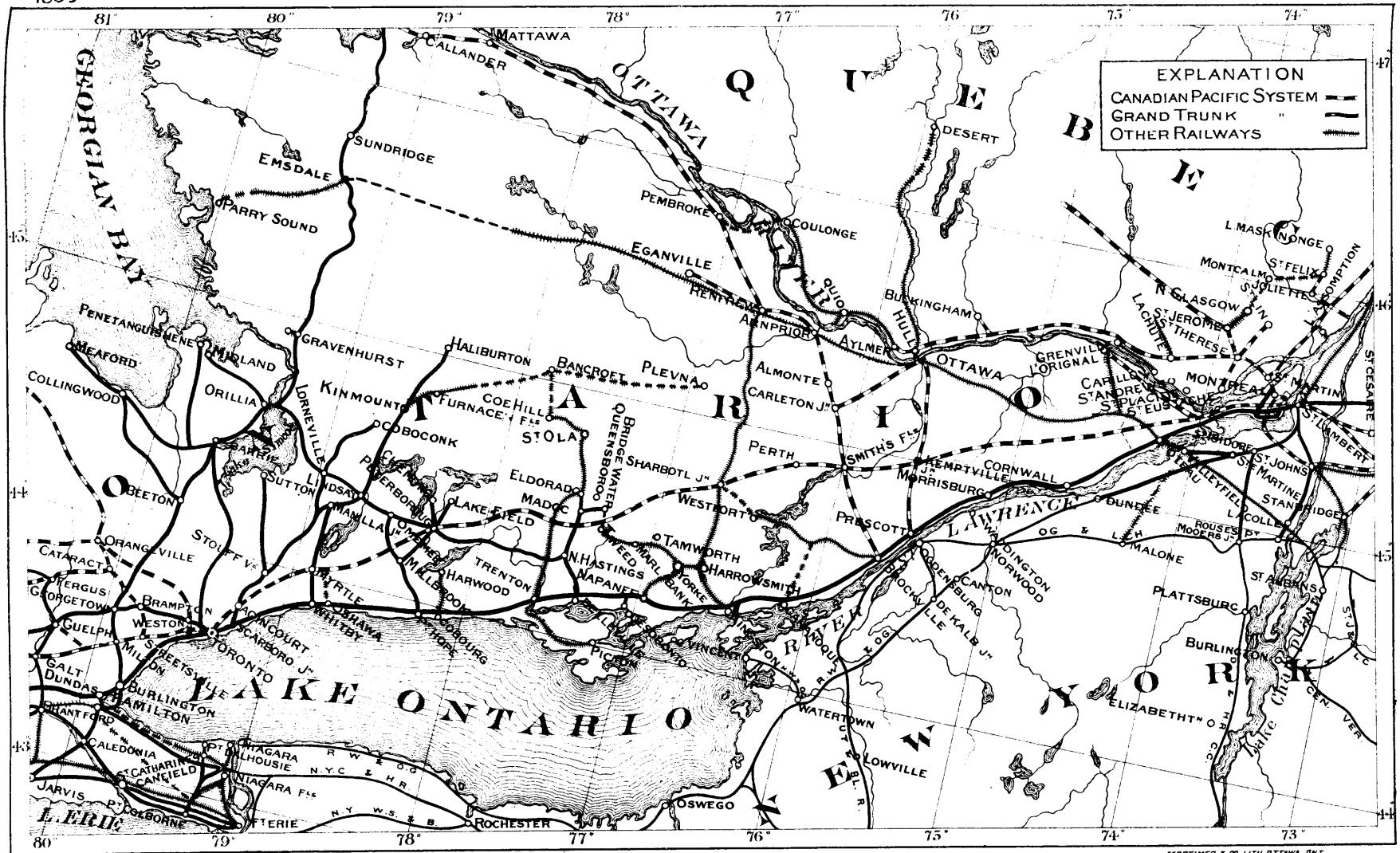
1895

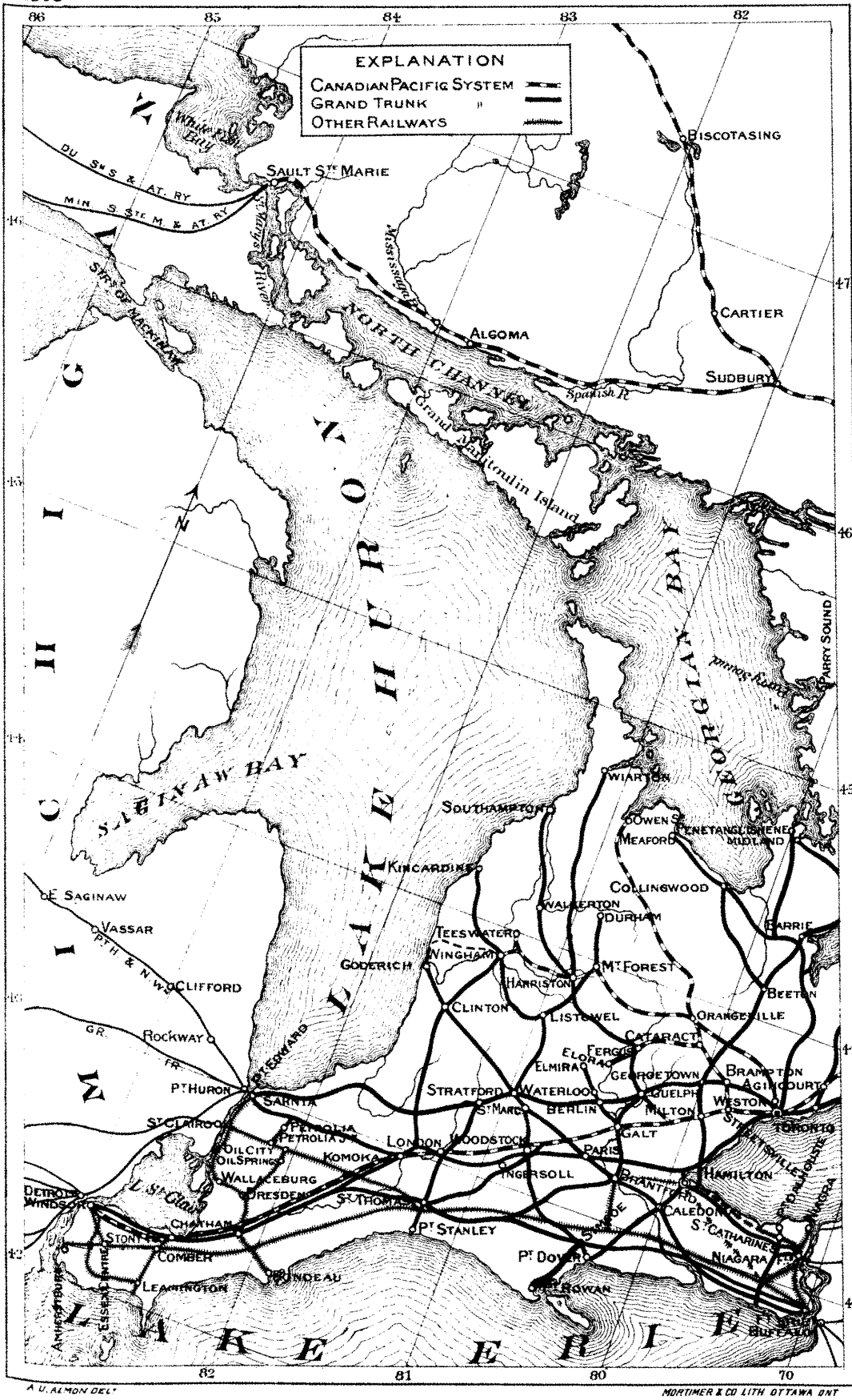
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A. U. ALMON. DEL^T

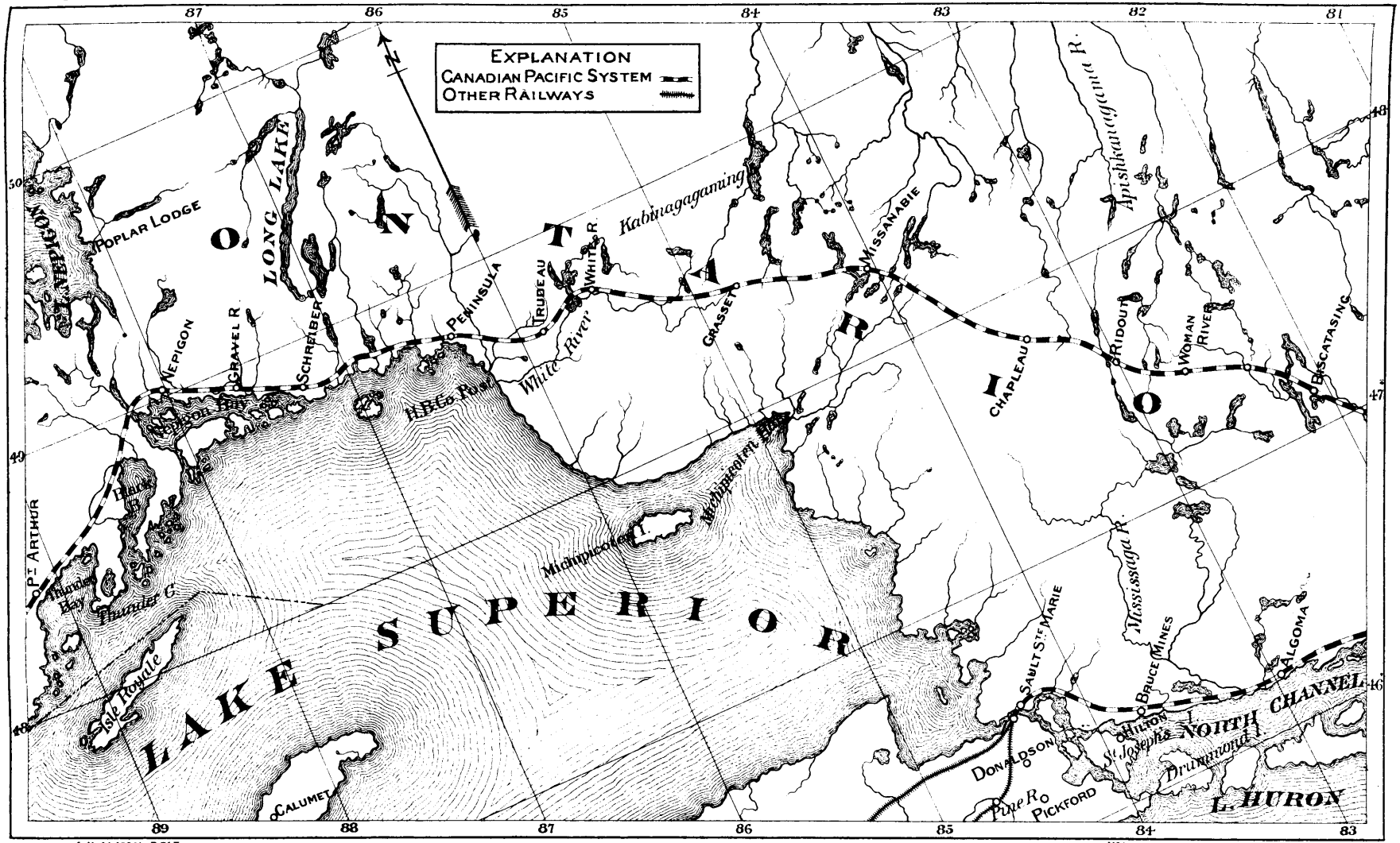
MORTIMER & CO LITH OTTAWA ONT


EXPLANATION
CANADIAN PACIFIC SYSTEM
GRAND TRUNK "
OTHER RAILWAYS
GEORGIAN BAY
LAKE ONTARIO
L. ERIE
OTTAWA R.
ST. LAWRENCE R.
Q U E B E C
O N T A R I O
N E W Y O R K
MATTAWA
CALLANDER
SUNDRIDGE
EMSDALE
PARRY SOUND
PENETANGUISHENE
MIDLAND
MEAFORD
COLLINGWOOD
GRAVENHURST
ORILLIA
HALIBURTON
BANCROFT
KINMOUNT
COE HILL
FURNACE Falls
BOBCONK
ST OLA
PLEVNA
ALMONTE
CARLETON Jn
PEMBROKE
COULONGE
DESERT
EGANVILLE
RENFREW
ARNPRIOR
AYLMER
BUCKINGHAM
HULL
OTTAWA
GRENVILLE
L'ORIGNAL
CARILLON
STE ANDREWS
STE PLACIDE
STE EUSTACHE
MONTREAL
L. MASKINONGE
MONTCALM
ST FELIX
ST JOLIETTE
ST JEROME
LACHUTE
ST THERESE
N. GLASGOW
ST MARTIN
ST CESAIRE
ST LUMBERT
ST JOHNS
ST MARTINE
STANBRIDGE
L'ACOLLE
ROUSES Pt
MOOERS Jn
MALONE
PLATTSBURG
ST ALBANS
BURLINGTON
LAKE CHAMPLAIN
CENTRAL VER
PERTH
SMITH'S Falls
KEMPTVILLE
MORRISBURG
CORNWALL
DUNDEE
PRESCOTT
IROQUOIS
WADDINGTON
NORWOOD
OG & LCH
CANTON
DE KALB Jn
OGDENSBURG
ROCKVILLE
BROCKVILLE
IROQUOIS
R W & O
WATERTOWN
LOWVILLE
CAPE VINCENT
PICTON
BELLEVILLE
NAPANEE
TRENTON
HARWOOD
MILLBROOK
OMEMEE
PETERBORO
LAKEFIELD
MADOC
ELDORADO
QUEENSBORO
BRIDGEWATER
SHARBOTL Jn
WESTPORT
TAMWORTH
HARROWSMITH
MARLBANK
TORKE
LINDSAY
MANILLA Jn
SUTTON
BEETON
ORANGEVILLE
STOUFFVILLE
CATARACT
FERGUS
GEORGETOWN
BRAMPTON
GUELPH
WESTON
MILTON
SCARBORO Jn
TORONTO
CANCOURT
MARKHAM
STOUFFVILLE
MARTLE
WHITBY
OSHAWA
COBOURG
HOPE
PICKERING
TORONTO
GALT
DUNDAS
BURLINGTON
HAMILTON
BRANTFORD
CALEDONIA
ST CATHARINES
CANFIELD
JARVIS
PORT DOVER
PORT COLBORNE
NIAGARA Falls
NIAGARA
PT DALHOUSIE
N.Y.C & H.R.
N.Y.W.S. & B.
ERIE
ROCHESTER
OSWEGO
A. U. ALMON, DEL.
MORTIMER & CO. LITH. OTTAWA ONT.



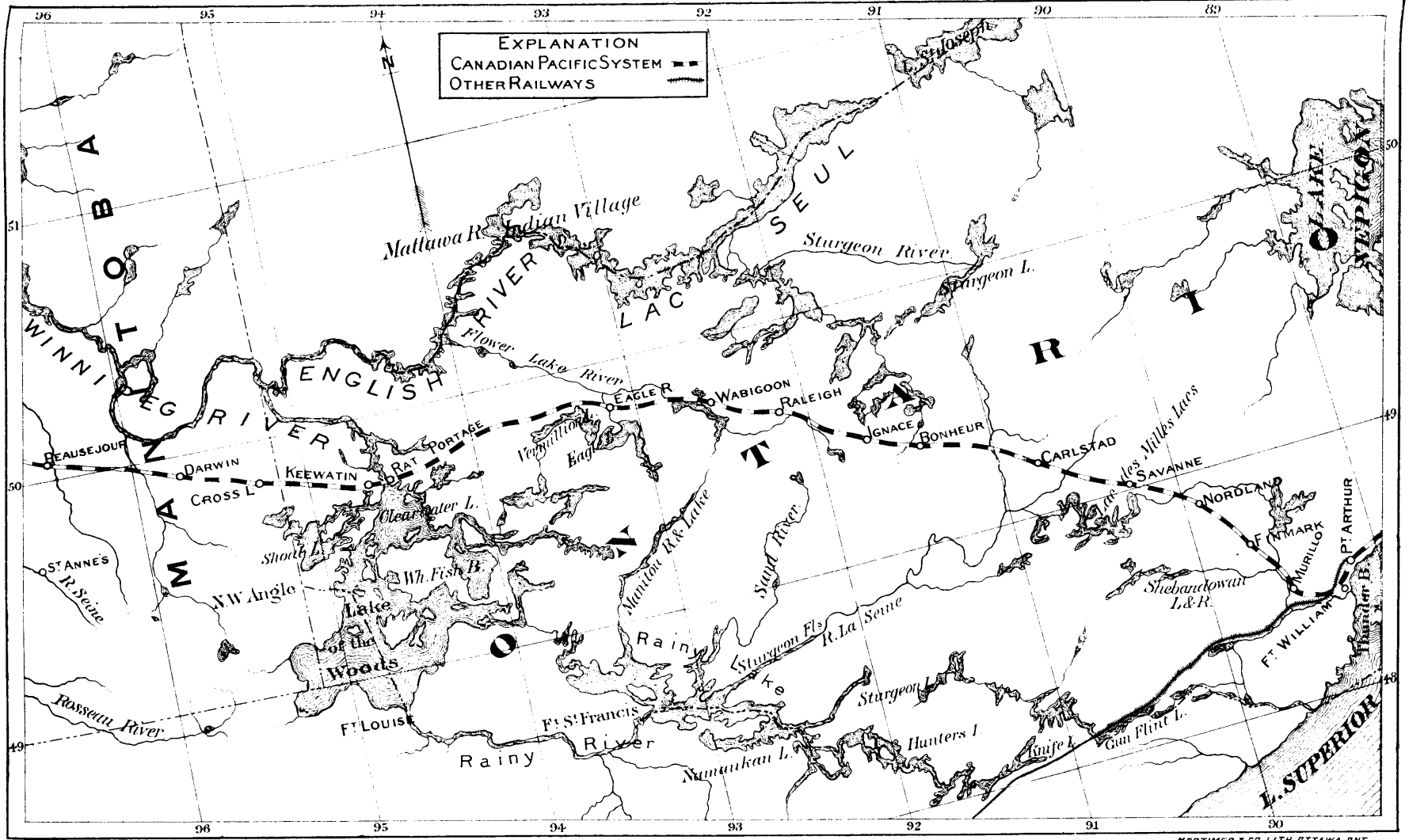
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MORTIMER & CO LITH OTTAWA ONT



A.U. ALMON DEL.

MORTIMER & CO. LITH. OTTAWA, ONT.

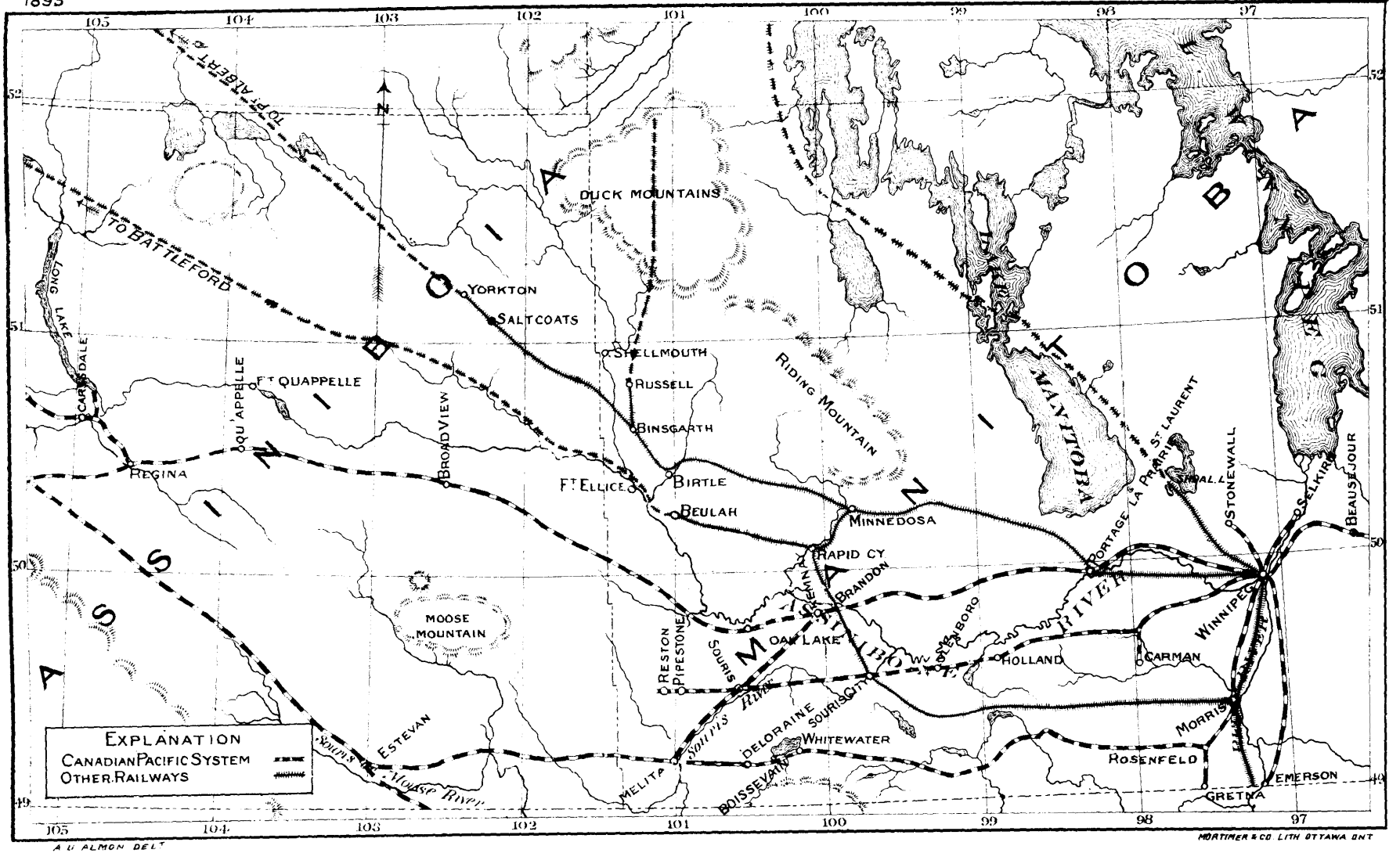


A.U. ALMON, DELT.

MORTIMER & CO LITH OTTAWA ONT.

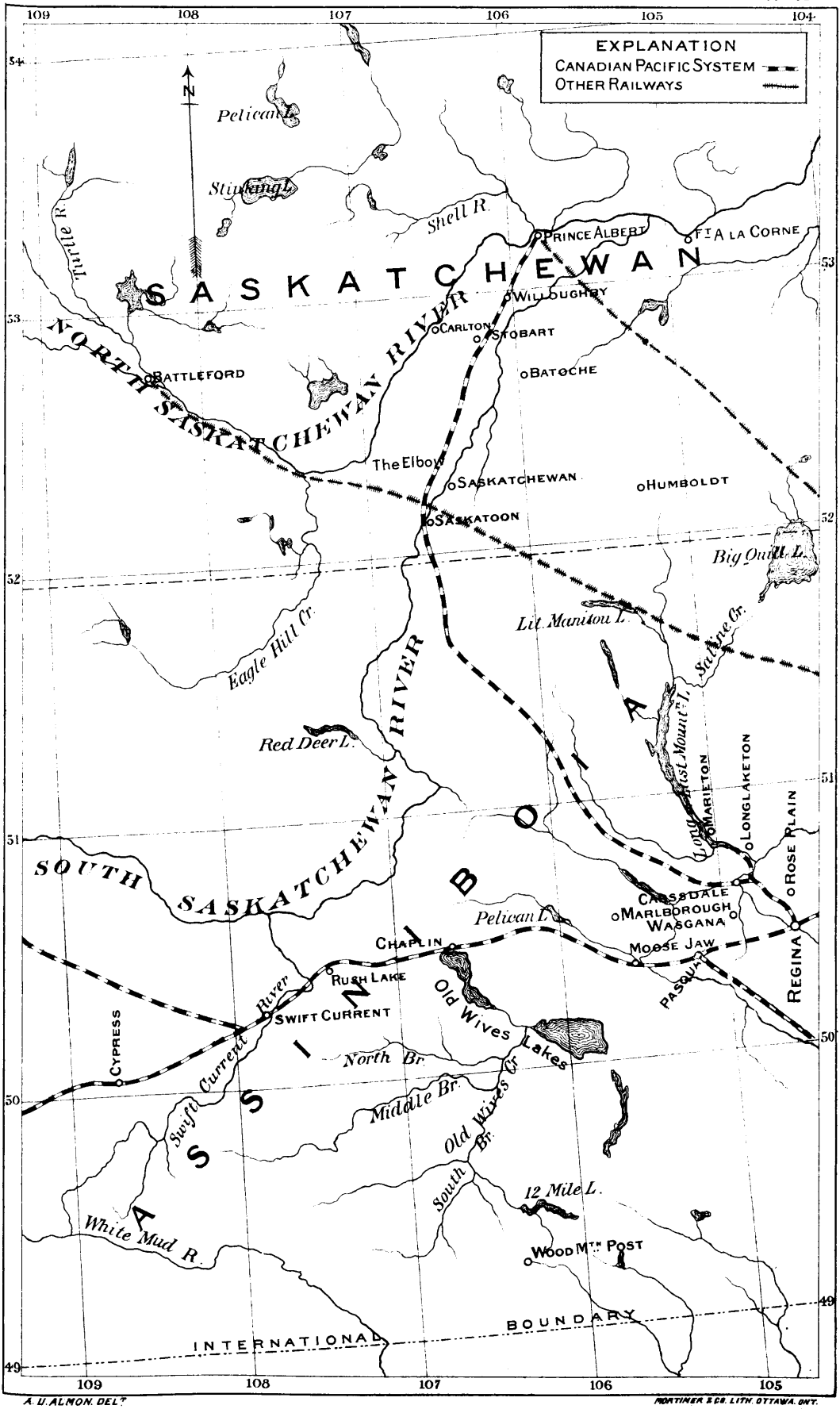
1895

No 9



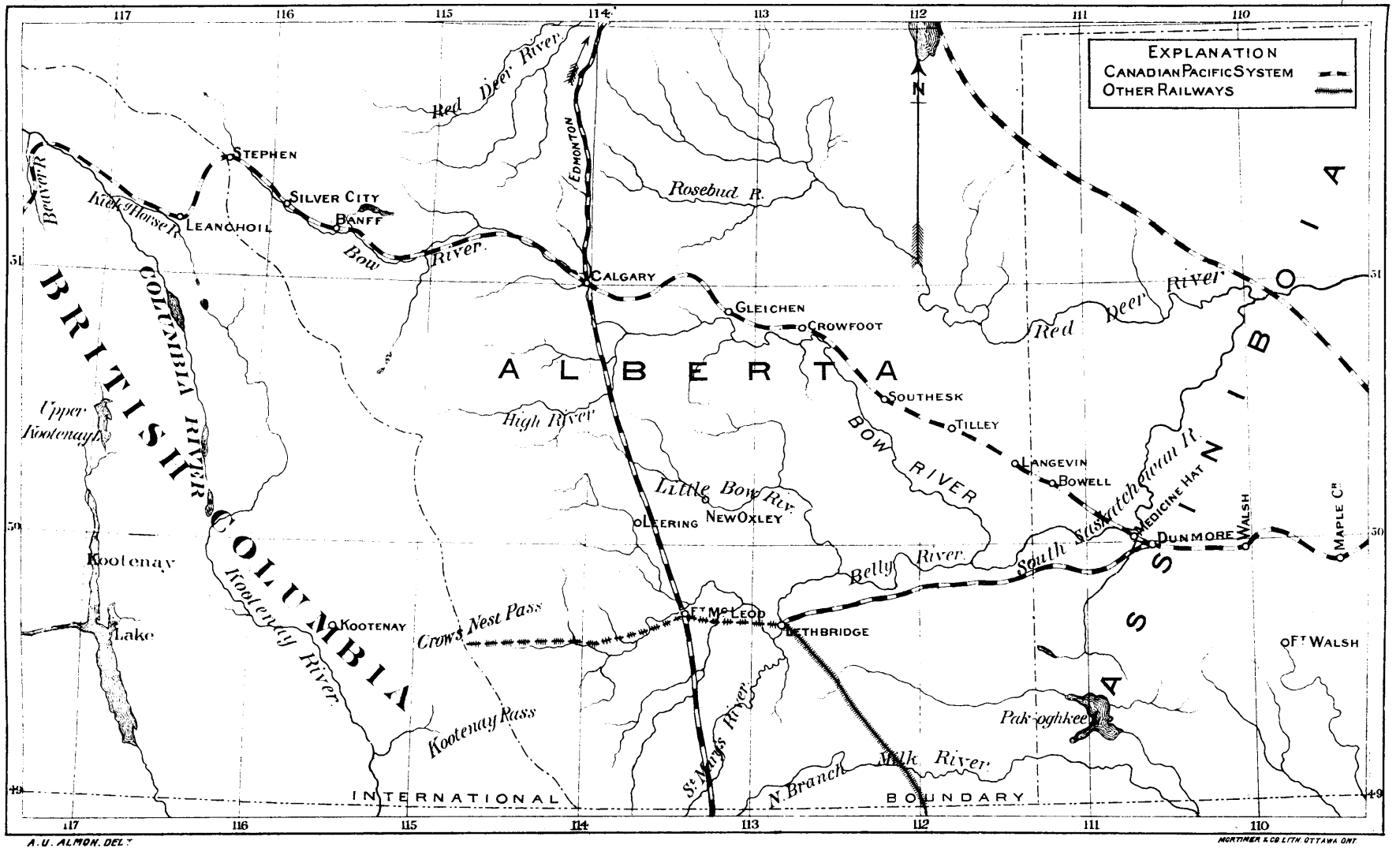
A U ALMON DEL.

MORTIMER & CO LITH OTTAWA ONT



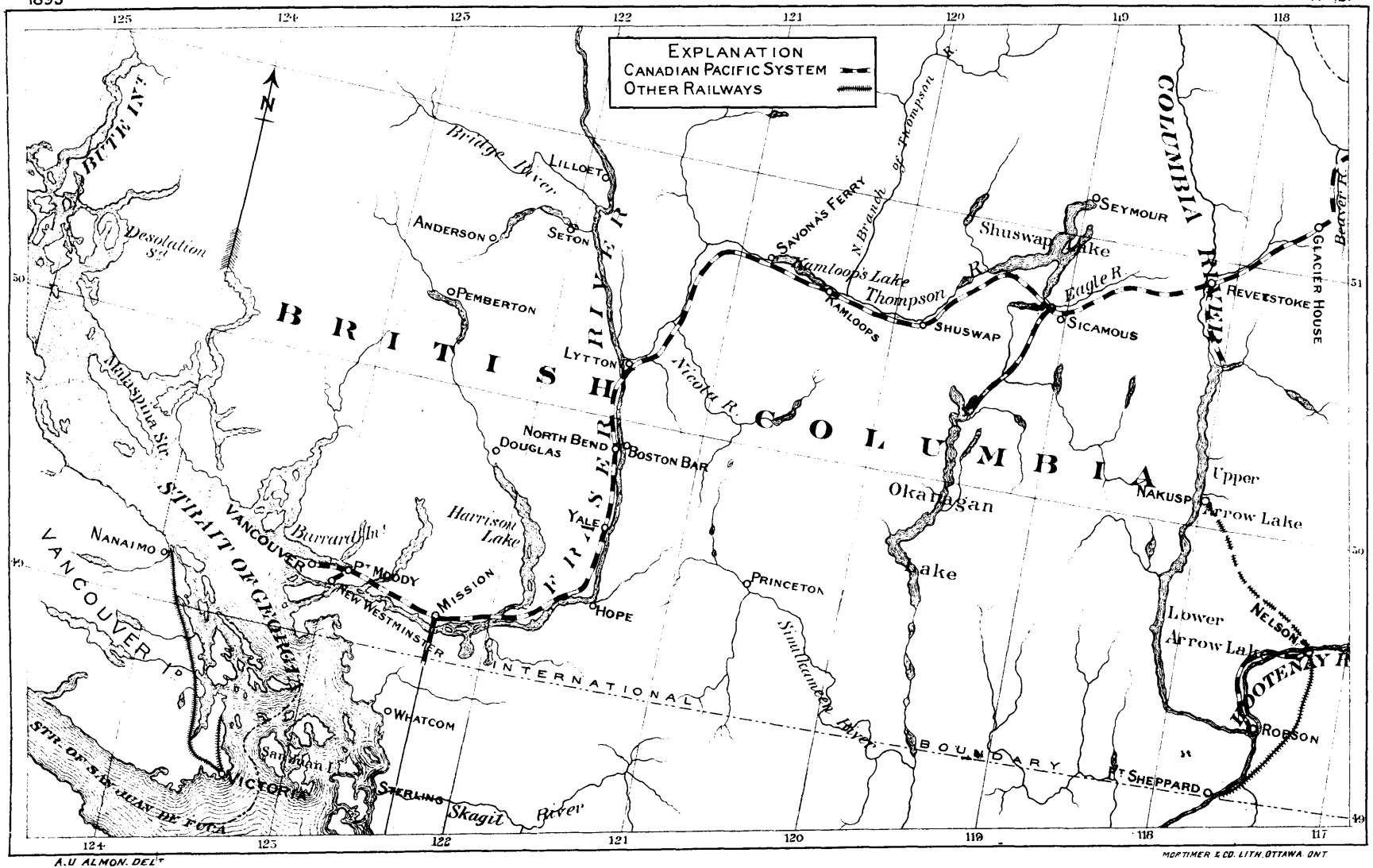
A. U. ALMON, DEL.

MORTIMER & CO. LITH. OTTAWA, ONT.



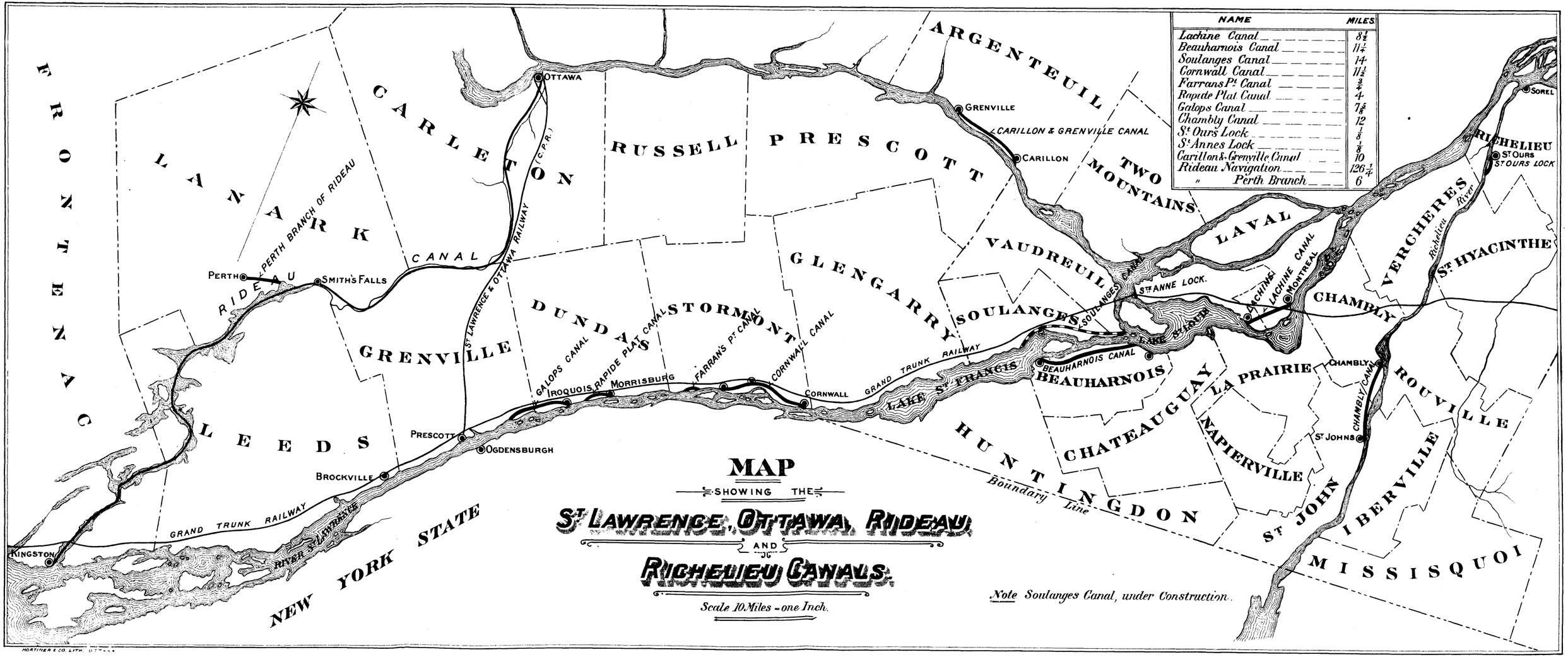
A. U. ALMON. DEL.

MORTIMER & CO. LITH. OTTAWA ONT.



A.U ALMON. DEL'T

MORTIMER & CO. LITH. OTTAWA. ONT.



NAME	MILES
Lachine Canal	8½
Beauharnois Canal	11¼
Soulanges Canal	14
Cornwall Canal	11½
Farrans Pt Canal	¾
Rapide Plat Canal	4
Galops Canal	7⅝
Chambly Canal	12
St Ours Lock	⅛
St Annes Lock	⅛
Carillon & Grenville Canal	10
Rideau Navigation	126¼
" Perth Branch	6

MAP

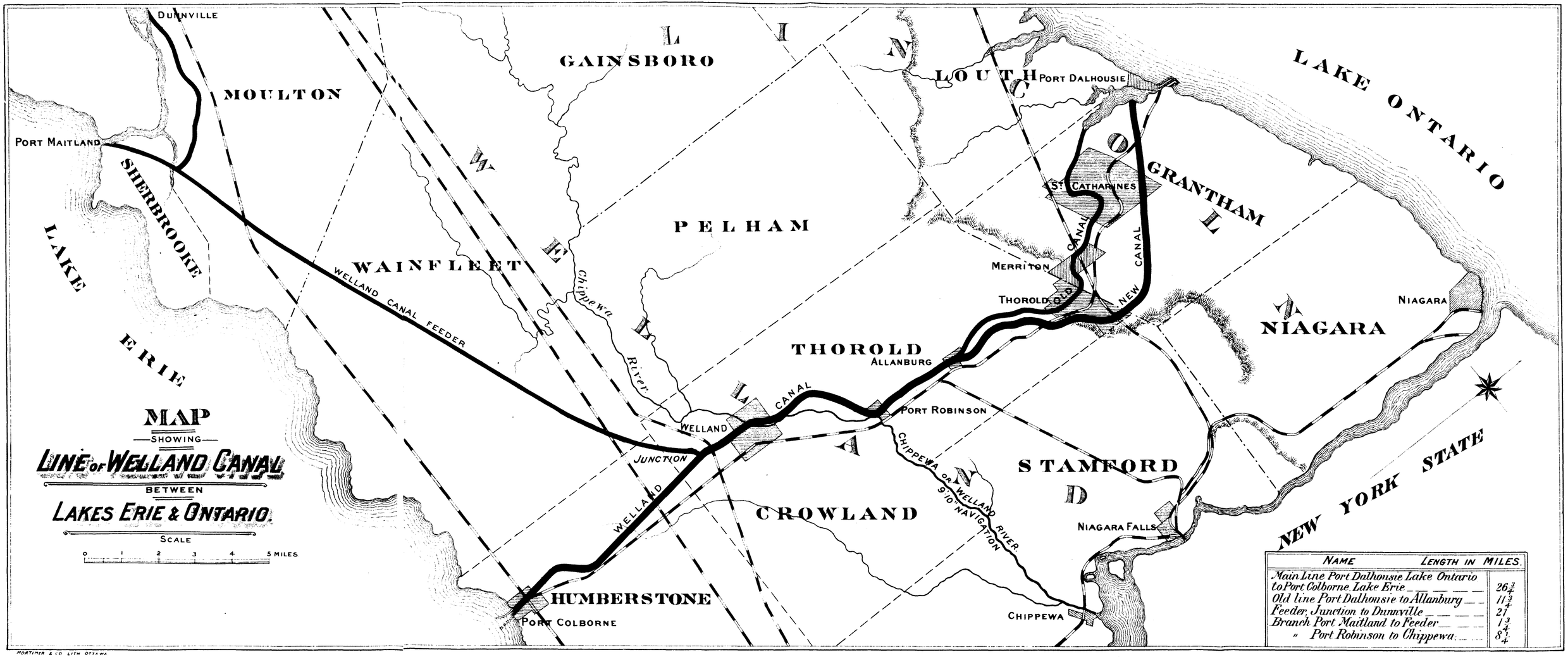
SHOWING THE

St LAWRENCE, OTTAWA, RIDEAU AND RICHELIEU CANALS.

Scale 10 Miles = one Inch.

Note Soulanges Canal, under Construction.

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 Allanburg	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

SIMCOE

VICTORIA

DURHAM

NORTHUMBERLAND

PETERBOROUGH

HASTINGS

ADDINGTON

LENNOX

PRINCE EDWARD

YORK

ONTARIO

Severn River

ORILLA

Talbot River

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

Otonabee R.

RICE LAKE

Trent River

HASTINGS
1. LOCK & DAM.

CAMPBELLFORD

DAM.
Heely's Falls.

1. LOCK & DAM.
Clisholms Rapids

FRANKFORD

MURRAY CANAL

BELLEVILLE

BAY OF QUINTE

TRENTON

BRIGHTON

PORT HOPE

COBOURG

WHITBY

OSHAWA

BOWMANVILLE

BARRIE

KEMPENFELT BAY

LAKE SIMCOE

STURGEON LAKE

LAKE ONTARIO

Constructed
Under Contract
Survey

MAP
SHOWING
TRENT NAVIGATION AND MURRAY CANAL.

Scale 10 Miles = Inch.

MURRAY CANAL length 5 1/6 Miles.

MORTIMER & CO. LITH. OTTAWA.

MAP

SHOWING

CANADIAN SHIP CANAL

ALSO

ST MARY'S FALLS CANAL MICH. U.S.A.

SCALE OF FEET

0 500 1000

CANADIAN PACIFIC RAILWAY

TOWN OF SAULT STE MARIE

CANADIAN SHIP CANAL

WHITE FISH ISLAND

INTERNATIONAL BRIDGE

ST MARY'S RAPIDS

ST MARY'S FALLS CANAL

NEW LOCK

PRESENT LOCK

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, 1895.

Name of Work.	Capital.	Income.	Staff.	Repairs.
CANALS.	$ cts.	$ cts.	$ cts.	$ cts.
Lachine..... $190,589 36				
Less refunds previous years. 645 00	189,944 36	25,842 00	56,337 44	2[illegible],891 45
Soulanges..... $752,216 53				
Less refunds previous years. 200 00	752,016 53	.....	.....	.....
Cornwall.....	450,689 65	21,497 74	15,414 56	13,053 55
Lake St. Louis	4,753 14	.....	.....	.....
Rapide Plat. } Williamsburg..... {	228,892 70	} 13,720 36	9,675 09	7,371 37
Galops ..... } {	118,464 53	}		
Beauharnois.....	.....	27,982 93	20,428 59	12,299 49
Welland.....	3,809 35	24,245 02	90,438 07	48,270 94
Murray.....	.....	.....	5,354 97	5,063 49
Trent	53,907 70	21,143 41	4,184 18	3,374 49
Carillon... } {	.....	} 5,963 76	15,453 21	12,303 25
Grenville.. } {	.....			
St. Peter's.....	868 44	26,222 46	2,499 81	353 55
Sault Ste. Marie.....	466,151 50	.....	3,432 73	.....
St. Lawrence.....	182,775 75	.....	.....	.....
Chambly.....	.....	6,147 63	19,325 49	11,779 12
Rideau.....	.....	31,559 48	33,827 08	19,897 32
Culbute.....	.....	1,475 26	436 05	434 28
St. Anne's.....	.....	3,694 33	2,508 14	3,025 91
St. Ours.....	.....	.....	2,161 63	915 50
Miscellaneous works not provided for.....	.....	3,805 51	865 69	.....
Surveys and inspections.....	.....	326 77	.....	.....
Salaries of extra clerks and copyists.....	.....	1,884 85	.....	.....
Salaries of engineers, draughtsmen and extra clerks.....	.....	17,420 02	.....	.....
Lachine Canal Commission.....	.....	6,563 20	.....	.....
Dredge vessels, Lachine.....	.....	.....	.....	2,744 11
do Rideau.....	.....	.....	.....	5,822 39
Salaries and contingencies canal officers ...	.....	.....	39,655 52	.....
Sunday labour.....	.....	.....	11,681 85	.....
Total on Canals.....	2,452,273 65	239,494 73	333,680 10	172,600 21
RAILWAYS.				
Intercolonial.....	327,034 51	.....	2,936,902 74	.....
Windsor Branch.....	.....	.....	14,640 07	.....
Prince Edward Island.....	.....	.....	232,905 19	.....
Canadian Pacific	49,209 77	.....	.....	.....
Annapolis and Digby	570 55	.....	.....	.....
Repairs and alterations to car "Victoria"..	.....	3,200 00	.....	.....
Gratuity to James Rutherford.....	.....	500 00	.....	.....
Compensation to A. H. Archibald.....	.....	4,000 00	.....	.....
Compassionate allowance to sufferers by accident at Lévis	.....	.....	11,898 17	.....
Compensation to Mr. Martin for injuries sustained.....	.....	.....	1,500 00	.....
Railway subsidies.....	1,123,949 10	.....	.....	.....
Surveys and inspections.....	.....	4,543 91	.....	.....
Railway statistics.....	.....	977 36	.....	.....
Total on Railways	1,500,763 93	13,221 27	3,197,846 17	.....
Total on Railways and Canals..	3,953,037,58	252,716 00	3,531,526 27	172,600 21

Total amount expended, $7,909,880.06.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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, 1895.

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
do do do	1895	868 44	26,222 46	2,499 81	353 55
Total.....	.....	647,300 43	118,953 37	43,695 46	25,474 78

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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 do	1868		
do do do	1869		
do do do	1870		
do do do	1871		17,929 34
do do do	1872		6,399 41
do do do	1873		14,943 83
do do do	1874		4,018 90
do do do	1875		443 00
do do do	1876		110 75
do do do	1877		22 30
do do do	1878		
do do do	1879		
do do do	1880		
do do do	1881		520 00
do do do	1882		
do do do	1883		
do do do	1884		
do do do	1885		
do do do	1886		
do do do	1887		
do do do	1888		
do do do	1889		
do do do	1890		
do do do	1891		
do do do	1892		
do do do	1893		
do do do	1894		
do do do	1895		
Total			44,387 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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

LACHINE CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government	....	40,000 00	. . . .	.. ..	.....
Government expenditure prior to Confederation	.....	2,547,532 85	.....	.....	.....
do since do ..	1868	....	1,852 70	13,742 05	10,431 51
do do do ..	1869	2,000 00	....	14,209 02	12,085 84
do do do ..	1870	.....	.....	15,834 49	13,302 39
do do do ..	1871	....	12,231 40	17,478 52	15,093 25
do do do ..	1872	36,708 15	.....	16,076 93	12,334 69
do do do ..	1873	7,824 28	35,158 21	23,601 03	34,300 60
do do do ..	1874	158,618 35	....	25,811 07	22,828 66
do do do ..	1875	197,420 52	... .	28,592 01	30,057 34
do do do ..	1876	327,769 39	.....	33,797 73	29,103 65
do do do ..	1877	1,439,375 73	.....	33.148 86	19,824 33
do do do ..	1878	1,484,619 63	....	39,062 97	13,646 41
do do do ..	1879	958,053 30	.. ..	42,338 84	12,400 78
do do do ..	1880	369,566 74	.....	38,950 90	10,223 62
do do do ..	1881	292,165 51	... .	39,027 99	19,888 33
do do do ..	1882	252,821 33	2,978 66	41,158 90	17,116 46
do do do ..	1883	396,496 96	1,859 68	45,554 91	18,199 59
do do do ..	1884	188,266 18	.....	48,624 51	19.683 24
do do do ..	1885	111,215 23	..... .	49,004 85	20,199 78
do do do ..	1886	210,509 42	.....	50,969 10	19,199 18
do do do ..	1887	28,772 52	12,981 59	53,113 97	22,567 81
do do do ..	1888	19,414 34	7,996 38	52,229 61	19,999 64
do do do ..	1889	76,032 96	972 71	54,110 67	22,957 71
do do do ..	1890	7,448 03	8,238 46	53,114 34	22,999 38
do do do ..	1891	217 53	16.155 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
do do do ..	1895	189,944 36	32,405 20	56,337 44	25,891 45
Total.....	....	9,940,974 01	227,105 68	1,102,700 80	660,684 73

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
do do do ..	1895	....	27,982 93	20,428 59	12,299 49
Total.....	...	1,611,690 26	177,336 88	459,207 70	355,041 42

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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	
do do do	1895	182,775 75	
Total		1,139,675 77	98,378 46

LAKE ST. LOUIS.

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		
do do do	1893		
do do do	1894		
do do do	1895	4,753 14	
Total		4,753 14	

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

LEONARD SHANNON,
Accountant.

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

CORNWALL CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	1,933,152 69	.....	.....	.....
do since do 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
do do do do	1895	450,689 65	21,497 74	15,414 56	13,053 55
Total	.....	5,505,254 22	82,148 40	408,970 49	292,413 58

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 15	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
do do do do	1895	347,357 23	13,720 36	9,675 09	7,371 37
Total	.....	3,786,298 59	20,883 86	210,337 70	195,327 20

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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 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
do do do ..	1895	3,809 35	24,245 02	90,438 07	48,270 94
Total	.....	23,767,675 74	360,664 25	2,176,899 56	1,963,051 83

STE. ANNE'S LOCK AND CANAL.

Government expenditure prior to Confederation	....	134,456 51	.....	.....	.....
do since do do ..	1868	.....	.....	778 16	432 47
do do do ..	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
do do do ..	1895	.....	3,694 33	2,508 14	3,025 91
Total	....	1,170,215 63	57,265 33	61,120 22	70,349 34

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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
do do do ..	1895	.....	5,963 76	15,453 21	12,303 25
Total.....	.....	4,025,938 55	142,486 71	391,512 13	278,339 48

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
do do do ..	1895	.....	1,475 26	436 05	434 28
Total.....	.....	379,494 46	55,328 87	11,507 48	6,936 15

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

LEONARD SHANNON,
Accountant.

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

RIDEAU CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government	.....	3,911,701 47	.....	.....	.....
Government expenditure prior to Confederation	.....	153,062 60	.....	.....	.....
do since do do	1868	.....	7,298 12	18,397 28	16,475 21
do do do do	1869	.....	.....	19,250 71	13,140 77
do do do do	1870	.....	13 16	20,022 37	19,469 33
do do do do	1871	.....	11,732 98	22,814 58	18,120 52
do do do do	1872	.....	4,967 50	22,139 48	14,005 32
do do do do	1873	.....	18,070 97	22,841 51	26,074 49
do do do do	1874	.....	5,793 16	26,815 44	22,957 40
do do do do	1875	9,310 85	.....	26,553 37	19,699 81
do do do do	1876	2,163 96	.....	26,430 77	14,428 25
do do do do	1877	214 11	.....	25,959 56	14,198 18
do do do do	1878	.....	.....	26,651 51	11,034 22
do do do do	1879	7,703 88	.....	26,042 52	7,134 55
do do do do	1880	.....	.....	26,463 88	11,434 05
do do do do	1881	.....	133 50	26,024 71	8,627 00
do do do do	1882	.....	.....	26,915 29	13,860 28
do do do do	1883	.....	70 65	27,322 81	23,524 84
do do do do	1884	.....	4,597 50	26,938 95	19,245 02
do do do do	1885	.....	2,098 76	26,971 32	18,189 55
do do do do	1886	.....	550 00	27,045 95	35,648 04
do do do do	1887	.....	20,823 96	29,440 46	18,565 34
do do do do	1888	.....	18,889 48	33,458 83	25,478 87
do do do do	1889	.....	6,665 22	33,801 77	18,106 36
do do do do	1890	.....	21,124 10	34,270 57	18,025 21
do do do do	1891	.....	20,967 25	34,641 98	21,537 56
do do do do	1892	.....	31,363 23	35,500 82	21,507 16
do do do do	1893	.....	24,274 71	35,022 49	18,789 50
do do do do	1894	.....	14,485 11	34,943 35	16,939 47
do do do do	1895	.....	31,559 48	33,827 08	19,897 32
Total	.....	4,084,156 87	245,478 84	776,509 36	506,113 62

ST. OURS LOCK.

Government expenditure prior to nfederation	.....	121,537 65	.....	.....	.....
do since do do	1868	.....	.....	1,532 75	753 74
do do do do	1869	.....	.....	1,755 15	1,399 18
do do do do	1870	.....	.....	1,458 09	1,006 22
do do do do	1871	.....	.....	1,414 48	1,210 98
do de do do	1872	.....	.....	1,565 80	1,263 19
do do do do	1873	.....	.....	2,076 50	1,575 10
do do do do	1874	.....	.....	2,219 13	2,363 42
do do do do	1875	.....	.....	1,362 22	1,245 69
do do do do	1876	.....	.....	1,403 92	1,601 71
do do do do	1877	.....	.....	1,533 40	750 80
do do do do	1878	.....	.....	1,556 65	283 77
do do do do	1879	.....	.....	1,581 55	456 07
do do do do	1880	.....	.....	1,614 01	705 54
do do do do	1881	.....	.....	1,741 97	1,299 77
do do do do	1882	.....	.....	2,002 71	1,902 41
do do do do	1883	.....	17,230 32	2,361 65	2,188 08
do do do do	1884	.....	5,279 17	2,315 37	1,494 99
do do do do	1885	.....	4,700 64	2,271 57	3,652 63
do do do do	1886	.....	.....	2,311 70	4,143 47
do do do do	1887	.....	.....	2,175 37	5,864 78
do do do do	1888	.....	.....	2,216 04	2,801 17
do do do do	1889	.....	17,964 45	2,421 14	2,002 63
do do do do	1890	.....	24,571 96	2,138 40	1,935 44
do do do do	1891	.....	21,696 74	2,011 08	4,460 16
do do do do	1892	.....	3,585 34	2,168 44	1,944 33
do do do do	1893	.....	.....	2,136 66	1,994 34
do do do do	1894	.....	.....	2,216 68	924 55
do do do do	1895	.....	.....	2,161 63	915 50
Total	.....	121,537 65	95,028 62	53,724 06	52,139 66

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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 do	1868	.....	.....	8,312 90	9,355 70
do do do do	1869	.....	.....	8,437 22	13,120 97
do do do do	1870	.....	.....	8,934 41	20,180 73
do do do do	1871	.....	2,839 85	10,214 71	22,426 33
do do do do	1872	.....	1,906 40	9,628 50	22,327 99
do do do do	1873	.....	759 00	10,390 44	11,789 27
do do do do	1874	.....	2,810 00	11,675 67	16,427 19
do do do do	1875	2,415 00	.....	12,201 99	16,306 91
do do do do	1876	.....	.....	10,593 14	13,273 56
do do do do	1877	80 00	.....	10,281 78	10,111 32
do do do do	1878	.....	.....	10,413 99	6,022 96
do do do do	1879	.....	.....	11,301 53	8,809 77
do do do do	1880	.....	.....	11,516 22	12,377 74
do do do do	1881	.....	.....	13,950 47	20,705 17
do do do do	1882	.....	31,796 41	16,686 78	16,843 60
do do do do	1883	.....	21,332 36	15,904 38	15,182 24
do do do do	1884	.....	41,640 77	18,448 85	12,003 34
do do do do	1885	.....	21,049 23	18,378 55	13,046 95
do do do do	1886	.....	14,547 27	19,501 28	11,999 77
do do do do	1887	.....	17,911 17	19,053 62	20,071 37
do do do do	1888	.....	65,536 64	20,073 60	11,823 74
do do do do	1889	.....	51,437 87	19,679 22	19,392 18
do do do do	1890	.....	23,221 48	19,655 38	14,399 93
do do do do	1891	.....	43,344 41	19,204 76	11,399 93
do do do do	1892	.....	38,353 99	19,665 22	12,976 48
do do do do	1893	.....	21,127 65	19,310 29	12,451 03
do do do do	1894	.....	8,567 78	19,040 93	11,920 74
do do do do	1895	.....	6,147 63	19,325 49	11,779 12
Total	.....	637,206 76	414,329 91	411,781 32	398,526 03

MURRAY CANAL.

Government expenditure prior to Confederation	.....	.....	.....	.....	.....
do since do do	1868	.....	400 00	.....	.....
do do do do	1869	.....	.....	.....	.....
do do do do	1870	.....	.....	.....	.....
do do do do	1871	.....	.....	.....	.....
do do do do	1872	.....	.....	.....	.....
do do do do	1873	.....	.....	.....	.....
do do do do	1874	.....	.....	.....	.....
do do do do	1875	.....	.....	.....	.....
do do do do	1876	.....	.....	.....	.....
do do do do	1877	.....	.....	.....	.....
do do do do	1878	.....	.....	.....	.....
do do do do	1879	.....	.....	.....	.....
do do do do	1880	.....	.....	.....	.....
do do do do	1881	.....	.....	.....	.....
do do do do	1882	7,135 63	.....	.....	.....
do do do do	1883	84,071 68	.....	.....	.....
do do do do	1884	118,187 43	.....	.....	.....
do do do do	1885	148,902 66	.....	.....	.....
do do do do	1886	179,704 52	.....	.....	.....
do do do do	1887	142,563 66	.....	.....	.....
do do do do	1888	146,754 37	.....	.....	.....
do do do do	1889	215,326 46	.....	.....	.....
do do do do	1890	106,760 35	.....	494 31	.....
do do do do	1891	61,260 49	.....	5,137 03	173 53
do do do do	1892	5,964 22	.....	5,803 48	3,505 15
do do do do	1893	30,838 79	.....	5,499 62	5,341 34
do do do do	1894	.....	.....	5,667 52	5,295 57
do do do do	1895	.....	.....	5,354 97	5,063 49
Total	.....	1,247,470 26	400 00	27,956 93	19,379 08

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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
do do do ..	1895	53,907 70	21,143 41	4,184 18	3,374 49
Total.....	.....	1,145,803 89	124,597 33	44,688 96	70,688 91

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	.....	.....	*	*
do do do ..	1895	.....	.....	*	*
Total.....	.....	476,128 73	748 65	.....	.....

* Included in Rideau Canal.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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			
do do do	1895	466,151 50		3,432 73	
Total		3,258,025 24	949 35	3,432 73	

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			
do do do	1895	752,016 53			
Total		1,739,969 48			

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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
do do	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
Total	.....	64,689,569 68	2,266,472 04	6,184,584 90	4,894,465 81	10,578,258 02

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

CANALS,

DR. COLLECTORS of Canal Tolls

Balance due by Collectors, 1st July, 1894.	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.
.....	.....	.....	.....	.....	.....	.....	.....
.....	100,039 22	.....	95 00	14 00	100,148 22	306 68	100,454 90
0 01	53,635 84	.....	20 00	.....	53,655 85	197 26	53,853 11
.....	356 75	.....	.....	.....	356 75	506 67	863 42
.....	35 70	.....	.....	.....	35 70	.....	35 70
.....	216 80	.....	.....	.....	216 80	915 00	1,131 80
.....	445 59	.....	.....	.....	445 49	5,038 26	5,483 75
.....	22 60	.....	.....	.....	22 60	5 00	27 60
0 01	154,752 40	.....	115 00	14 00	154,881 41	6,968 87	161,850 28
.....	.....	.....	.....	.....	.....	.....	.....
.....	1,462 28	30 00	70 00	....	1,562 28	2,716 00	4,278 28
.....	26,683 00	.....	10 00	.....	26,693 00	1,395 00	28,088 00
.....	825 47	.....	45 00	.....	870 47	560 00	1,430 47
.....	2,794 89	16 35	.....	1,009 41	3,820 65	.....	3,820 65
.....	21,840 13	2,391 58	.....	13,948 25	38,179 96	27,950 03	66,129 99
.....	8,859 58	.....	.....	.....	8,859 58	.....	8,859 58
.....	62,465 35	2,437 93	125 00	14,957 66	79,985 94	32,621 03	112,606 97
.....	.....	.....	.....	.....	.....	.....	.....
.....	9,457 69	.....	.....	.....	9,457 69	.....	9,457 69
.....	11,439 57	.....	5 00	.....	11,444 57	100 00	11,544 57
.....	599 35	.....	.....	.....	599 35	.....	599 35
.....	21,496 61	.....	5 00	.....	21,501 61	100 00	21,601 61
.....	.....	.....	.....	.....	.....	.....	.....
.....	19,252 05	.....	.....	.....	19,252 05	.....	19,252 05
.....	13,243 87	.....	.....	8 00	13,251 87	13 00	13,264 87
.....	186 57	.....	12 00	.....	198 57	23 00	221 57
.....	1,145 70	.....	.....	0 65	1,146 35	.....	1,146 35
.....	33,828 19	.....	12 00	8 65	33,848 84	36 00	33,884 84
.....	.....	.....	.....	.....	.....	.....	.....
.....	3,724 21	69 02	.....	310 00	4,103 23	639 50	4,742 73
.....	1,479 82	.....	.....	.....	1,479 82	105 00	1,584 82
.....	629 67	.....	.....	.....	629 67	84 50	714 17
.....	5,833 70	69 02	....	310 00	6,212 72	829 00	7,041 72
.....	2,072 42	.....	.....	.....	2,072 42	.....	2,072 42
.....	2,072 42	.....	.....	.....	2,072 42	.....	2,072 42
.....	.....	.....	.....	.....	.....	.....	.....
.....	699 95	.....	.....	.....	699 95	.....	699 95
.....	699 95	.....	.....	.....	699 95	.....	699 95

Department of Railways and Canals.

1894–95.

in Account with Revenue. CR.

Collection Divisions.	Deposited to the Credit of the Receiver General.		Balance.	Total.	Memorandum of Expenses and Repairs.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.			
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland Canal					142,188 54
Port Colborne	100,148 22	306 68		100,454 90	3,711 31
Port Dalhousie	53,655 85	197 26		53,853 11	2,272 59
Dunnville	356 75	506 67		863 42	783 00
Port Maitland	35 70			35 70	631 00
Port Robinson	216 80	915 00		1,131 80	772 18
St. Catharines	445 49	5,038 26		5,483 75	185 67
Chippawa	22 60	5 00		27 60	130 00
Totals	154,881 41	6,968 87		161,850 28	150,674 29
St. Lawrence Canals					166,960 54
Beauharnois	1,562 28	2,716 00		4,278 28	1,540 68
Cornwall	26,693 00	1,395 00		28,088 00	2,090 77
Cardinal	870 47	560 00		1,430 47	1,325 01
Lachine	3,820 65			3,820 65	2,235 43
Montreal	38,179 96	27,950 03		66,129 99	8,815 64
Kingston	8,859 58			8,859 58	1,205 63
Totals	79,985 94	32,621 03		112,606 97	184,173 70
Chambly Canal					34,181 74
Chambly	9,457 69			9,457 69	1,591 23
St. Johns	11,443 80	100 00	0 77	11,544 57	1,699 89
St. Ours	599 35			599 35	616 20
Totals	21,500 84	100 00	0 77	21,601 61	38,089 06
Ottawa Canals					33,290 51
Ottawa	19,252 05			19,252 05	
Grenville	13,251 87	13 00		13,264 87	1,150 83
Carillon	198 57	23 00		221 57	840 17
St. Ann's Lock	1,146 35			1,146 35	842 12
Totals	33,848 84	36 00		33,884 84	36,123 63
Rideau Canal					54,664 00
Ottawa	4,103 23	639 50		4,742 73	2,418 66
Kingston Mills	1,479 82	105 00		1,584 82	460 16
Smith's Falls	629 67	84 50		714 17	345 40
Totals	6,212 72	829 00		7,041 72	57,888 22
St. Peter's Canal	2,072 42			2,072 42	2,853 36 238 23
Totals	2,072 42			2,072 42	3,091 59
Murray Canal					10,627 38
Brighton	699 95			699 95	311 02
Totals	699 95			699 95	10,938 40

CANALS,

DR. COLLECTORS of Canal Tolls

Balance due by Collectors, 1st July, 1894.	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.
.....	.....	.....	.....	.....	.....	.....	.....
.....	68 19	.....	.....	0 25	68 44	.....	68 44
.....	425 78	.....	.....	93 00	518 78	.....	518 78
.....	46 02	.....	.....	.....	46 02	50 00	96 02
.....	28 05	.....	.....	.....	28 05	.....	28 05
.....	285 23	.....	.....	.....	285 23	2 00	287 23
.....	105 27	.....	.....	.....	105 27	.....	105 27
.....	958 54	.....	.....	93 25	1,051 79	52 00	1,103 79
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
0 01	282,107 16	2,506 95	257 00	15,383 56	300,254 68	40,606 90	340,861 58
					971 09	.....	971 09
					299,283 59	.....	339,890 49

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

1894–95—*Concluded.*

in Account with Revenue. CR.

Collection Divisions.	Deposited to the Credit of the Receiver General.		Balance.	Total.	Memorandum of Expenses and Repairs.
	On account of Canal Revenue.	On account of Hydraulic Rents, &c.			
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Trent Valley Canal	.....	.....	.....	.....	7,558 67
Burleigh	68 44	.....	.....	68 44	1 44
Bobcaygeon	518 78	.....	.....	518 78	45 09
Fenelon Falls	46 02	50 00	.....	96 02	.....
Hastings	28 05	.....	.....	28 05	22 62
Peterboro'	285 23	2 00	.....	287 23	3 75
Buckhorn	105 27	.....	.....	105 27	.....
.....Totals	1,051 79	52 00	.....	1,103 79	7,631 57
Sault Ste. Marie	.....	.....	.....	.....	3,432 73
Culbute	.....	.....	.....	.....	870 33
Dredge vessels	.....	.....	.....	.....	8,566 50
Inspection	.....	.....	.....	.....	2,562 99
Department of Public Printing and Stationery	.....	.....	.....	.....	689 93
General	.....	.....	.....	.....	1,547 37
.....	300,253 91	40,606 90	00 77	340,861 58	506.280 31
.....Less Refunds	971 09	.....	.....	971 09	
.....Net Revenue	299,282 82	.....	.....	339,890 49	

LEONARD SHANNON,
Accountant.

HYDRAULIC AND OTHER RENTS.

Dr. No. 2.—SUMMARY Statement of Lessees' Accounts—1894-95. *Cr.*

Balance due 1st July, 1894.	Accrued during the year ended 30th June, 1895.	Total.	NAME OF WORK.	Abatement.	Paid into hands of Collector.	Balance.	Total.
$ cts.	$ cts.	$ cts.			$ cts.	$ cts.	$ cts.
28,681 43	7,824 55	36,505 98	Welland Canal		6,898 43	29,607 55	36,505 98
2,945 62	979 00	3,924 62	Williamsburg Canal		560 00	3,364 22	3,924 62
1,702 50	4,205 00	5,907 50	Cornwall do		1,395 00	4,512 50	5,907 50
8,171 50	2,437 00	10,608 50	Beauharnois do		2,716 00	7,892 50	10,608 50
27,854 98	24,556 75	52,411 73	Lachine do	1,590 90	27,948 03	22,872 80	52,411 73
276 84	145 00	421 84	Chambly do		100 00	321 84	421 84
4,750 04	1,016 20	5,766 24	Rideau do		829 00	4,937 24	5,766 24
80 00	90 00	170 00	Sundry do		90 00	80 00	170 00
354 18		354 18	Land sales, Intercolonial Railway			354 18	354 18
74,817 09	41,253 50	116,070 59	Totals	1,590 90	40,536 46	73,943 23	116,070 59

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

Department of Railways and Canals.

STATEMENT SHOWING REFUNDS CANAL TOLLS PAID DURING THE YEAR 1894–95.

Date.	To whom paid.	Refunds of Tolls on	Canals.	Amount.	Total.
1894				$ cts.	$ cts.
Sept. 26	Lomes, Higginson & Co.	Overpaid on coal	Lachine	16 64	16 64
do 29	John Heney	Wood	Rideau	445 27	445 27
Nov. 7	M. Garrant	Coal	Chambly	1 35	1 35
do 7	Montreal Transportation Co.	Cement	St. Lawrence Canals	53 21	
Dec. 14	do do do	do	do	38 70	
do 14	J. B. Fairgrieve	do	do	64 35	
1895					
Jan. 18	Montreal Transportation Co.	do	do	8 70	
do 18	Poupore & Fraser	do	do	23 51	
Feb. 5	R. O. & A. B. Mackay	Iron and cement	do	67 28	
do 13	Kingston and Montreal Forwarding Company	Corn	do	125 02	
do 1[illegible]	R. O. & A. B. Mackay	Castings and cement	do	30 55	411 32
1894					
Dec. 14	J. & T. Conlon	Cement	Welland	95 91	
1895					
Feb. 15	R. O. & A. B. Mackay	Castings and cement	do	0 60	96 51
					971 09

LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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 Confederation....	.....	10,766,725 54	.....	.....
do since do do	1868	483,353 65	359,961 08	420,752 58
do do do do	1869	282,615 18	387,548 47	455,022 76
do do do do	1870	1,729,381 49	445,208 75	471,245 09
do do do do	1871	2,916,782 13	442,993 31	565,713 52
do do do do	1872	5,131,141 51	595,076 22	622,900 56
do do do do	1873	5,201,450 37	1,011,892 60	703,458 26
do do do do	1874	3,614,898 81	1,847,175 24	893,430 17
do do do do	1875	3,426,099 55	1,532,589 62	861,593 43
do do do do	1876	1,108,321 59	1,277,197 79	848,861 46
do do do do	1877	1,318,352 19	1,661,673 55	1,154,445 35
do do do do	1878	408,816 74	1,811,273 56	1,378,946 78
do do do do	1879	226,639 19	2,010,183 22	1,294,099 69
do do do do	1880	2,048,014 60	1,607,956 70	1,520,310 45
do do do do	1881	608,732 80	1,780,353 53	1,777,856 76
do do do do	1882	585,568 79	2,080,592 37	2,100,315 85
do do do do	1883	1,616,632 96	2,383,477 20	2,395,034 99
do do do do	1884	1,405,377 52	2,366,719 95	2,376,666 19
do do do do ...	1885	1,195,363 08	2,460,229 87	2,392,605 00
do do do do	1886	544,958 17	2,508,473 10	2,406,858 88
do do do do	1887	823,070 86	2,854,158 91	2,621,337 41
do do do do	1888	742,203 09	3,300,481 94	2,937,337 40
do do do do	1889	655,228 13	3,174,785 19	2,923,736 46
do do do do	1890	365,246 48	3,500,455 80	2,958,243 38
do do do do	1891	79,929 34	3,691,273 65	3,007,630 51
do do do do ...	1892	168,101 77	3,458,891 39	2,978,950 82
do do do do	1893	228,984 79	3,062,207 45	3,099,815 20
do do do do	1894	166,362 43	2,999,317 07	3,020,485 74
do do do do	1895	327,034 51	2,964,940 98	2,979,795 59
Total.....	.....	*48,175,387 26	57,577,088 51	51,167,450 28

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

Total cost of construction as above..... $48,175,387 26

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, 1894-95.....			$47,878,514 36

Intercolonial Railway.....	$47,878,514 36
Cape Breton Railway.....	3,859,884 54
Oxford and New Glasgow Railway.....	1,945,497 69
Eastern Extension Railway.....	1,324,042 81
Total Capital cost of Intercolonial Railway system.....	$55,007,939 40

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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		*	†
do do do	1895		*	†
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, 1895.

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 do	1889	1,083,276 60	
do do do	1890	1,170,523 62	
do do do	1891	521,441 62	
do do do	1892	99,936 96	
do do do	1893	59,982 74	
do do do	1894	158,770 61	
do do do	1895	*	
Total		3,859,884 54	†

*Included in Intercolonial Railway capital. †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	
do do do	1895	*	
Total		1,945,497 69	

*Included in Intercolonial Railway capital. †Included in Intercolonial Railway working Expenses.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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		
do do do	1895			
Total.....		333,942 72		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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
do do do	1895	.....	232,905 19	149,654 78
Total.....	.....	3,750,565 38	4,638,581 77	2,970,660 52

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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		
do do do	1895	49,209 77		
Total		*62,653,745 21	318,216 30	396,473 75

* Agrees with Public Accounts balance sheet, 1894-95.

(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, 1895.

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	
do do do	1895	570 55	
Total		619,225 80	

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

Department of Railways and Canals.

RECAPITULATION—RAILWAYS.

——	Year.	Construction.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	13,881,460 65	.....	.....
do since do	1868	483,353 65	359,961 08	420,752 58
do do do	1869	282,615 18	387,548 47	455,022 76
do do do	1870	1,729,381 49	445,208 75	471,245 09
do do do	1871	2,946,930 45	442,993 31	565,713 52
do do do	1872	5,620,569 67	595,076 22	622,900 56
do do do	1873	5,763,268 81	1,011,892 60	703,458 26
do do do	1874	3,925,123 69	1,847,925 24	893,430 17
do do do	1875	5,018,427 85	1,581,934 24	886,087 42
do do do	1876	4,497,434 75	1,497,128 22	966,922 42
do do do	1877	3,209,502 16	1,890,268 80	1,285,110 27
do do do	1878	2,643,741 73	2,032,873 05	1,514,846 38
do do do	1879	2,507,053 71	2,233,496 34	1,419,955 60
do do do	1880	6,109,077 14	1,851,489 26	1,739,137 25
do do do	1881	5,577,236 73	2,220,421 39	2,200,486 25
do do do	1882	5,175,046 61	2,310,638 54	2,237,583 39
do do do	1883	11,707,619 02	2,636,551 70	2,541,205 41
do do do	1884	14,013,074 89	2,613,508 87	2,551,937 97
do do do	1885	11,224,244 54	2,749,710 53	2,624,243 07
do do do	1886	4,443,220 17	2,819,973 50	2,628,336 35
do do do	1887	1,846,887 18	3,152,650 40	2,840,747 88
do do do	1888	1,765,582 11	3,621,076 62	3,166,253 22
do do do	1889	2,709,857 37	3,513,063 67	3,167,542 67
do do do	1890	2,392,767 99	3,846,044 42	3,203,874 11
do do do	1891	1,184,317 34	3,949,263 73	3,181,888 56
do do do	1892	417,425 73	3,748,597 77	3,136,393 51
do do do	1893	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
do do do	1895	376,814 83	3,197,846 17	3,129,450 37
Total	.....	*122,750,701 89	63,071,980 64	54,996,050 23

* Total amount paid on construction..... .... $122,750,701 89
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..... ..... $122,710,701 89

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

APPENDIX

STATEMENT showing Subsidies voted for Railways as to which contracts

Subsidies voted.		Railways.				
Authority.	Amount.		1883-84.	1884-85.	1885-86.	1886-87.
	$ cts.		$	$	$	$
46 Vic., cap. 25	156,800 00	International Railway, Quebec..	144,000	.....	.....	.....
53 do 2						
45 do 14	384,000 00	Quebec and Lake St. John Railway, Quebec.....	32,000	37,027	186,745	202,219
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					
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					
57-8 do 4	44,800 00					
46 do 25	89,600 00	Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Railway, Ontario	32,000	57,600	.....	.....
49 do 10	70,000 00					
50-1 do 24	12,800 00					
52 do 3	32,000 00					
55-6 do 5	64,000 00					
47 do 8	272,000 00	Pontiac Pacific Junction Railway, Quebec	.....	49,090	41,000	60,580
51 do 3	41,000 00					
53 do 2	24,000 00					
46 do 25	115,200 00	Caraquet Railway, N.B...	.....	32,000	76,800	61,200
47 do 8	76,800 00					
50-1 do 24	32,000 00					
47 do 8	32,000 00	Great Northern Railway, Quebec.	.....	25,088	.....	.....
49 do 10	57,600 00					
52 do 3	22,400 00					
53 do 2	48,000 00					
56 do 2	48,000 00					
57-8 do 4	96,000 00					
47 do 8	48,000 00	Kingston and Pembroke Railway, Ontario.....	.....	48,000	.....	.....
45 do 14	660,000 00	Northern and Pacific Junction Railway, Ontario	.....	154,440	1,051,590	78,370
46 do 26	660,000 00					
53 do 2						
47 do 8	128,000 00	Canada Eastern Ry., formerly Northern and Western Ry., N.B.....	.....	.....	128,000	18,200
48-9 do 59	19,200 00					
49 do 10	32,000 00					
48-9 do 59	140,800 00					
57-8 do 4	35,200 00					
47 do 8	60,342 00	Quebec Central Railway, Quebec.	.....	.....	60,342	.....
51 do 3						
53 do 2	288,000 00					
48-9 do 59	72,000 00	Montreal and Sorel Ry., Quebec.	.....	.....	64,972	4,950
53 do 2	40,000 00					
48-9 do 59	30,000 00	Montreal and Champlain Junction Railway, Quebec.....	.....	.....	30,000	.....
50-1 do 24	64,000 00					
51 do 3	9,600 00					
46 do 25	38,400 00	Elgin, Petitcodiac & Havelock Railway, N.B.....	.....	.....	38,400	.....
51 do 3	44,252 82					
47 do 8	22,400 00	St. Louis and Richibucto Ry., N.B.	.....	.....	22,400	.....
48-9 do 59	96,000 00	Canada Atlantic Railway, Ont..	.....	.....	48,480	44,384
49 do 10	38,400 00					
50-1 do 24	180,000 00					
47 do 6	750,000 00	Esquimalt and Nanaimo Ry., B.C.	.....	.....	422,520	327,480
47 do 8	96,000 00	Erie and Huron Railway, Ontario..	.....	.....	.....	96,000
46 do 25	320,000 00	Baie des Chaleurs Railway, Que.	.....	.....	.....	250,000
47 do 8	300,000 00					
52 do 3						
48-9 do 59	118,400 00	New Brunswick and Prince Edward Railway, N.B.....	.....	.....	.....	97,440

No. 3.

have been entered into and payments made up to the 30th June, 1895.

Payments.								Total to 30th June 1895.
1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
8,960 00	.....	3,840 00	.....	.....	.....	.....	.....	156,800 00
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
24,158 00	.....	.....	.....	.....	.....	.....	18,750 00	193,578 00
40,050 00	13,950 00	.....	.....	.....	.....	.....	.....	224,000 00
.....	.....	20,000 00	9,500 00	24,100 00	.....	.....	32,000 00	110,688 00
.....	.....	.....	.....	.....	.....	.....	.....	48,000 00
.....	.....	35,000 00	600 00	.....	.....	.....	.....	1,320,000 00
159,400 00	6,300 00	100 00	.....	.....	.....	.....	30,400 00	342,400 00
.....	.....	.....	.....	.....	.....	.....	.....	60,342 00
.....	.....	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
.....	9,491 20	149,812 00	30,188 00	.....	.....	.....	.....	282,355 20
.....	.....	.....	.....	.....	.....	.....	.....	750,000 00
.....	.....	.....	.....	.....	.....	.....	.....	96,000 00
50,300 00	75,200 00	148,675 00	.....	.....	.....	95,825 00	.....	620,000 00
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.	1886-87.
	$ cts.		$	$	$	$
50-1 Vic., c. 24	217,600 00	St. Lawrence, Lower Laurentian and Saguenay Ry., Que., now Laurentian Railway				64,430
49 do 10	11,200 00	L'Assomption Railway, Quebec				11,200
49 do 10	32,000 00	Great Eastern Railway, Que				19,200
50-51 do 24	96,000 00					
56 do 2	64,000 00					
53 do 2	37,500 00					
47 do 8	160,000 00	Irondale, Bancroft and Ottawa Railway, Ont.				15,000
52 do 3						
49 do 10	96,000 00	Buctouche and Moncton Railway, N.B.				40,480
50-51 do 24	6,400 00					
47 do 8	51,200 00	Albert Southern Railway, N.B.				1,000
52 do 3						
57-8 do 4	274,940 00	Lac Témiscamingue Colonization Railway, Quebec				14,000
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, Ontario				
50-1 do 24	6,400 00					
49 do 10	16,000 00	Toronto, Grey and Bruce Railway, Ontario				
50-1 do 24	22,400 00	Dominion Lime Co., Quebec				
49 do 10	256,000 00	West Ontario Pacific Ry. and Ontario and Quebec Railway				
53 do 2						
50-1 do 24	96,000 00	Drummond County Ry., 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						
54-5 do 8	64,000 00					
57-8 do 4						
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 and Detroit River Railway, Ontario				
55-6 do 5	224,000 00					
50-1 do 24	96,000 00	Beauharnois Junction Ry., Quebec				
50-1 do 24	38,400 00	St. Catharines and Niagara Central Railway, Ontario				
55-6 do 5	108,000 00					
57-8 do 4	108,800 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.				
55-6 do 5	240,000 00	Nova Scotia Central Railway Co., N.S.				
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., Ontario				
52 do 3	54,400 00	Thousand Islands Railway Co., Ont.				
52 do 3	96,000 00	Quebec, Montmorency and Charlevoix Railway, Quebec				
56 do 3						
52 do 3	375,000 00	St. Clair Frontier Tunnel Co., Ont.				

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

Payments.								Total to 30th June 1895.
1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
28,383 00	.....	.....	32,003 00	92,784 00	.....	.....	.....	217,600 00
.....	.....	.....	.....	.....	.....	.....	.....	11,200 00
.....	.....	.....	16,300 00	4,845 00	.....	.....	.....	40,345 00
.....	.....	.....	.....	.....	17,000 00	32,000 00	32,000 00	96,000 00
20,573 57	.....	4,366 00	1,600 43	.....	.....	34,580 00	.....	101,600 00
18,428 57	1,387 06	.....	10,684 37	18,960 00	.....	.....	.....	50,460 00
3,000 00	9,000 00	26,360 00	.....	.....	.....	.....	233,198 95	285,958 95
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	.....	.....	645,959 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	.....	92,096 00	287,936 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	.....	.....	.....	.....	30,400 00	96,600 00
.....	.....	173,000 00	143,400 00	58,600 00	.....	.....	.....	375,000 00

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

Subsidies voted.		Railways.				
Authority.	Amount.		1883-84.	1884-85.	1885-86.	1886-87.
	$ cts.		$	$	$	$
50-1 Vic., c. 24	57,600 00	Brantford, Waterloo and Lake Erie Railway, Ontario				
57-8 do 4						
51 do 3	287,200 00	Port Arthur, Duluth and Western Railway, Ontario				
53 do 2						
50-1 do 24	192,000 00	Montreal and Ottawa Ry., Ontario.				
53 do 2						
54-5 do 8						
57-8 do 4						
50-1 do 24	44,800 00	Cornwallis Valley Railway, N.S.				
52 do 3						
52 do 3	320,000 00	Ottawa and Gatineau Railway, Quebec				
57-8 do 6	64,000 00					
51 do 3	83,612 54	Central Railway, N.B.				
52 do 3	142,400 00					
53 do 2						
57-8 do 4	48,000 00					
53 do 2	361,270 00	Montreal and Western Railway, Qu.				
52 do 3	128,000 00	Parry Sound Colonization Ry, Ont.				
57-8 do 4	64,000 00					
52 do 3	163,200 00	Shuswap and Okanagan Ry., B.C.				
54-5 do 8	89,600 00	Tobique Valley Ry., 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., B.C.				
53 do 2	35,200 00	Waterloo Junction Ry., Ont.				
53 do 2	99,200 00	Orford Mountain Ry., Que.				
53 do 2	57,600 00	St. Lawrence and Adirondack Ry., Que.				
55-6 do 5	25,024 00					
51 do 3	24,439 84	Chatham Branch Ry., N.B.				
55-6 do 5	40,000 00	New Glasgow Iron, Coal and Ry., N.S				
56 do 2	102,400 00	United Counties Ry., Que.				
57-8 do 4	102,400 00					
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., Ont.				
56 do 2	67,200 00	Montfort Colonization Ry., Que.				
55-6 do 5	48,000 00	Lotbinière and Mégantic Ry., Que.				
57-8 do 4	48,000 00					
56 do 2	48,000 00	Grand Trunk, Georgian Bay and Lake Erie Ry., Ont				
55-6 do 5	80,000 00	Canadian Pacific Ry., Revelstoke to Arrow Lake, B.C.				
57-8 do 4	121,600 00	Nakusp and Slocan Ry., B.C.				
55-7 do 5	89,600 00	Dominion Coal Co., N.S.				
			208,000	403,245	2,171,249	1,406,533
37 do 14	1,525,250 00	Canada Central Ry.				
46 do 2						
44 do 1	25,000,000 00	Canadian Pacific, main line				
47 do 8	1,500,000 00	Canadian Pacific, extension.				
48-9 do 58		Western Counties Ry				

This return does not include the Atlantic and North-western Railway.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1895.

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

Payments.								Total to 30th June 1895.
1887–88	1888–89.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.	1894–95.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
		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
			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		68,780 00	128,000 00
				162,260 00		640 00	300 00	163,200 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	42,728 15	131,701 15
						18,688 00	2,912 00	21,600 00
						101,120 00	249,280 00	350,400 00
						32,000 00	35,200 00	67,200 00
						35,200 00	38,400 00	73,600 00
							39,744 00	39,744 00
							28,000 00	28,000 00
							117,760 00	117,760 00
							32,000 00	32,000 00
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	1,123,949 10	12,487,136 54
								1,525,250 00
								25,000,000 00
								1,500,000 00
								500,000 00
								41,012,386 54

LEONARD SHANNON,
Accountant.

APPENDIX No. 4.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, 30th September, 1895.

SIR,—I have the honour to submit my annual report for the fiscal year ended 30th June, 1895, covering, however, works of construction up to the present date; accompanying it are the following:—

First.—The annual report of the General Manager of the Government Railways, attached to which are the reports of the Chief Engineer and Mechanical Superintendent of the Intercolonial Division, and the report of the Superintendent of the Prince Edward Island Division, with statements of accounts prepared by the Accountants of these roads.

Second.—The annual reports of the Superintending Engineers of the several canals, and 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 Railway Subsidy Acts.

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

Fifth.—Statement of water powers and other public property leased by the department during the year, prepared by Mr. Doull.

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

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

Eighth.—The canal statistics for the season of navigation of 1894, compiled by Mr. Devlin.

Ninth.—The railway statistics for the year ended 30th June, 1895, compiled by Mr. Ridout from returns prepared by the railway companies.

Tenth.—A paper read by the Honourable Sir Charles Tupper, High Commissioner for Canada, before the International Railway Congress, on railway progress in the Dominion, and its beneficial effect on the economic development of the country.

The following table shows the length of the Government railways in operation on the 30th of June, 1895:

INTERCOLONIAL DIVISION.

	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 Indiantown	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	
Dartmouth Branch	5	
Carried forward		1,142

FREIGHT BRANCHES.

	Miles.	Total miles.
Brought forward	...	1,142
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 Junction to Windsor	32

PRINCE EDWARD ISLAND DIVISION.

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 Division	1,142	Earnings	2,940,717 95		
		Working expenses	2,936,902 74		
				3,815 21	
Windsor Branch	32	⅓ earnings	39,077 64		
		Maintenance	14,640 07		
				24,437 57	
Prince Edward Island Division	211	Earnings	149,654 78		
		Working expenses	232,905 19		
					83,250 41
				28,252 78	83,250 41
		Deduct profit from loss			28,252 78
Total miles	1,385	Net loss			54,997 63

The maintenance of the road and rolling stock has received careful attention and both road and rolling stock are in efficient condition, the business of the road has been closely looked after as is evident by the results of the operations for the year, given above.

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

——	1893-94.	1894-95.
	$ cts.	$ cts.
Intercolonial Division	2,987,510 27	2,940,717 95
Windsor Branch	32,975 47	39,077 64
Prince Edward Island Division	158,533 83	149,654 78
Total	3,179,019 57	3,129,440 37

Showing a decrease in the gross earning of $49,579.20

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

——	1893-94.	1894-95.
	$ cts.	$ cts.
Intercolonial Division	2,981,671 98	2,936,902 74
Windsor Branch	17,645 09	14,640 07
Prince Edward Island Division	226,891 06	232,905 19
Total	3,226,208 13	3,184,448 00

Showing a reduction in working expenses for the year, compared with the previous year, of $41,760.13, which is made up of the following :—

——	1893-94.	1894-95.	Difference.	
			Increase.	Decrease.
	$ cts,	$ cts.	$ cts.	$ cts.
Locomotive power	1,139,245 50	1,108,697 53	.....	30,547 97
Car expenses	710,681 32	685,164 28	.....	25,517 04
Maintenance of way and works	774,183 33	795,707 76	21,524 43	.....
Station expenses	395,972 08	397,251 45	1,279 37	.....
General charges	206,125 90	197,636 98	.....	8,488 92
	3,226,208 13	3,184,448 00	22,803 80	64,553 93
				22,803 80
Net decrease	.....	.....	.....	41,750 13

INTERCOLONIAL DIVISION.

The ocean-borne traffic both in passenger and freight via the port of Halifax shows a decrease for the winter season of 1894-95 as compared with the previous winter season, as will be seen by the two following statements :—

COMPARATIVE STATEMENT of ocean-borne passenger business done at the port of Halifax during the winter seasons of 1893-94 and 1894-95.

Name of Steamer.	1893-94. No. of Passengers.			Name of Steamer.	1894-95. No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Carthagenian	7	273	280	Carthagenian	4	45	49
Oregon	37	273	310	Oregon	41	327	378
Markomonia	9	41	50	Numidian	58	457	515
Numidian	52	436	488	Labrador	77	344	421
Stubbenkerk	Nil.	255	255	Assyrian	10	210	220
Labrador	65	667	732	Mongolian	32	168	200
Assyrian	7	33	40	Vancouver	52	458	510
Gremin	Nil.	225	225	Corean	Nil.	15	15
Mongolian	27	290	317	Laurentian	25	253	278
Lake Winnipeg	11	334	345	Pomeranian	3	69	72
Vancouver	34	342	376	Parisian	12	279	291
Corean	1	42	43	Sarnia	18	126	144
Laurentian	15	240	255				
Lake Ontario	16	144	160				
Lake Superior	6	132	138				
Lake Nepigon	1	43	44				
Pomeranian	4	55	59				
Parisian	22	423	445				
Sarnia	13	420	433				
Total	327	4,668	4,995	Total	332	2,761	3,093

Of the 4,495 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.

Of the 3,093 passengers in 1894-95, 1,746 travelled via St. John by the Canadian Pacific Railway, and 1,347 travelled via Chaudière by the Grand Trunk Railway.

COMPARATIVE STATEMENT of ocean-borne freight traffic during the winter seasons of 1893-94 and 1894-95.

Name of Line of Steamers.	WINTER OF 1893-94.			Name of Line of Steamers.	WINTER OF 1894-95.		
	Measurement tons.	Weight tons.	Total tons.		Measurement tons.	Weight tons.	Total tons.
Allan Line from Liverpool	2,280	1,536	3,816	Allan Line from Liverpool	1,903	1,997	3,900
Canada & Newfoundland from Liverpool	134	360	494	Dominion Line from Liverpool	547	348	895
Furness Line from London	1,183	817	2,000	Canada & Newfoundland from Liverpool	82	223	305
Dominion Line from Liverpool	673	133	806	Furness Line from London	1,022	457	1,479
Donaldson Line from Glasgow	10	213	223	Donaldson Line from Glasgow	1,252	1,836	3,088
Hansa Line from Antwerp	1	Nil.	1	Hansa Line from Antwerp	Nil.	Nil.	Nil.
Beaver Line from Liverpool	101	121	222	Beaver Line from Liverpool	Nil.	Nil.	Nil.
				Société Columba Belge de Navigation	12	243	255
Total	4,382	3,180	7,562	Total	4,818	5,104	9,922

The above statement shows an increase of 2,360 tons of ocean-borne freight traffic for the winter season of 1894-95 over the winter season of 1893-94, a result somewhat unexpected, the destruction by fire of the wharfs and warehouses at the deep water terminus and at Richmond in the city of Halifax, having led to the anticipation that the traffic would be directed to some other port. However, the temporary arrangements made by the Honourable Minister of Railways and Canals for the accommodation of the ocean-borne freight arriving at and departing from the port of Halifax were such as to obviate inconvenience as far as possible, and the traffic was carried on with fairly good despatch under the circumstances.

The railway property destroyed by fire at the deep water ocean terminus at Halifax on the 27th February, 1895, consisted of:—

Wharf	$72,000
Freight house	15,900
Elevated coal trestle	14,000
Grain elevator	85,000
Pile driver	600
Freight cars	5,600
Tracks	6,000
Trucks, gangways, offices, &c	1,000
Emigrant sleeper shed	2,000
Total	$202,100

The railway property consumed by fire at the deep water ocean terminus at Richmond, Halifax, on the 19th of May, 1895, consisted of:—

Wharf	$57,000
Coal trestle	8,000
Cattle shed	8,000
Freight shed	7,000
Sugar warehouse	7,000
36 cars	5,900
Total	$92,900

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to the 30th June, 1895:—

——	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

Department of Railways and Canals.

The following is a statement of the quantity and classes of rolling stock which have been rebuilt during the year ended 30th June, 1895, at the 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.							
	6	.....	5	....	....	4	....		42	78	8	....	....	....

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
1894-95.....	1,142	2,936,902 74	2,940,717 95	3,815 21	.....	1,267,816	1,352,667

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
1894-95	67,082	7,865	310,253	385,200

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	794,423		794,423
1876-77				1886-87	575,880		575,880
1877-78				1887-88	69,021		69,021
1878-79				1888-89	129,725		129,725
1879-80				1889-90	502,012		502,012
1880-81				1890-91	148,803	69,534	218,337
1881-82				1891-92	745,997	519,500	1,265,497
1882-83	31,011		31,011	1892-93	155,306	197,669	352,975
1883-84	73,389		73,389	1893-94	Nil.	8,026	8,026
1884-85	300,901		300,901	1894-95	Nil.	Nil.	Nil.
1885-86	389,122		389,122				
Carried forward.	794,423		794,423	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	1886-87	763,894
1877-78	657,778	1887-88	871,838
1878-79	630,329	1888-89	948,514
1879-80	533,248	1889-90	1,116,050
1880-81	672,310	1890-91	1,013,129
1881-82	692,095	1891-92	954,015
1882-83	983,916	1892-93	856,913
1883-84	817,134	1893-94	944,967
1884-85	935,977	1894-95	938,351
1885-86	761,127		

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	1886-87	1,018,395
1877-78	331,170	1887-88	1,219,035
1878-79	302,921	1888-89	1,526,158
1879-80	534,021	1889-90	2,610,202
1880-81	565,678	1890-91	2,890,921
1881-82	560,253	1891-92	3,776,677
1882-83	1,195,601	1892-93	1,514,619
1883-84	654,673	1893-94	1,304,684
1884-85	734,902	1894-95	1,036,384
1885-86	849,800		

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	1886-87	161,801,763
1877-78	56,626,547	1887-88	197,755,272
1878-79	55,626,696	1888-89	199,507,777
1879-80	55,462,654	1889-90	210,886,071
1880-81	72,841,388	1890-91	184,188,324
1881-82	78,356,418	1891-92	175,474,340
1882-83	104,633,417	1892-93	181,211,013
1883-84	131,120,948	1893-94	200,507,949
1884-85	138,493,675	1894-95	202,247,269
1885-86	117,186,512		

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	1886-87	82,896
1877-78	46,498	1887-88	98,302
1878-79	47,584	1888-89	85,960
1879-80	70,990	1889-90	86,771
1880-81	61,574	1890-91	95,529
1881-82	73,479	1891-92	87,889
1882-83	68,338	1892-93	93,369
1883-84	60,090	1893-94	79,203
1884-85	70,785	1894-95	72,106
1885-86	74,498		

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

Year.	Via Chaudière to and from the West.	Via St. John to and from the West.	To and from 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
1894-95	6,749	213	10,399	17,361

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
1894-95	Nil.	Nil.	10,342	10,342	13,351	15,819	4,695	33,865

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
1894-95	2,006	3,726	1,160	6,892	2,975	1,849	5,285	10,209

Twenty-five miles of the 56-lb. steel rails have been lifted and replaced at the cost of revenue by 2,632 tons of 67-lb. steel rails, and 261,424 ties have been renewed.

CAPITAL ACCOUNT.

Total cost of road and equipment up to 30th June, 1895:—

Road, &c	$47,210,331 59
Rolling stock	7,797,607 81
Total	$55,007,939 40

The section of the Dartmouth Branch between Tufts Cove and Richmond crossing the narrows of the Halifax harbour, has been abandoned and the branch is being extended to connect with the Trunk Line at Windsor Junction, a distance of 11½ miles.

The freight yard and warehouse accommodation at Halifax being too limited for the local traffic, and being at an inconveniently long distance from the centre of the city, increased yard and warehouse accommodation is being provided on the east side of Water street at deep water terminus. The greater part of the addition to the capital account during the year is attributable to these two works.

Both the road and rolling stock have been maintained in a high state of efficiency.

WINDSOR BRANCH.

This road is continued to be operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company, the company receiving 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.

Three miles of old iron rails have been lifted and replaced by steel rails of 56 lbs. to the yard, and it is believed that after the renewals of rails are made in 1895-96, no further road renewals will be required during the following year.

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	.....
1894-95..	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	.....

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

Total cost of road and rolling stock up to 30th June, 1895:—

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—3 platform cars, 1 baggage 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
1894-95	211	232,905 19	149,654 71	83,250 41	48,325	125,089

Twelve and three-quarter 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)	113¾
Iron rails (40 lbs. to yard)	97¼
Total length of road	211

One thousand tons of 50-lb. steel rails have been delivered for renewals of track in 1895-96.

The road and rolling stock are in good running condition.

CAPITAL ACCOUNT.

Canadian Pacific Railway.

I have recently made a trip over the Canadian Pacific Railway from Ottawa to Vancouver, and viewed the work done, and in course of execution under the arbitrators award.

On the division between Savona's Ferry and Emory's Bar, the work is advancing very slowly, but marked improvements in the permanency of the works are observable, and upon the section between Lytton and Spence's Bridge the alignment of the road has been greatly improved, and the amount of the award is being faithfully and profitably employed.

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 69	
In February, 1892	188 15	
March "	9,160 77	
April "	16,674 16	
May "	16,010 86	
June "	21,696 89	
July "	21,907 10	
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	
September "	6,352 62	
October "	4,932 97	
November "	282 18	
December "	212 06	
Carried forward	504,127 29	579,255 20

Brought forward	$504,127 29	$579,255 20
January, 1895	Nil	
February "	Nil	
March "	Nil	
April "	390 56	
May "	1,387 77	
June "	4,357 23	
July "	4,689 27	
August "	7,615 10	
September "	8,885 20	531,452 42
Value of balance of work remaining to be done		$ 47,802 78

Apart from this expenditure, I observed throughout the entire line improvements which are being steadily made by the Canadian Pacific Railway Company, giving to their road a solid and permanent character.

The damages caused to the road-way by the freshet in the Fraser and Thompson Rivers in the spring of 1894, have been repaired and the road throughout is in an excellent state of efficiency.

With heavy crops in the north-western section of the country, a large increase in the live stock production for export, the marvellously rapid development of mines in British Columbia, and the improvement in trade which is visible, I am induced to believe that the future earnings of this railway will considerably exceed those realized in the past.

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.	1894-95. Miles, 6,159.
	$ cts.	$ 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	17,912,273 60
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	11,282,506 00
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	$6,629,767 60
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	2,892,995
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	3,720,567

This road with its vigorous management is proving to be an important element in the prosperity of the country and with its branches spreading out north, south, east and west, it is developing sections, which had it not been for the enterprise of the company, might have remained for years to come without the modern facilities for transportation.

CAPITAL ACCOUNT—CANALS.

Sault Ste. Marie Canal.

Construction.

The section of this canal embracing the lock and prism was completed and ready for traffic on the 30th June, 1895, but the sections at each end of the canal comprising the two approach channels had not been quite completed at the present date, there being certain obstructions in them.

On the 9th September ultimo, however, both channels were free of obstructions for a depth of 17 feet of water, which enabled the canal to be opened for business on that date. The traffic has since been satisfactorily conducted, and 414 vessels have been locked through, aggregating a registered tonnage of 316,132 tons.

The electrical machinery for opening and closing the lock gates, filling and emptying valves, works quickly and well, the lock being filled in seven minutes and emptied in six minutes, the lock gates being opened in less than a minute, thus giving good despatch to vessels using the canal.

Recently a contract has been entered into with Messrs. Miller Brothers for the erection of general offices and a workshop, and they are now engaged in excavating the foundations and delivering the materials.

The engineers are still engaged in working up the final estimates for the lock and prism, and also those for the two channel approaches, which, owing to the amount of detail, have taken a long time to prepare.

The probable cost of the canal and approaches was originally estimated at		$ 4,000,000 00
Amount paid up to 30th June, 1895.	$3,256,510 21	
do from 30th June to 1st October, 1895	39,916 14	3,296,126 35
Balance		$ 703,873 65

Appended hereto will be found the report of Mr. William Crawford the engineer in charge, from a perusal of which full information as regards the works can be obtained.

SOULANGES CANAL.

The work on this canal has progressed but tardily during the year, and except on sections Nos. 10 and 13, no masonry has yet been built. The four barrelled 10-foot iron cylindrical culvert carrying the "River Rouge" under the canal on section No. 10 is completed; the double barrelled 10-foot iron cylindrical culvert carrying the "Delisle River" under the canal on contract No. 11 is laid in position, and is concreted over; the single barrelled 10-foot iron cylindrical culvert carrying the "La Graisse River" under the canal on contract No. 8, is laid in and covered with concrete. There was a mishap to this culvert last winter, by which a number of the cylinders were broken, they have been repaired by the contractor at his own expense.

The only other mechanical work of any importance executed up to date, is the construction and erection of the steel superstructure of the bridge carrying the Canada Atlantic Railway over the canal, and under contract No. 13, the masonry piers and abutments of this bridge, the masonry revetment and concrete revetment walls and cribwork at the upper entrance, and on contracts Nos. 1 and 2 the crib piers at the lower entrance.

The following statement will give a general idea of the progress made with the work up to the 1st September, 1895:—

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

Approximative value of work under contract	$818,400 00
Amount of progress estimates up to 1st Sept., 1895	340,615 00
Balance	$477,785 00

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

Approximate value of work under contract	$191,500 00
Gross amount of progress estimates up to 1st Sept.,1895	130,510 00
Balance	$ 60,990 00

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

Approximate value of work under contract	$848,000 00
Gross amount of progress estimates up to 1st Sept., '95	287,005 00
Balance	$560,995 00

Section No. 8.—Charles Raynor, contractor.

Approximate value of work under contract	$240,000 00
Gross amount of progress estimates up to 1st Sept.,'95	158,203 00
Balance	$ 81,797 00

Section No. 9.—Randolph McDonald, contractor.

Approximate value of work under contract	$130,000 00
Gross amount of progress estimates up to 1st Sept. '95	85,033 00
Balance	$ 44,967 00

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

Approximate value of work under contract	$210,500 00
Gross amount of progress estimates up to 1st Sept.,'95	160,306 00
Balance	$ 50,194 00

Section No. 11.—Messrs. Poupore, Fraser & Co., contractors.

Approximate value of work under contract	$255,000 00
Gross amount of progress estimates up to 1st Sept., '95	176,442 00
Balance	$ 78,558 00

Section No. 12.—George Goodwin, contractor.

Approximate value of work under contract	$229,000 00
Gross amount of progress estimates up to 1st Sept.,'95	36,617 00
Balance	$192,383 00

Section No. 13.—Randolph McDonald, contractor.

Approximate value of work under contract	$480,000 00
Gross amount of progress estimates up to 1st Sept., '95	271,221 00
Balance	$208,779 00

Bridge over Canal—Dominion Bridge Company, contractors.

Value of work under contract	$ 10,267 00
Final estimate	10,267 00
Balance	Nil.

Cement—C. J. De Sola & Francis Hyde, contractors.

Value of cement under contract	$ 39,655 55
Final certificate	39,655 55
Balance	Nil.

Cement—Bellhouse, Dillon & Co., contractors.

Value of cement under contract	$ 49,750 00
Gross amount of progress estimates up to 1st Sept., 1895	9,627 00
Balance	$ 40,123 00

Summary

Approximate value of work under contract	$ 3,502,072 00
Amount of estimates of work done up to 1st Sept., 1895	1,705,501 00
Balance	$ 1,796,571 00
Based on the above named contracts, the canal is estimated to cost, including land and damages	$ 4,750,000 00
Total payments up to 1st October, 1895	1,899,535 16
Balance	$2,850,464 84

At the lower entrance to the canal on sections Nos. 1 and 2, there were four locks to be built, each with a lift of 17′ 6″, the superintending engineer suggested that a three-lock system with a lift of 23′ 4″ for each lock would be preferable to the four-lock system, both as regards the cost of construction, maintenance and operation, in which view the chief engineer concurred.

Messrs. Walter Shanley and Thos. C. Keefer were called in as consulting engineers, and after carefully looking into the matter, reported very strongly in favour of the three-lock system in preference to the four-lock system, upon which an Order in Council was passed authorizing the change, which will be made without any increase in the schedule of prices.

It will probably be three years at least before the canal is completed and ready for traffic, the building of these three locks is the key to the whole, as they will occupy a greater length of time to construct than any other part of the work on the canal remaining to be done.

LACHINE CANAL.

Construction and Enlargement.

The works being carried on under the above heading are:—

1. Dredging between the lower entrance to the Lachine Canal and St. Gabriel Basin for 22 feet of water.

2. The deepening of the prism of the Lachine Canal between St. Gabriel and Lachine to a depth of 16 feet.

3. The widening of the Lachine Canal on the south side and building a crib breast wall at a point between the Wellington-street Bridge and St. Gabriel.

The dredging between the lower entrance and St. Gabriel is being executed by days' labour with the Government dredge No. 2, the work is progressing favourably, but unless additional dredging power is employed, it will occupy two seasons more to complete the work.

The deepening of the prism of the canal between St. Gabriel and Lachine is under contract with Messrs. McNamee & Mann. They have been working both by day and night, and are making favourable progress with the work.

The widening of the Lachine Canal on the south side between Wellington Bridge and St. Gabriel, is being executed by the Government dredge, and the cribwork is being built under contract with Messrs. Gaherty & Shearer. The dredging is nearly completed and 100 feet of the cribwork is ready to sink in position.

For full particulars of the operations up to 30th June, 1895, I refer you to the report of the Superintending Engineer.

LAKE ST. LOUIS.

The cutting of a straight channel 300 feet wide with a depth of 16 feet of water for a distance of about 4 miles is being executed by the Weddell Dredging Co. They have two dredges at work, one of which is a very fine, powerful machine, which handles the rock without blasting and with little difficulty. The other dredge is working in the clay and is doing good service; they have executed work to the value of $16,818.83 up to the 1st September, 1895. This work will occupy at least two more seasons to complete.

TRENT VALLEY CANAL.

Construction.

The first section of 6½ miles of the Peterborough-Lakefield Division, extending from Lakefield towards Peterborough, is under contract with Messrs. Brown, Love & Aylmer. They commenced work at the beginning of September ultimo, and are making fair progress, but no progress estimates have yet been issued in their favour.

This section is estimated to cost $420,000.

The surveys and plans for the second section extending from the end of the work under contract with Messrs. Brown, Love & Aylmer to Peterborough, have been completed, and the official land appraisers are about to proceed with their work of valuing.

A contract was entered into with Mr. Andrew Onderdonk for the first section of 6½ miles of the Balsam-Simcoe Lake Division, extending from Balsam Lake towards Lake Simcoe, the cost of which is estimated at $600,000. The lands have all been valued and the work is now progressing rapidly. The gross amount of the progress estimates up to 1st September, 1895, is $36,874.94.

The surveys and plans for the balance of the division, about 13½ miles, are far advanced towards completion. On the contract let to Mr. Andrew Onderdonk, there is a lift lock with a lift of about 60 feet, the lift is to be made by an hydraulic ram.

The size of the locks on this canal are to be 134 feet long, 33 feet wide, with 5 feet of water on the mitre sills, and the prism of the canal will be 50 feet wide at bottom, and 53 feet wide at water level.

MURRAY CANAL.

Equipment.

No work has yet been done towards building lockmasters' houses, store or wharf, &c., for which provision was made by Parliament.

Department of Railways and Canals.

CORNWALL CANAL.

Construction and Enlargement.

These works with the exception of the waste weir at the Sheiks Island Dam are fast drawing to a close, and are in such an advanced condition that the Sheiks Island Dam section of the canal will be in a condition to utilize for traffic next spring.

The estimated cost of the enlargement is	$ 4,000,000
Amount paid up to 1st October, 1895	3,522,571
Balance	$ 477,429

The contractors have been paid the following amounts up to 1st October, 1895:—

Section 2, William Davis & Sons	$ 732,280
do 3 do	432,265
do 4 do	482,943
do 5, E. Gilbert & Sons	104,219
Sheiks Island Dams, Wm. Davis & Sons	269,200
Section 6, E. Gilbert & Sons	47,721
do 7 do	96,832
do 8 do	184,736
do 10, Jocks, DeLorimier & Co	428,210
Total	$ 2,778,406

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 made favourable progress, the lock masonry of the lock at Morrisburg being far advanced towards completion, the contractors having completely mastered the difficulties which they had encountered, and which were referred to in my last year's report. The work of widening and deepening the canal on sections 1 and 3 is making fair progress; the work on section No. 2, which was under contract with the Weddell Dredging Company, is completed.

The estimated cost of the enlargement is	$ 1,600,000
Amount paid up to 1st October, 1895	1,298,789
Balance	$ 301,211

The following is a list of the names of the contractors showing the amounts paid to each up to 1st October, 1895:—

Section No. 1, Poupore & Fraser & Co	$ 509,450
do 2, Weddell Dredging Co	198,534
do 3, Poupore, Fraser & Co	180,150
do 4, Wm. Broder	271,141
Total	$ 1,159,275

GALOPS CANAL.

Enlargement.

Messrs. Murray & Cleveland, the contractors for the work on the first 1½ miles at the upper entrance of the canal, embracing the building of two locks, a weir and the deepening and widening of the prism, are the only persons carrying on works of enlargement on this canal, at the present time.

The work under this contract should be completed in the season of 1896. The lift lock and guard lock are completed, and the weir is nearly finished, but there remains about a season's work in dredging to be done.

With a view to facilitating navigation on this section of the St. Lawrence River, the Honourable Minister has given instructions to, at once, have the mitre sill removed from the old guard lock and the dredging to be done at the points necessary to enable vessels to use the new lock.

The estimated cost of this section of the enlargement is	$ 1,500,000
Amount paid up to 1st October, 1895	1,302,424
Balance	$ 197,576

The contractors' names and the amounts paid them up to 1st October, 1895, are as follows, viz.:—

William Allan	$ 193,652
Murray & Cleveland	1,025,670
Total	$1,219,322

GALOPS RAPID IMPROVEMENTS.

These works remain untouched since my report of last year.

Names of contractors who performed the work and amounts paid up to 1st October, 1895:—

Wm. Davis & Sons	$ 22,000
E. Gilbert & Sons	607,629
Total	$649,629

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.

ST. PETER'S CANAL.

No work on capital account has been undertaken on this canal during the year ended 30th June, 1895.

CANALS.

Operation and Maintenance—General.

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

Department of Railways and Canals.

STATEMENT showing the dates of closing and opening of Canals.

	Closed.	Opened.
Lachine	30th November, 1894	30th April, 1895.
Beauharnois	30th November, 1894	1st May, 1895.
Cornwall	8th December, 1894	29th April, 1895.
Williamsburg	10th December, 1894	23rd April, 1895.
Welland	11th December, 1894	20th April, 1895.
Chambly	30th November, 1894	1st May, 1895.
St. Ours	26th November, 1894	15th April, 1895.
St. Ann's	25th November, 1894	27th April, 1895.
Carillon and Grenville	30th November, 1894	29th April, 1895.
Rideau — At Kingston	19th November, 1894	30th April, 1895.
Rideau — At Ottawa	26th November, 1894	27th April, 1895.
Trent — On Central Reach	23rd November, 1894	26th April, 1895.
Trent — On Lower Reach	24th November, 1894	21th April, 1895.
Murray	30th November, 1894	19th April, 1895.
St. Peter's	15th December, 1894	Not reopened up to date of this report.

STATEMENT showing the dimensions of the Locks of 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. in.	Ft. in.
Lachine	5	270	45	14	.....	.....	.....	.....
Beauharnois	9	200	45	9	.....	.....	.....	.....
Chambly	9	118to125	22 6 to24	7	.....	.....	.....	.....
St. Ours	1	200	45	7	.....	.....	.....	.....
St. Anne's (new)	1	200	45	9	.....	.....	.....	.....
Carillon and Grenville	7	200	45	9	.....	.....	.....	.....
Culbute	2	200	45	5	.....	.....	.....	.....
Trent	13	134	33	5	.....	.....	.....	.....
Rideau	49	134	33	5	.....	.....	.....	.....
do Perth branch	2	134	32	5 6	.....	.....	.....	.....
Murray		No locks.		11	.....	.....	.....	.....
Cornwall (old)	3	200	55	9	6	270	45	14
do (new)	3	270	45	14	.....	.....	.....	.....
Williamsburg	6	200	45	9	6	270	45	14
Welland (new)	26	270	45	14	.....	.....	.....	.....
Welland (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	.....	.....	.....	.....
do (Maitland branch)	1	185	45	11	.....	.....	.....	.....
Sault Ste. Marie	1	900	60	20 3	.....	.....	.....	.....
Soulanges	.....	.....	.....	.....	4	270	45	14
St. Peter's	1	200	48	18	.....	.....	.....	.....

LACHINE CANAL.

Operation.

The traffic on this canal was conducted satisfactorily during the year, and without interruption to traffic.

Maintenance.

For particulars of the repairs during the year, I must refer you to the Superintending Engineer's report.

The cost of these repairs for the year 1894-95 amounts to as follows:—

Ordinary repairs under head of staff and repairs.		$25,891 45
Special repairs under head of income:—		
Construction of workshops, sheds, &c., Montreal.....	$10,139 94	
Enlargement of electric light stores, Montreal.....	1,983 84	
To pay land damages from leakages.....	13,189 50	
Repairs to breakwater.....	528 72	
		25,842 00
Total.....		$51,733 45

BEAUHARNOIS CANAL.

Operation.

No accident occurred on this canal during the year and the traffic was uninterrupted.

Maintenance.

The necessary repairs have been executed during the year, of which the following is a statement:—

The cost of repairs for the year 1894-95 amounted to as follows:—

Ordinary repairs under head of staff and repairs.....		$12,299 49
Special repairs under head of income:—		
Building steel bridge, constructing coffer-dam and repairs of sills and platforms at lock 14, Valleyfield.....	$10,658 91	
Renewing foundations of swing bridge and guard lock..	1,333 75	
Building drain at Grande Isle, Valleyfield.....	10,200 00	
Renewing masonry of nine locks.....	1,552 15	
Rebuilding bridge at Lost Channel, St. Timothy.....	4,091 62	
Damages by overflow.....	55 00	
		27,891 43
Total.....		$40,184 92

CHAMBLY CANAL.

OPERATION.

On the 10th September, 1894, an interruption to navigation for fourteen hours occurred by reason of the lower gate of the lower entrance lock giving way, otherwise the traffic during the year was satisfactorily conducted.

MAINTENANCE.

The canal works have received the necessary attention as regards their maintenance during the year.

The cost of the repairs executed during the year 1894-95 is as follows, viz.:—

Ordinary repairs under head of staff and repairs		$11,779 12
Special repairs under head of income:—		
Building fencing in front of farms along canal	$ 745 33	
Building rubble masonry wall along highway	2,499 42	
Rebuilding lock walls	5 25	
To pay timber account of Hurteau & Frère	1,937 15	
do for land taken from A. Yule and A. F. Riddell	960 48	
		6,147 63
Total		$17,926 75

ST. OURS LOCK.

OPERATION.

No damage to lock or delay to navigation occurred during the year.

MAINTENANCE.

The necessary repairs have been executed. The cost of the work during the year was as follows, viz.:—

Ordinary repairs under head of staff and repairs, $915.50.

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 maintained in good working condition. The cost of the work during the year is as follows, viz.:—

Ordinary repairs under head of staff and repairs		$3,025 91
Special repairs under head of income:—		
Repairs to south channel piers	$2,499 65	
Building one pair of lock gates	1,044 69	
Repairing lock	149 99	
		3,694 33
Total		$6,720 24

CARILLON AND GRENVILLE CANALS.

Operation.

The navigation has been worked without interruption during the year and the canal works have received the necessary repairs.

Maintenance.

The following is a statement of the works of repairs executed during the year:—

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

Ordinary repairs under head of staff and repairs		$12,303 25
Special repairs under head of income:—		
Repairs to canal bank	$1,495 23	
Rebuilding north abutment of swing bridge at guard lock at Grenville	4,468 53	
		5,963 76
Total		$18,267 01

CULBUTE CANAL.

Operation.

This canal was only worked during the season of navigation 1894—it was closed and abandoned on the 2nd November, 1894, and the services of the employees were dispensed with; the Grand Calumet Dam was partially removed to give a freer flow to the water.

The following is a statement of the expenditure on this canal during the year:—

Staff and repairs		$ 434 28
Special under head of income:—		
Removing obstructions and land damages		1,475 26
Total		$ 1,909 54

TRENT CANAL.

Operation.

There were 3,670 lockages during the year and there was no interruption to navigation. The canal works were well maintained.

Maintenance.

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

Ordinary repairs under head of staff and repairs		$3,374 49
Special work under head of income:		
Dredging, &c	$ 8,301 83	
Making cut at mouth of Scugog River	476 40	
Building swing bridge at Trent Narrows	8,500 00	
Rebuilding Rosa's bridge over Otonabee River	2,500 00	
Sluiceway in Healy's Dam	1,169 20	
Fishway at Bobcaygeon	195 98	
		21,143 41
Total		$24,517 90

RIDEAU CANAL.

Operation.

Owing to the extremely low water, the navigating of this canal has been attended with some difficulty, there being only about 4′ 4″ depth of water in certain sections of the canal. The Perth Branch was closed to navigation from 9th to 30th July, 1894, owing to the upper gates of the lower lock having been run into and damaged by the steamer "Rideau Belle."

Maintenance.

The canal has been maintained in efficient state of repair.

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

Ordinary repairs under head of staff and repairs		$19,897 32
Special repairs under head of income:		
Sheet piling side of Deep Cut	$ 9,998 20	
Building ice breaker at Hogs Back	560 33	
Rebuilding Lorne Bridge	5,560 52	
Rebuilding lock wall at lock No. 4	1,997 90	
Rebuilding bridge Green Bay Road	591 30	
Building swing bridge at Jones' Lock, Smith's Falls	2,851 23	
Paid for land damages	10,000 00	
		31,559 48
Total		$51,456 80

MURRAY CANAL.

Operation.

This canal was operated during the year without interruption, and 673 vessels passed through.

Maintenance.

The canal works have been maintained in efficient condition.

The cost of repairs was as follows:—

Ordinary repairs under head of staff and repairs	$5,063 49
Special repairs under head of income	Nil.
Total	$5,063 49

CORNWALL CANAL.

Operation.

Navigation has been fairly maintained, considering the inconvenience arising from the prosecution of the works of enlargement; except as regards a serious detention to traffic occasioned by the steamer "Ocean" knocking out the gates of

lock No. 17. This accident which occurred on the 19th of June, 1895, caused a stoppage of navigation for four days, the damage done to the canal amounting to about $5,000.

Maintenance.

The necessary repairs to the canal works have received due attention.

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

Ordinary repairs under head of staff and repairs		$13,053 55
Special repairs under head of income:—		
Building Cornwall sewer	$14,000 00	
Telephone line	2,450 00	
Repairing old locks Nos. 15 and 17	4,647 74	
		21,097 74
Total		$34,151 29

WILLIAMSBURG CANALS.

Operation.

No serious accident or unusual interruption has occurred on these canals (Galops, Iroquois Junction, Rapide Plat and Farran's Point) during the year, and the traffic has been conducted in a fairly satisfactory manner, considering the lowness of the water in the river and notwithstanding the works of enlargement in progress.

Maintenance.

The canal works have been maintained in a good state of repair. The cost of repairs during the year has been as follows, viz.:—

Ordinary repairs under head of staff and repairs		$7,371 37
Special repairs under head of income:—		
Piers at Farran's Point	$7,060 36	
Lower gates at lock 22	3,160 00	
To renew superstructure of pier lock 26	3,500 00	
		13,720 36
Total		$21,091 73

WELLAND CANAL.

Operation.

The only accident of any importance which occurred during the year was the carrying away of four gates of lock 22 and one gate of lock 21 by the steamer "Jack" on the 9th of May, 1895, which caused a delay to traffic of 4½ days. The damage was estimated at $5,000. The canal has been worked during the year by the reduced staff in a satisfactory manner.

MAINTENANCE.

The canal works have been maintained in an efficient state of repair.

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

Ordinary repairs under head of staff and repairs.....		$48,270 94
Special repairs under head of income:—		
Rebuilding in concrete superstructure Dalhousie pier.	$13,869 14	
Cleaning out and deepening back ditch south side of feeder.....	2,321 43	
Forming outlet for drainage at Feeder Jct.	1,160 30	
Taking down and rebuilding Hoover's Culvert.....	1 37	
Taking down and rebuilding wall of race-way lock 25.....	1,962 50	
Cleaning and deepening back ditch north side of feeder.....	1,751 21	
Drain on John Charleston's property.....	26 75	
Claim of North Cayuga Township for damage to road by floods.....	567 00	
		21,659 70
Total.....		$69,930 64

ST. PETER'S CANAL.

OPERATION.

From 30th June, 1894, to 15th December, 1894, the navigation on this canal was uninterrupted, since that date it has been closed for renewal of lock gates and floor.

MAINTENANCE.

The repairs on this canal were very heavy and costly, as owing to the ravages of the sea-worm, it became necessary to renew the timber floor and the lock gates, which work necessitated the formation of a dam at each end of the canal; the work was being executed under contract with Mr. Sylvester O'Donaghue, but owing to unforeseen difficulties arising in unwatering the canal, he intimated his inability to complete the work under his contract, and it is being carried on by the Government.

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

Ordinary repairs under head of staff and repairs.....		$ 353 55
Special repairs under head of income:—		
Reconstructing west wall	$ 10 68	
Renewing mitre sills, floor and lock gates.	26,092 18	
		26,102 86
Total		$26,456 41

The supplies and materials have, as a rule, been purchased by tender and contract and are only issued upon requisition of the authorized officer, and books are kept of the receiving of the goods, and their issue, and the articles in the storehouse are kept in much better order than formerly.

Cost of maintenance of the canal system for 1894-95.	$506,280 31
Net revenue of canals after deducting refunds.....	339,890 49
Loss.....	$166,389 82

RAILWAY SUBSIDIES.

I submit herewith a statement showing the amount of cash subsidy granted per mile available, and amount paid up to 30th June, 1895; also the number of miles of railway on which subsidy granted per mile was available on 1st July, 1895, and the number of miles of railway for which cash subsidy per mile was granted, built up to 30th June, 1895. There will also be found the amount of subsidy paid up to 1st October, 1895.

There also appears a statement of the cash subsidy per annum available and also paid up to 30th June, 1895, with number of miles built, also a statement showing the railways which have been granted aid in land.

Amount of cash subsidy per mile available 30th June, 1895	$ 8,486,636 53
Amount of cash subsidy per mile paid 30th June, 1895	13,584,831 34
Total available and also paid	$22,071,467 87

Number of miles of railway on which cash subsidy per mile was available up to 30th June, 1895	2,003
Number of miles of railway on which cash subsidy per mile was paid up to 30th June, 1895	3,071
Amount of subsidy paid up to 1st October, 1895	$13,645,823 34
Cash subsidy per annum available on 30th June, 1895	$ 363,474 00
Cash subsidy per annum paid on 30th June, 1895.	$ 1,119,600 00
Number of miles built on cash subsidy per annum up to 30th June, 1895	252
Number of miles of railway to which aid in land is granted	4,463
Number of acres of land granted in aid of railways	32,257,200

The foregoing statements do not include the grants in cash and land to the Canadian Pacific Railway, the Canada Central Railway and the Esquimalt and Nanaimo Railway.

These roads received:—

Canadian Pacific Railway	$25,000,000
Canada Central Railway	1,525,250
Esquimalt and Nanaimo Railway	750,000
	$27,275,250

The foregoing statement of land grant 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 Railway	1,900,000
Total	26,900,000

Department of Railways and Canals.

CANAL STATISTICS.

These statistics were compiled by Mr. R. Devlin, the clerk temporarily in charge; they are for the season of navigation 1894 and contain the usual 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, 1894.

Name of Canal.	Tons of Traffic passing through.	Tolls collected.	Number of trips of vessels passing through.
Lachine, Beauharnois, Cornwall, Williamsburg. (St. Lawrence Canals)	886,778	63,005 43	8,545
Welland	1,008,221	159,694 19	2,412
Chambly	277,608	21,149 65	2,492
St. Ann's, Carillon, Grenville (Ottawa River Canals)	562,010	34,042 78	2,197
Rideau	94,479	5,836 39	3,490
Murray	21,888	756 20	690
Trent	36,271	1,009 23	1,810
St. Peter's	55,460	2,637 14	1,522

RAILWAY STATISTICS.

The hopes and expectations expressed in my last year's report that the railway companies would in future send in their statistical returns on or before the 1st October in each year, have not been realized, for whilst the great trunk lines and many others forwarded their returns with commendable promptness, there are a large number who are delinquents as regards the despatching of their reports, for through this my annual report is dated the 30th September, 1895. I am at this time, 11th October, delaying the completion of this report, hoping the delinquent companies may without further delay, after my secretary, Mr. L. K. Jones, who is calling upon them, send in their returns.

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	1895	15,977

FATAL ACCIDENTS for Year ended 30th June, 1895.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines	1	17	7	25
Getting on or off trains in motion	7	1	12	20
At work making up trains	.....	3	.....	3
Coupling cars	.....	9	.....	9
Collusions and derailments	1	5	.....	6
Striking bridges	.....	.....	1	1
Walking or being on track	.....	6	85	91
Explosions	.....	.....	.....	.....
Other causes	.....	10	22	32
Total	9	51	127	187

Department of Railways and Canals.

The summary of tables for the years ended 30th June, 1894, and 30th June, 1895, is as follows, viz.:—

	Comparative Statement,	
	30th June, 1894	30th June, 1895
Miles of railway completed (track laid)	15,768	16,091
do sidings	2,017	2,054
do iron rails in main line	400	346
do steel do	15,368	15,745
do do do double track	526	533
Capital paid (including the four following items)	887,975,020	894,640,559
Government bonuses paid	156,716,638	158,621,646
do loans paid	21,569,149	21,569,149
do subscriptions to shares paid	300,000	300,000
Municipal aid paid	14,153,611	14,180,686
Miles in operation	15,627	15,977
Earnings	49,552,528	46,785,487
Working expenses	35,218,433	32,749,669
Net earnings	14,334,095	14,035,818
Passengers carried	14,462,498	13,987,580
Freight carried (tons)	20,721,116	21,524,421
Train mileage	43,770,029	40,661,890
Passengers killed	12	9
Number of elevators	59	53
do guarded level crossings	135	151
do unguarded do	9,869	10,430
do overhead bridges	406	398
do level crossings of other railways	212	218
do junctions with other railways	313	316
do do branch lines	215	232
do engines owned	1,965	1,948
do do hired	37	75
do sleepers and parlour cars owned	154	156
do do do hired	45	60
do first class cars owned	961	1,011
do do hired	31	65
do second class and immigrant cars owned	665	694
do do do hired	5	8
do baggage, mail and express cars owned	626	1,129
do do do hired	10	25
do cattle and box freight cars owned	32,758	33,577
do do do hired	3,094	2,783
do platform cars owned	14,589	15,441
do do hired	315	317
do coal and dump cars owned	4,685	4,841
do do hired	14	4

I have attached as an appendix to this report a memorandum on railway progress in the Dominion of Canada and its beneficial effect on the economic development of the country, &c., by the Honourable Sir Charles Tupper, Bart., K.C.M.G., C.B., High Commissioner for Canada in London, as it appears to me to contain much useful information which is of great interest to the public.

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

COLLINGWOOD SCHREIBER,
Chief Engineer of Railways and Canals.

J. H. BALDERSON, Esq.,
Secretary, Department of Railways and Canals,
Ottawa.

APPENDIX No. 5.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., September, 1895.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended 30th June, 1895.

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.
11. Special votes.

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, 1894, by last report was		$54,680,904 89
The additions during the year were as follows:—		
Increased accommodation at Halifax	$122,708 28	
do do at Moncton	7,494 17	
do do at Ferrona Jct.	1,981 57	
Construction	1,920 18	
St. Charles Branch	890 65	
Indian Town branch	1,291 07	
Dartmouth branch	118,153 94	
Rolling stock	9,984 24	
Oxford and New Glasgow and Cape Breton Railways	62,610 41	
		327,034 51
Making the total cost on the 30th June, 1895.		$55,007,939 40

Increased accommodation at Halifax.—This expenditure is chiefly in payment for land acquired for the increased freight accommodation to be provided there. Work was commenced on a retaining wall, and on the foundation of a freight house, some grading and track laying were also done.

Increased accommodation at Moncton.—This is for providing new machinery for the work-shops.

Increased accommodation at Ferrona Junction.—This is for additional land and sidings.

Construction.—This is for the settlement of small land claims in connection with the original construction of the railway.

St. Charles Branch.—This is for interest on a land claim and for legal expenses.

Indian Town Branch.—This is for expenses in connection with a contractor's claim on account of the construction of the branch.

Dartmouth Branch.—This is for expenditure on account of the construction of a branch line from Windsor Junction to Dartmouth. The length of line to be built is eleven miles. For construction purposes it was divided into two sections, and the contract for one section was given to Thomas Cooke, New Glasgow, and for the other to D. McGregor & Son, New Glasgow. Work was commenced in January, 1895, and has been steadily prosecuted ever since.

Rolling Stock.—This is for the Westinghouse air brake for freight cars. The total number of cars now equipped with this brake is nine hundred and seventy-one.

Oxford and New Glasgow and Cape Breton Railways.—This consists of payments of claims and of legal expenses in connection with the construction of these lines.

Revenue Account.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings	$2,940,717 95
Working expenses	2,936,902 74
	$ 3,815,21

Parliament during the session of 1894 granted a compassionate allowance of $12,000 to the sufferers by the accident which happened at St. Joseph, near Lévis, in 1890, and of this sum $11,898.17 were paid during the year, also $1,500.00 voted by Parliament to Mr. Martin for injuries sustained some years ago. These two sums amounting to $13,398.17 were charged against the revenue account and increased the expenditure to $2,950,500.91.

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

In 1893-94	$2,987,510 27
In 1894-95	2,940,717 95
	$ 46,792 32

The earnings from passenger traffic compare as follows:—

In 1894-95	$ 963,914 44
In 1893-94	958,915 13
	$ 4,999 31

The earnings from freight traffic compare as follows:—

In 1893-94	$1,834,126 34
In 1894-95	1,782,608 54
	$ 51,517 80

The earnings from the carriage of mails and express freight compare as follows:—

In 1894-95	$ 194,194 97
In 1893-94	194,468 80
	$ 273 83

The earnings per mile of railway compare as follows:—

In 1893-94	$ 2,616 03
In 1894-95	2,575 06

The earnings per train mile compare as follows:—

	Cents.
In 1894-95	73·53
In 1893-94	71·08

There was a decrease in earnings from freight traffic and a small increase in earnings from passenger traffic.

The number of passengers carried compares as follows:—

In 1894-95	1,352,667
In 1893-94	1,301,062
	51,605

There was an increase of 56,257 in the number of local passengers and a decrease of 4,652 in the number of through passengers.

The weight of freight carried compares as follows:—

	Tons.
In 1893-94	1,342,710
In 1894-95	1,267,816
	74,894

This decrease was in both the local and through freight; 64,740 tons in local freight and 10,154 tons in through freight.

The following is a comparative statement of a few of the chief articles of freight, showing the quantity carried in this and in the previous year:—

Articles.	1893-1894.	1894-95.	Increase.	Decrease.
Barrels of flour	944,967	938,351		6,616
Bushels of grain	1,304,684	1,036,384		268,300
Lumber in superficial feet	200,507,949	202,247,269	1,739,320	
Head of live stock	79,203	72,106		7,097
Coal in tons	478,691	385,200		93,491
Manufactured goods in tons	331,635	350,056	18,421	
All other articles in tons	146,168	155,477	9,309	

Working Expenses.

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

In 1893-94	$2,981,671 98
In 1894-95	2,936,902 74
	$ 44,769 24

The averages compare with those of last year as follows :—

	Cents.
Per mile run by engines—	
In 1894-95	60·16
In 1893-94	57·99
Per mile run by trains—	
In 1894-95	73·43
In 1893-94	70·94

Expenditure per mile of railway—	
In 1893-94	$2,610 94
In 1894-95	2,571 71

The permanent way and structures and all the works of the railway received the repairs necessary to keep them in good order and in a state of efficiency.

The number of ties renewed was 261,520. One hundred and forty-seven miles of the track were reballastad, twenty-five miles of the track were relaid with new and heavier steel rails, weighing 67 pounds to the yard, and two and a quarter miles of new sidings were laid at various places.

The bridges on all parts of the line received careful attention and repairs. On the line between New Glasgow and Mulgrave two steel bridges of eighty-feet span each and one of hundred feet span were put in to replace wooden ones. A steel bridge of forty feet span and masonry abutments were also put in at Union.

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

The snow sheds and snow fences were repaired, and 11,396 lineal feet of snow fences were built.

The buildings on all parts of the line received necessary repairs, and the round house at Rivière du Loup which was destroyed by fire on the 20th of October, 1894, was rebuilt.

The wharfs at various places received necessary repairs, and some work was done towards rebuilding the wharfs at Halifax destroyed by fire on the 27th February, 1895.

Twenty-five semaphore signals were erected at various stations.

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

Two heavy locomotives for freight service were purchased, and two smaller and lighter locomotives which they replaced were taken out of service. Four locomotives were entirely rebuilt.

Five first-class passenger cars, four express and baggage cars, forty platform cars, and one snow plough, were purchased; and two platform cars, eleven large coal cars, sixty-seven hopper cars, and seven snow ploughs were rebuilt in the shops.

The water service was well maintained and a new tank and water supply were provided at Little Metis.

Stores.

The value of stores purchased was	$ 963,407 28
The value of stores used was	1,230,723 79
The value of old material sold was	90,122 34

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

Ordinary stores including fuel	$ 357,497 54
Iron and steel rails and fastenings	260,491 22
Old material for sale	73,358 54
Total	$ 691,347 30

GENERAL.

The winter of 1894–95 like the previous one was severe and the cost of clearing snow and ice was heavy, amounting to $64,000.

The railway sustained great loss by fire during the year:—

At Rivière du Loup on the 20th October, 1894, the engine house for locomotives, a large brick building with a turntable in the centre, took fire accidentally and was destroyed. There were eleven locomotives in the building at the time, three were taken out without damage before the fire reached them, the other eight were burned in the building. The house was rebuilt at a cost of $6,363.18, and the locomotives were repaired at a cost of $10,981.11.

At Halifax on the 27th February, 1895, a fire started in the freight shed on the wharf for European traffic, and entirely destroyed the shed and wharf, also an elevated trestle work for shipping coal, and twenty-seven freight cars, it spread to the grain elevator situated at some distance and consumed it. The property destroyed cost over $200,000.

At Richmond, Halifax, on the 19th May, 1895, a fire broke out on one of the wharfs in a freight shed where some cattle were stored. This fire destroyed the wharf, two freight sheds, an elevated trestle work for shipping coal and thirty-eight freight cars. The property destroyed cost about $100,000.

The work of rebuilding all this property is going on.

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.

No. 1.—INTERCOLONIAL RAILWAY.

DR. CAPITAL ACCOUNT, Year ended 30th June, 1895. CR.

1894.		$ cts.	$ cts.	1894.		$ cts.
June 30.	To Cost of Intercolonial Ry. to date	47,488,016 82		June 30.	By Dominion of Canada	54,680,904 89
	do Eastern Extension Ry. to date	1,324,042 81				
	do Oxford and New Glasgow Ry. to date	1,945,497 69				
	do Cape Breton Ry. to date	3,859,884 54				
	do Train Ferry at Strait of Canso	63,463 03				
			54,680,904 89			
	To Expenditure for current year:—					
	Intercolonial Railway:—					
	Increased accommodation, Halifax	122,708 28				
	do do Moncton	7,494 17				
	do do Ferrona	1,981 57				
	Rolling stock	9,984 24				
	Construction (original)	1,920 18				
	St. Charles Branch	890 65				
	Indiantown Branch	1,291 07				
	Branch from or near Bedford to Dartmouth	118,153 94				
		264,424 10				
	Oxford and New Glasgow Section Construction	5,242 51				
	Cape Breton Section Construction	4,126 40		1895.		
	Cape Breton and Oxford and New Glasgow Ry's	53,241 50				
			327,034 51	June 30.	By Dominion of Canada	327,034 51
			55,007,939 40			55,007,939 40

E. & O.E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1895.

No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ended 30th June, 1895. CR.

Previous Year.	Expenditure.	Year ended 30th June, 1895.	Previous Year.	Earnings.	Year ended 30th June, 1895.
$ cts.		$ cts.	$ cts.		$ cts.
1,081,787 76	Locomotive power, abstract 1..	1,043,656 57	958,915 13	Passenger traffic...	963,914 44
672,852 09	Car expenses, " 2..	651,031 19	1,834,126 34	Freight traffic	1,782,608 54
656,758 04	Maintenance way works " 3..	679,468 39	194,468 80	Mails and sundries	194,194 97
369,839 69	Station expenses " 4..	370,702 74			
195,602 65	General charges " 5..	188,488 43			
4,831 75	Car mileage.....	3,555 42			
2,981,671 98	Total working expenses.....	2,936,902 74			
5,838 29	.....Balance.....	3,815 21			
2,987,510 27		2,940,717 95	2,987,510 27		2,940,717 95
	Special votes, abstract 6.....	13,398 17			

E. & O.E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1895.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1.)

Previous Year.	——	Year ended 30th June, 1895.
$ cts.		$ cts.
12,248 75	Mechanical superintendent's salary, clerks, office and travelling expenses...	11,692 18
273,316 77	Wages, drivers, firemen and cleaners.....	266,207 80
444,477 33	Fuel.....	427,404 50
34,590 72	Oil, tallow, waste, and small stores.....	31,216 63
257,793 04	Repairs to engines, tenders and engine tools.....	250,521 48
36,960 95	Water, including pump and tank repairs.....	37,458 65
22,400 20	Miscellaneous.....	19,155 33
1,081,787 76		1,043,656 57

E. & O.E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1895.

Department of Railways and Canals.

No. 4.—INTERCOLONIAL RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year.	——	Year ending 30th June, 1895.
$ cts.		$ cts.
66,132 15	Repairs to passenger cars	68,610 40
18,136 48	Repairs to postal, express and baggage cars	22,743 41
217,010 47	Repairs to freight cars and vans	183,153 70
7,554 89	Repairs to snow ploughs and flangers	8,923 27
255,853 06	Wages of conductors, train baggage-masters and brakemen	253,802 78
18,409 63	Oil and waste for packing	18,883 41
59,154 87	Small stores and fuel	64,333 06
30,600 54	Miscellaneous	30,581 16
672,852 09		651,031 19

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1895.

No. 5.—INTERCOLONIAL RAILWAY.

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

Previous Year.	——	Year ending 30th June, 1895.
$ cts.		$ cts.
6,874 19	Chief and assistant engineers' salaries, clerks, office and travelling expenses.	6,193 93
334,455 51	Wages, repairing roadway, fences, and semaphores, including new sidings laid in	339,826 48
30,001 77	Rails and fastenings, including new sidings laid in	46,868 81
57,754 23	Ties	38,815 90
67,997 62	Timber, lumber, &c., for repairs to bridges, cattle-guards, snow fences, &c.	102,834 65
11,188 78	Repairs to wharfs	7,824 78
65,223 34	Repairs to buildings and platforms, including extensions of and addition to same	62,816 50
9,195 57	Repairs to tools	8,343 53
68,413 18	Clearing snow and ice	64,122 81
5,653 85	Miscellaneous	1,821 00
656,758 04		679,468 39

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1895.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES—(Abstract No. 4.)

Previous Year.	——	Year ending 30th June, 1895.
$ cts.		$ cts.
288,114 33	Salaries and wages of station masters, agents, clerks and telegraph operators, station baggage-masters, yard-masters, switchmen and labourers	292,104 34
81,725 36	Fuel, oil, light, stationery, tickets and other incidental expenses	78,598 40
.....	Miscellaneous	.....
369,839 69		370,702 74

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1895.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES—(Abstract No. 5.)

Previous Year.	——	Year ended 30th June, 1895.
$ cts.		$ cts.
79,024 31	General manager's, district superintendent's, train despatchers', general freight agent's, general passenger agent's salaries, clerks, offices and travelling expenses	78,022 30
27,273 74	Chief accountant and treasurer's, traffic auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses	26,985 66
7,278 31	Damages to men, animals, and goods	5,909 58
33,893 65	Ferry service	35,236 97
1,077 35	Telegraph expenses, not including pay to operators	1,475 23
29,020 59	Miscellaneous, printing, advertising, etc	24,561 66
18,035 30	Agency expenses	16,297 03
195,602 65		188,488 43

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N. B., 30th June, 1895.

No. 8.—INTERCOLONIAL RAILWAY.

Dr. GENERAL STORES ACCOUNT, Year ending 30th June, 1895. **Cr.**

1894.		$ cts.	$ cts.	1895.		$ cts.	$ cts.
June 30.	To Balance		685,366 60	June 30.	By Issues during year	1,230,723 79	
1895.					Sales materials, fuel, &c., to other railways, &c.	20,116 87	
June 30.	To Purchases during year	963,419 94			Sales of old material	90,122 34	
	Charges from other departments	320,797 59					1,340,963 00
	Labour, &c	48,821 90			By Balancce—		
	Staff rolls	13,904 27			Ordinary stores, including fuel	357,497 54	
			1,346,943 70		Iron and steel rails and fastenings	260,491 22	
					Old material for sale	73,358 54	
							691,347 30
			2,032,310 30				2,032,310 30

E. & O. E.

MONCTON, N.B., 30th June, 1895.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 9.—INTERCOLONIAL RAILWAY.

DR. GENERAL BALANCE, Year ended 30th June, 1895. CR.

		$ cts.			$ cts.
Cash		399 96	Dominion of Canada		910,251 42
Stations		37,285 08	Suspense		4,211 27
General Stores—			Chatham Railway		0 07
Ordinary stores, including fuel	$ 357,497 54		Grand Trunk Railway—general	$ 8,296 07	
Iron and steel rails and fastenings	260,491 22		do do —traffic	1,116 50	
Old material for sale	73,358 54				9,412 57
		691,347 30	Canadian Pacific Railway—traffic		13,172 62
Department accounts—			Central Railway of New Brunswick		258 12
Agriculture	$ 421 99		Elgin, Petitcodiac and Havelock Railway		18 08
Interior	6 00		Temiscouata Railway		116 88
Post Office	55,507 29		Prince Edward Island Railway		115 71
Public Works	50 00		Canada Coals and Railway Company		15 00
Marine	6 78		Unclaimed freight		0 10
Militia and Defence	5,139 72				
		61,131 78			
C. P. R. rolling stock		22,446 90			
W. & A. Railway—general account		1,150 45			
Canada Eastern Railway—general	$ 5,134 67				
do do —traffic	5,891 09				
		11,025 76			
New Brunswick and Prince Edward Island Railway		1 04			
Caraquet Railway		346 19			
Canadian Pacific Railway—general	$ 11,552 35				
do N. B. Division—general	3,945 81				
		15,498 16			
Bay Chaleurs Railway		154 15			
Boston and Maine Railway		119 28			
Salisbury and Harvey Railway		26 12			
United Counties Railway		2 40			
New York and New England Railway		15 95			
Chicago and Grand Trunk Railway		0 32			
New York, New Haven and Hartford Railway		19 68			
Western Counties Railway—general account	$ 15,893 35				
do do —traffic account	64 57				
		15,957 92			
Springhill and Parrsboro' Railway		3,161 99			
Halifax and Cape Breton Railway		1,151 42			
Elgin Branch Railway		726 10			
Great Eastern Fast Freight Line		0 32			
Kent Northern Railway		40 08			
Quebec Central Railway		5,221 39			
Pullman Palace Car Company		121 25			
Armour Refrigerator Line		24 91			

St. John Street Railway Company		31 00
Rents		2,159 20
Canadian Express Company		3,450 34
Dominion Express Company		349 02
Allan SS. Line		1,892 13
P. E. I. Steam Navigation Company		13 64
SS. "Contest"		2,374 16
SS. "Admiral"		816 22
Acadia Coal Company		1,948 28
Intercolonial Coal Company		1,100 87
Cumberland Railway and Coal Company		177 93
Dominion Coal Company		97 85
Halifax Cotton Company Siding		6,749 97
Union Bearing Company		928 18
Poulson Iron Works		273 25
Ontario Car and Foundry Company		1,276 00
Coldbrook Rolling Mills		1,967 41
Town of Dartmouth		32,000 00
W. U. Telegraph Company		263 40
Remittances destroyed		788 81
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 Station	78 87	
Dalhousie Station	19 69	
Campbellton (freight)	25 00	
Isle Verte	25 00	
		890 51
Car "Victoria"		239 47
Car "Ottawa"		16 05
Schooner "Mary Jane"		71 30
I.C.R. Employees' R. and Insurance Association		42 01
Moncton Gas Light and Water Company		1 25
Individual accounts		10,277 69
Total		937,571 84

Total	937,571 84

E. & O. E.

MONCTON, N.B., 30th June, 1895.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ended 30th June, 1895.

	1895.	1894.
Mileage of railway	1,142	1,142
Engine mileage	4,879,981	5,140,867
Train mileage	3,999,242	4,202,740
Car mileage	45,277,909	47,367,234
Receipts per engine mile.....Cents.	60·24	58·11
Receipts per mile of railway.....Dollars.	2,575·06	2,616·03
Percentage of passenger earnings to gross earnings	32 77	32·10
do freight do do	60·63	61·39
do other do do	6·60	6·51
Expenses per engine mile:—		
Drivers', firemen and cleaners' wages.....Cents.	5·46	5·32
Fuel	8·76	8·65
Oil, tallow, waste and small stores	·64	·67
Repairs to engines	5·13	5·01
Water and tank repairs	·77	·72
Miscellaneous	·39	·43
Total	21·15	20·80
Mechanical superintendent's salary, office and travelling expenses	·24	·24
Total	21·39	21·04
Locomotive power per engine mile.....Cents.	21·39	21·04
Car expenses per engine mile	13·34	13·09
Maintenance way and works per engine mile	13·92	12 78
Station expenses do	7·60	7·19
General charges do	3·84	3·80
Car mileage do	·07	·09
Total per engine mile	60·16	57·99
Locomotive power per train mile.....Cents.	26·09	25·74
Car expenses do	16·28	16·01
Maintenance way and works per train mile	16·99	15·63
Station expenses per train mile	9·27	8·80
General charges do	4·71	4·65
Car mileage do	·09	·11
Total per train mile	73 43	70·94
Working expenses per mile of railway.....Dollars.	2,571·71	2,610·92

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1895.

Department of Railways and Canals.

No. 11.—INTERCOLONIAL RAILWAY.

SPECIAL VOTES—(Abstract No. 6).

——	Year ended 30th June, 1895.
	$ cts.
Compassionate allowance to the sufferers from accident at Lévis (vote $12,000).....	11,898 17
Compensation to Mr. Martin for injuries sustained (vote $1,500).....	1,500 00
	13,398 17

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1895.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N. B., 10th Sept., 1895.

SIR,—I have the honour to submit my report of the engineering department for the year ended 30th of June, 1895.

TRACK.

During the year 25 miles of old steel rails have been taken up and replaced with new four and a half inch rails, weighing 67 pounds to the yard.

TIES.

During the year 261,424 ordinary ties and 96 sets of switch ties were renewed.

BALLASTING.

Ballasting has been carried on, on all divisions. In all about 147 miles of the track has received a lift of good clean gravel from four to fifteen inches deep, requiring about 100,000 cubic yards of material.

SEMAPHORES.

New standard semaphores signals were erected at the following places: Bedford, Alton, Riversdale, Hopewell, Valley Stellarton, Londonderry, Wentworth, Maccan, Greenville, River Philip, Evans, Dorchester, Memramcook, Moncton, Sussex, Rothesay, Bloomfield, Berry's Mills, Bartibogue, Assametquaghan. Electric semaphores were erected at Truro (2), Springhill and Painsec Junction.

All other semaphores throughout the line have been overhauled, repaired and painted where necessary.

Sidings.

During the year 2¼ miles of additional siding accommodation were provided.

Fencing.

Forty-seven miles of new barbed wire and woven wire fence were erected during the past year in place of old pole fence, and post and board fences, and at points where no fence had previously been erected.

Snow Sheds and Fences.

During the year 11,396 feet of new snow fencing were erected on the Northern and Cape Breton divisions, and large repairs were made to fences and sheds where required on the various divisions of the line.

Wharfs and Trestles.

At Halifax a gang of carpenters was engaged in general repairs and renewals of the wharfs and sheds and coal trestles from the 17th of October, 1894, until the 27th of February, at which date the whole lot, including the grain elevator, were destroyed by fire.

The "long or coal wharf" so called, only escaped. The rebuilding of the wharfs and sheds destroyed was put in hand at once. The wharf and trestle for bunker coal was completed ready for use on the 6th ultimo. The renewal of the ocean steamship pier has been somewhat delayed on account of the non-delivery of creosoted piles and pitch pine timber, but good progress is being made now, and it is expected the wharf and warehouse will be ready by the 15th of December next.

At Richmond necessary repairs were made to the wharfs and coal trestle. The trestle on outside wharf was raised about two feet to better facilitate the coaling of a special class of steamships now calling at Halifax.

On the 19th of May, the outer wharf 700 feet long by 120 feet wide, together with coal trestle, cattle sheds, and sugar sheds, was entirely destroyed by fire. Materials for the renewals have been ordered and the work of rebuilding is now in hand.

At Pictou Landing necessary repairs were made to the wharf, and a high loading platform on the east side, 125 feet by 14 feet, was renewed from two feet above high water.

At Pugwash necessary repairs were made to the wharf. A chute for shipping coal was provided.

At Mulgrave the outer end of main wharf was raised about three feet, fenders were placed on the round corners of wharf, and the wharf levelled up. About 300 tons of stone ballast was placed in the wharf, and a portion of the outer face of wharf was sheathed with 9-inch birch to protect it from the ice. Guides were placed on each side of the transfer apron to facilitate the docking of transfer barge. Some sheathing was placed on the shore side of Mulgrave dock.

At Point Tupper the wharf was overhauled, and repairs made where found necessary.

At Springhill a number of sills and caps were renewed in the coal trestle.

At Sackville and Dorchester, necessary repairs were made to the wharfs and trestles.

At Moncton the flooring of the top of wharf was renewed.

At Shediac 1,100 feet by 18 feet of the top of wharf was renewed. A portion of the rail timber of wharf was also renewed.

At St. John about 250 feet of breast-work was renewed along the Courtenay Bay extension. Swing braces were provided for runways and abutments of the swing bridge of the harbour extension.

At Dalhousie the flooring of wharf was renewed.

At St. Charles necessary repairs were made to the coal trestle.

At Lévis a portion of the flooring of Princess Pier was renewed, some new joists and timbers were placed in the wharf, and new elm fenders provided where necessary.

Buildings and Platforms.

At Halifax a contract for stone foundation of new brick freight shed 759 feet by 60 feet, at the deep water terminus, on the property recently acquired for that purpose, was let to Mr. Theophilus LeBlanc, in April last, and has now been completed. The contract for the walls and roof of same building has been let to Messrs. R. C. Donald & Co., and is now well in hand.

A cribwork across the face of the deep water terminus from the Marine and Fisheries to Cunard's wharf, has been in hand since April last, and is about three-quarters completed. The cribwork is about 15 feet out of water, and when the necessary grading is made up at the rear of it, the area of the yard will be much enlarged.

The buildings and wharfs owned by the department, and under lease to the Marine and Fisheries Department, have received necessary repairs. One wharf has been partially renewed.

A platform 120 feet long by 4 feet wide was provided at the east end of North Street train shed for the accommodation of milk dealers.

A new door-way was provided in the brick wall at the east end of train shed, and a platform laid to better facilitate the handling of baggage of combined trains.

The roof of train shed was overhauled and repaired, and about forty heavy corrugated lights renewed.

At Richmond necessary repairs were made to the car shops, machine shops, and round house. Eight of the smokestacks over the engine pits were renewed.

The interior wood-work of three offices was painted.

At Bedford new sills were placed under the freight house, and a new floor provided. The loading platform was renewed.

At Windsor Junction the external walls, and roof of station building were overhauled, repaired and painted. The agent's office, waiting room, and kitchen were also painted.

At Wellington necessary repairs were made to the roof of station building.

At Enfield the external walls and roof of station were overhauled, repaired and painted. The agent's office and waiting room were also painted. An extension of 50 feet was made to the station platform.

At Elmsdale the exterior walls of station were overhauled, repaired and painted. The iron roof of station also received a coat of paint.

At Milford the station building and roof were overhauled, repaired and painted.

At Shubenacadie the external walls and roof of freight shed were overhauled, repaired and painted. The iron roof of station also received a coat of paint. Some repairs were made to the station agent's office and dwelling apartments.

At Stewiacke the interior woodwork of station was painted. A new floor was placed in the kitchen. Necessary repairs were made to the cattle pen.

At Truro the external walls of station building were overhauled, repaired and painted. The superintendent's and train despatcher's offices received two coats of paint. A portion of the roof was recovered with shingles and painted. The roof of freight shed was also painted. Alterations were made to the windows of the Western Union Telegraph office. The stringers were renewed in two of the engine house pits. An extension was made to the partition of bonded goods warehouse in freight shed.

At West River new sills were placed under the station building, and the west side of roof recovered with shingles. The interior of station agent's office was sheathed, and a hard wood floor was laid in the waiting room.

At Stellarton the roof of engine shed was recovered with Sparham roofing, and six smoke jacks were renewed. The doors of engine shed also received necessary

repairs. A portion of the roof of freight shed was repaired, and the freight shed, coal house, and inspector's office painted.

At New Glasgow the verandah roof of station was painted.

At West Merigomish the sides and ends of station were re-shingled, and the building painted.

At Barney's River, Marshy Hope, and James River Stations, necessary repairs were made to the doors and windows.

At Brierly Brook a new door was provided for the flag station.

At Antigonish necessary repairs were made to the doors and windows of dwelling apartments of station. The freight shed and baggage room were overhauled, repaired and painted.

At South River the station building and platform were overhauled and repaired.

At Harbour au Bouche necessary repairs were made to the station.

At Grosvernor one mile east of Linwood flag station, a new platform 75 feet long was erected.

At Barachois a small freight shed and platform were erected. The loading platform was moved to a new site and rebuilt.

Other necessary repairs were made to all stations and platforms on the Cape Breton division.

At Pictou the station building was overhauled, repaired and painted.

The station buildings, freight sheds and coal sheds, at the following places were overhauled, repaired and painted: Sylvester's, Scotch Hill, Scotsburn, Meadowville, Denmark, Wallace, Pugwash Junction and Conn's Mills.

At Pugwash the engine shed, freight shed, and coal shed, were overhauled, repaired, and painted. The freight shed on Pugwash wharf also received a coat of paint.

At Debert and Londonderry necessary repairs were made to the station buildings.

At Oxford necessary repairs were made to the engine house.

At Salt Springs the station and freight shed were overhauled and repaired.

At Amherst 180 feet of the platform were renewed.

At Sackville the shingles on one side of the roof, the verandah and the top of bay-window, were renewed. A loading platform 180 feet long and 18 feet wide was renewed.

At Calhouns a new floor was laid in the flag station.

At Painsec Junction the roof of station was re-shingled, and the station and freight house platforms were renewed.

The platforms at the following stations were overhauled and repaired: Debert, Thomson, Oxford Junction, Springhill, Athol, Maccan, Sackville, Dorchester, College Bridge and Memramcook.

Old box car bodies were placed at Wentwork, Aulac and Dorchester, and fitted up for section men's tool houses.

At Shediac the roof of station building was reshingled.

At Moncton an addition of 11 by 20 feet was made to the electric station and a new floor was laid in the building. One side of the station building and the roof of the boiler shop were reshingled. Necessary repairs were made to the government cottages.

At Boundary Creek the top of platform was renewed.

At Salisbury the freight shed was overhauled, repaired and painted.

At Sussex necessary repairs were made to the engine shed, and the roof of station recovered with shingles.

At Hampton, Quispamsis and Rothesay, the station buildings were overhauled and repaired.

The loading platforms were renewed at the following stations: Moncton, Pollett River, Dorchester Road, and Bloomfield.

At Harcourt the passenger platform 150 feet by 4 feet was renewed. The coal shed was repaired.

At Barnaby River necessary repairs were made to the roof of station building where damaged by fire.

At Chatham Junction necessary repairs were made to the station building and freight house.

At Nescastle a portion of the roof was recovered with shingles. Hardwood floors were laid in the ladies waiting room and kitchens of station agent and track-master's dwelling apartments. Three of the engine pits, and the floor of the round house were overhauled and repaired. The roof of carpenters' shop was reshingled. Some new sills were place under the station, and a patent flush water closet provided in the station.

The following stations between Moncton and Newcastle were overhauled, repaired and painted: Canaan, Millerton, Derby Junction, Indiantown, and Newcastle.

At Beaver Brook the station coal shed and tank house were overhauled, repaired and painted.

At Bartibogue the station building and coal shed were overhauled, repaired and painted.

At Red Pine the waiting room and office were sheathed and painted.

At Gloucester Junction the satation and dwelling appartments, were overhauled, repaired and painted.

At Bathurst storm sashes were provided for the dwelling apartments of station. A bonded ware-room was provided in the freight house and the roof of building repaired.

At Petit Rocher the station building and freight house were overhauled, repaired and painted.

At Belledune necessary repairs were made to the station and freight house.

At Nash's Creek the walls and ceilings of waiting room were sheathed, and the interior of station painted.

At Jacquet River the roof of freight shed was recovered with shingles, and the interior of dwelling apartments of station painted.

At New Mills necessary repairs were made to the freight house roof.

At Charlo the station building was overhauled, repaired and painted.

At Dalhousie Junction the floor of freight shed was repaired, and the roof of shed recovered with shingles.

At Campbellton the superintendent's dwelling house was overhauled, repaired and painted. The station building was overhauled and repaired, and the exterior of building painted. Two new hardwood floors were laid in the station. The roof of fuel shed was recovered with shingles. A new foundation was placed under the coal shed. Necessary repairs were made to the floor of round house. The fuel shed and carpenters' shop were overhauled, repaired and painted. The station platform was renewed, and the freight house platform was repaired.

At Moffatt's an office was provided in the waiting room, and general repairs made to the building.

At Metapedia a water service was provided in the station and dwelling apartments, and the station building overhauled and repaired.

At Millstream the station was overhauled and painted, and the platform was renewed.

At Assametquaghan a new foundation was placed under the station, and the platform was renewed. The section men's houses were overhauled, repaired and painted.

At Pleasant Beach a gang-way for loading cattle was provided.

At Causapscal a cattle pen was provided, and the platform repaired.

At Amqui fifteen windows were renewed complete, and storm sashes provided for same. The freight house was enlarged to provide for the increased traffic.

At Cedar Hall the freight house was repaired, and the platform at the rear of that building renewed.

At Sayabec necessary repairs were made to the freight house, and a new door was provided.

At Kempt a loading platform 150 feet long was provided, and the flag station painted.

At Little Metis the station building was overhauled and repaired.

The roofs of the following tank-houses were recovered with shingles: Metapedia, Assametquaghan, Pleasant Beach, Salmon Lake and Kempt. The tank-house at Assametquaghan was painted.

The flag stations at Moffat's, Flat Lands, Pleasant Beach and Salmon Lake, were all overhauled, repaired and painted.

At Ste. Luce the roof of station building was recovered with shingles.

At Rimouski station a new gallery was provided.

At St. Fabien a hardwood floor was laid in the station.

At St. Simon a hardwood floor was laid in the station.

At Trois Pistoles the roof of restaurant was recovered with shingles.

At St. Eloi necessary repairs were made to the platform.

At Rivière du Loup, on the 20th of October, 1894, a fire destroyed the round house at this station. The work of re-building was put in hand at once, and completed before the end of the calender year. The cost of this work was $6,363.18.

At Ste. Hélène and River Ouelle stations new hardwood floors were laid in the stations.

At St. Pierre the station was overhauled and repaired.

At Chaudière Junction a new cattle yard was provided, and necessary repairs made to the freight office and two tenement houses.

At Hadlow necessary repairs were made to four of the tenement houses on the Chapman property.

Bridges, Culverts, &c.

Necessary repairs were made to the stone cattle guards at the following places between Halifax and Truro: Richmond, Fairview, Johnston's Crossing, Scott's Crossing and Brenton's Crossing.

An extension of about 60 yards of masonry was made to a box culvert at Ferrona Junction.

A beam culvert half a mile west of Brookfield station was overhauled and repaired.

The masonry in foundation walls of West River station was overauled, repaired and pointed.

At Union a new steel deck plate girder of 40 feet span was provided, and first class masonry abutments built for same.

The stone cattle guards at Ross's Crossing near Lansdowne and at crossing near Glengarry were overhauled, repaired and pointed.

At Merigomish and James River the old Howe truss bridges of 80 feet span were replaced with through steel deck plate girders of the same span, and standard hard pine tops and guard rails were placed on them.

At Black River, near Tracadie Station, the old Howe truss of 100 feet span was replaced with a new steel through pony truss bridge, of the same span. A hard pine top and guard rails were placed on same.

At Murphy's some new braces and wall plates were put in the Howe truss bridge at that place.

At South River and Monastery the old Howe truss bridges were overhauled and strengthened, where found necessary.

At Pictou Brown's Point bridge was overhauled and repaired; 170 new ties were placed on the bridge.

Necessary repairs were made to a small tunnel near Onslow.

The tunnels at Caldwell's Brook and Greenville were overhauled and repaired.

A new floor was put on the overhead bridge at Humphrey's, near Sackville.

The west pier of Sackville River bridge was cased with wooden sheathing filled inside with stones.

A large number of open and box culverts between Truro and Moncton received necessary repairs.

The wooden stringers of Darling's tank bridge were taken out and replaced with rail girders, and a standard top put on.

The overhead bridge at Mountain Road, Moncton, was replanked.

Four new hard pine seats were placed under girders of North-west Miramichi River bridge.

Three open culverts between Moncton and Newcastle were overhauled and put in good repair.

A new floor was placed on Tête-à-Gauche overhead bridge.

Necessary repairs were made to the floors of Middle River and Little River overhead bridges.

New hard pine stringers were placed on several culverts between Newcastle and Campbellton.

Between Rivière du Loup and Chaudière Junction, the masonry of a number of open and box culverts has been thoroughly overhauled and repaired.

The abutments of Boyer bridge were overhauled and pointed.

The following bridges were overhauled, scraped and painted :—

Between Lévis and Campbellton.

Bridge one-half mile east of L'Islet	1	span	55	feet.
Bridge one mile east of L'Islet	1	do	45	do
Ferre River bridge	2	do	45	do
Sayabec bridge	1	do	35	do
Causapscal bridge	3	do	100	do

Between St. John and Halifax.

Salmon River bridge	2	spans	100	feet.
Palmer's Pond bridge	1	do	80	do
Sodom bridge	1	do	50	do
Folleigh River bridge	3	do	100	do
Debert River bridge	2	do	100	do
Lepers Brook bridge	1	do	40	do
North Street bridge (Halifax)	1	do	30	do

In Cape Breton, three spans of 250 feet each, of Grand Narrows bridge, were overhauled, scraped and painted.

The pier and abutments of Leper Brook bridge near Truro were extended to carry the new track. An old girder was taken from Maccan under-crossing, lengthened, and put in at this place.

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., 19th August, 1895.

SIR,—I beg to submit for your information the following statements:—

A.—Statement showing the number of locomotives and of the various classes of cars.

B.—Statement showing the locomotive and car mile age and the 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 with 18 x 24 inch cylinders were purchased to replace two of the 16 x 22 inch cylinder locomotives taken out of service, and four locomotives were entirely rebuilt.

Five of the older first-class cars and four of the express and baggage cars were taken out of service, and were replaced by the same number of new cars of the latest and most improved style. Forty-two platform cars, sixty-seven hopper cars, eleven large coal cars, and eight snow ploughs were taken out of service and were replaced by the same number of new ones.

The following is a summary of the principal work done:

DRAWING OFFICE.

New extended wagon top boiler designed, also new cylinders and saddle, new solid head pistons, crossheads, heavy footplates, and frame alterations for rebuilding locomotives classes B 6, 9, 11, 14.

General plans made of 10-wheel passenger express engines A 1 class, and 8 wheel passenger express engines B 4 class, also skeleton sheet of standard locos.

Detail drawings made for rebuilding locomotives classes B 7 and 8.

New specifications and drawings made for standard engine and passenger car axles, tires, wheels, rods, springs, boiler plates, tubes, etc.

Drawings made for foundations for new steam hammer and new machinery.

Drawings made for and repairs to ss. "Mulgrave" supervised.

Additional car detail drawings made.

Registers of locomotive repairs and water service kept. New materials supplied on specifications tested and reported on.

MONCTON LOCOMOTIVE SHOPS.

Four locomotives were "rebuilt" at a cost of $8,000.00 each, with new "Belpaire" boilers complete. All boiler mountings and injectors new. Frames strengthened up. New cylinders, crossheads and guides complete. New driving wheels, tires, axles, crank pins and axle boxes. New underhung driving springs and gear. New fluted side rods. New cabs, heavy c.i. footplates and c.i. running boards. New engine truck complete. New improved "Westinghouse" air brake complete. Four locomotives 17" x 24" were rebuilt at a cost of $4,500,00 each, with large second hand repaired boilers. New boiler tubes. Frames cut, lengthened, and strengthened, up. New injectors. New driving axles and tires. New eccentric sheaves and straps. New rocker arms and boxes. New sids rods and crank pins. New cabs. New improved driving brake gear complete.

Seventy locomotives received general repairs and 49 had specific repairs, the following new parts being supplied:—7 new smoke boxes with extensions, 1 new crown sheet, 4,997 new tubes, 23 new smoke stacks, 22 new cylinders, 16 new driving wheels, 90 new driving tires, 18 new driving axles, 18 new engine truck axles, 15 new main rods, 62 new fluted side rods, 2 new slab side rods, 143 new crank pins.

22 new cabs, 42 new pilots, 2 new s. f. lubricators, 13 new "chime" whistles, 34 sets new heavy c. i. running boards, 24 new heavy c. i. footplates, 12 new tender trucks complete.

Seventy-eight locomotive boilers were tested, 41 fire-boxes were patched, 5,456 tubes were pieced.

Eleven locomotives were equipped with the improved driving wheel brake, and 17 with steam heaters.

One hundred and fifty-six pair driving tires were turned, 338 cast iron wheels and 76 truck tires were bored and fitted.

Sixty-three engines and tenders were repainted and varnished; 10 engines and tenders were renovated and varnished.

One crane in yard rebuilt with new cast iron column and new foundation.

One new boiler built complete for water service.

178,681 bolts were forged.
180,190 do do threaded.
8,218 studs do do
79,378 lbs. of nuts were tapped.

New water tight door for engine room bulkhead of ss. "Mulgrave."

New packing rings for l. p. piston.

Engine columns stiffened.

Thrust bearing increased.

Moncton Brass Foundry.

60,799 lbs. brass castings.
134,055 do bearings.

Moncton Car Shops.

Sixty-three freight cars, 7 snow ploughs rebuilt.

The following received heavy repairs:—13 sleepers, 5 parlours, 2 second class sleepers. 41 first class and 39 second class cars, 11 postal cars, 14 baggage cars, 22 vans, 639 freight cars, 1 snow plough.

The following received light repairs:—7 sleepers, 2 parlours, 12 second class sleepers, 45 first class, and 37 second class cars, 24 postal cars, 42 baggage cars, 10 snow ploughs, 1 flanger car, 4,237 freight cars.

The following were repainted or stained, and varnished:—5 sleepers, 2 parlours, 2 second class sleepers, 24 first class and 32 second class cars, 5 postal cars, 12 baggage cars and 1 van.

The following were renovated and varnished:—5 sleepers, 2 parlours, 13 first class and 8 second class cars, 5 postal and 3 baggage cars.

Four hundred and eighteen freight cars, 24 vans and 8 snow ploughs were repainted.

Special work was done as follows:

Sleeper "*Montmorenci.*"—State room converted into a smoking room and fitted with side door. Gentlemen's toilet arrangements altered, and w. c. altered and re-arranged.

Sleeper "*Halifax*".—Had all seats fitted with new high backs, and re-upholstered with new plush. All lamps and fittings replated.

Sleeper "*St. John,*" "*Margaree,*" "*Rustico,*" "*Saguenay*" and "*Baddeck*".—All had seats recovered with new plush throughout. Lavatory and w. c. added to state room with white Ajax metal wash bowl and fittings. All lamps and fittings replated. Windows all fitted with new "acme" blinds. Sleeper "*Saguenay*" also had new high backs fitted on seats.

Two first class cars had "inside finish" removed and replaced with new ash finish, and new pine ceilings ornamented with new design. New seat frames and new woven wire seats. New sets centre lamps.

Three first class cars were re-upholstered with new corduroy and one-first class car with new crimson plush.

Six first-class cars were fitted with continuous basket racks.

Six new tender frames were built.

Two hundred and eighty new freight car trucks were built.

Two thousand nine hundred and seventy-two cast iron wheels were pressed on axles, 330 pair steel tired wheels were turned, 174 axles were turned.

Twelve freight cars were equipped with the Westinghouse air brake, also five first-class and one baggage car. Three freight cars were fitted with steam heating pipes.

A large amount of work was done to freight and baggage trucks, chairs, safes, ticket cases, footboards and other articles for out stations.

Rivière du Loup Shops.

Twenty-three locomotives received general repairs and twenty specific repairs; the following new parts being supplied :

Four new driving wheels, 24 new driving tires, 16 new crank pins, 2 new pair slab side rods, and 1 pair fluted side rods, 1 new cylinder saddle, 25 new driving axle boxes, 9 new smoke stacks, 1,273 new boiler tubes, 6 new heavy cast iron footplates, 7 sets new heavy cast iron running boards, 1 new head lamp, 1 new sight feed lubricator, 2 new cabs, 6 new pilots, 1 new tender frame.

Five locomotives were equipped with the Westinghouse brake complete; 9 had their driving wheel brakes altered and improved, and 3 were equipped with new steam heaters.

Twenty-five locomotive boilers were tested, 8 fire boxes were patched, 11 tender tanks were patched, and 2 pair tender trucks rebuilt, 39 pair driving wheel tires were turned.

Twenty-three locomotives and tenders were repainted and varnished, and 1 renovated and varnished.

Both trucks of rotary plough No. 2 were rebuilt and machinery repainted, 2 new snow plough aprons and 1 front beam.

15,750 lbs. of bolts forged and threaded for locomotives.
4,570 do do cars.
1,858 studs threaded.
300 lbs. nuts tapped.

Richmond Shop.

Sixteen locomotives received general repairs and 26 specific repairs, the following new parts being supplied:—12 new driving wheel tires, 2 new crank pins, 15 new driving axle boxes, 7 new smoke stacks, 59 new boiler tubes, 2 new heavy cast iron footplates, 3 sets new heavy cast iron running boards, 1 new cab, 4 new pilots, 2 new tender frames, 1 new tender truck frame, 6 new sets grates, 5 new pistons, 5 new driving springs, 1 new set reversing gear, 1 new throttle valve and gear, 3 new pop valves, 1 new whistle, 1 new set tender springs.

Seven locomotives had their driving wheel brakes altered and improved.

Twelve locomotive boilers were tested, 10 fire boxes were patched, 1 tender tank had capacity increased, and 4 were patched, 26 pair driving tires were turned.

Fourteen locomotives and tenders were repainted and varnished, and 1 renovated and varnished.

13,666 bolts were forged.
51,577 do threaded.
1,697 studs were do

New Plant and Machinery.

One single standard 12 cwt. steam hammer, 36-inch stroke.

One set of 10 ft. boiler plate bending rools, Bement pattern, with guarded friction rollers and steel balancing shaft. Top roll of steel.

One single boiler plate punch, 40-inch throat, with overhead crane and Harrington hoist.

One single boiler plate punch, 24-inch throat, with crane and Harrington hoist.

One duplex air compressor 10 x 10½ x 12-inch.

One iron planing machine to plane 3 x 3 x 9 feet with patent drive and feed motion.

One double bolt cutter 1¼-inch with automatic head.

One traversing air hoist for driving wheel lathes built complete in Moncton shop.

One power pipe cutting and threading machine for pipe ¼ to 2-inch diameter with universal chuck and dies complete.

One Moffat portable air drill for use with compressed air.

Tinsmiths' Tools.

One No. 1 Stows brass mounted groover.
One No. 10 improved sheet iron folder.
One Niagara encased wiring machine with standard.
One encased small turning machine with extra faces and standard.
One encased small burring machine with extra faces and standard.
One No. 1 double seamer with setting down attachment.
One No. 1 improved beading machine 13-inch with 3 pair rollers and rotary stand.
One No. 2 Niagara circle shears.
One No. 16 tube former with breaker.
One No. 20 Niagara square shears. Cut 22-inch.
Two No. 6½ circular hand shears.
Two No. 00 hollow mandrel stakes.

TURNTABLE REPAIRS.

Antigonish.—Wrought iron truck repaired.

Hadlow.—Eight new 1⅝-inch centre cap bolts.

Moncton.—Two wheels bored out. New flooring.

Rivière du Loup.—One truck rebuilt. Arms and centre casting patched.

St. John.—One end girder repaired. One cone faced and turned.

Ste. Flavie.—Both arms patched. Three new truck wheels. New centre cap casting. One end girder repaired.

Richmond.—New centre casting.

WATER SERVICE.

Little Metis.—New 17,000-gallon tank and foundation built complete. New reservoir built. Luid 1,100 feet 3-inch galvanized pipe and 1,000 feet 2½-inch galvanized pipe. Hot air pump repaired.

Canaan.—New tank trestle complete. Hoops cut and rewelded. Tank repaired and painted. New smoke and tank pipes. New lamps. Steam pump repaired.

Amherst.—Water crane repaired. Reservoir cleaned.

Assametquaghan.—Reservoir cleaned.

Bathurst.—Steam pump and tank pipe repaired. Reservoir cleaned.

Belledune.—Reservoir cleaned.

Campbellton.—New tank trestle complete. Hoops cut and rewelded. Tank repaired and painted. New c. i. centre pipe. Reservoir and brook cleaned. Water pipes repaired.

Charlo.—New smoke and tank pipes.

Chaudière.—Wind-mill pump and pipes repaired.

Causapscal.—Reservoir cleaned.

Dalhousie Junction.—Reservoir repaired and cleaned. One new stove.

Elmsdale.—Steam pump repaired.
Folleigh.—Boiler repaired.
Hampton.—Outlet from lake lowered.
Harcourt.—New tank trestle complete. Hoops cut and rewelded. Tank repaired and painted. New smoke pipe.
Jacquet River.—Reservoir cleaned.
Londonderry.—One new tank hoop.
Millstream.—Reservoir cleaned and repaired.
Metapedia.—New tank pipe. Reservoir cleaned.
Mulgrave.—Reservoir repaired and cleaned.
McKinnons Harbour.—New tank pipe.
New Glasgow.—Water crane and pipe repaired.
Oxford Junction.—One new centre post and three cross-ties. One new stove and pipe. New globe valve.
Point Tupper.—Wind-mill pump repaired.
Pugwash.—235 feet 3-inch galvanized pipe laid. Steam pump and boiler put in.
L'Islet.—New tank trestle complete. Hoops cut and rewelded. Tank repaired and painted. One new stove. Steam pump and pipes repaired.
Rogersville.—Steam pump and tank pipe repaired.
River John.—Wind-mill and pump repaired.
Rivière du Loup.—Steam pump repaired. Water pipes in yard repaired.
Sacré Cœur.—Reservoir repaired.
St. Moïse.—New tubes in boiler. One new safety valve. Steam pump repaired. New smoke and tank pipes. New tank trestle complete. Hoops cut and rewelded. Tank repainted.
St. Fabien.—Tank valve and steam pump repaired.
St. Valière.—Boiler and steam pump repaired.
Ste. Luce.—Windmill and pipes repaired.
St. Pierre.—Steam pump and tank pipe repaired.
Ste. Flavie.—Reservoir rebuilt. Boiler feed pipe and steam gauge repaired. New stove. New smoke pipe.
Ste. Anne.—Boiler repaired.
St. Paschal.—Water crane repaired.
Stellarton.—New tank trestle complete. Hoops cut and rewelded. Tank repaired and painted. Water meter and pipes repaired.
Springhill.—New tank trestle complete. Hoops cut and rewelded. Tank repainted. Steam pump repaired.
Trois Pistoles.—Built new reservoir. Laid 1,500 feet 6-in. cast iron pipe and 900 feet 4-in. c. i. pipe. Water connections made with tank complete.
Thomson.—New tank trestle complete. Hoops cut and rewelded. Tank repaired and painted. New stove. New smoke pipe.
Truro.—Six new tank supports.
Westcock.—New cast iron centre pipe.
Windsor Junction.—Retubed boiler. Steam pump and tank floor repaired.
I hereby certify the rolling stock to be in good condition.

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.

STATEMENT showing the number of Locomotives and of the various classes of Cars on the 1st July, 1894, and on the 30th of June, 1895.

	Locomotives.	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 tont.	Cattle.	Vans.	Total.	Snow Ploughs.	Wing Ploughs.	Flangers.	Steam Ploughs.	Total.
On hand serviceable	204	15	7	5	91	94	24	39	2,066	2,130	996	418	757	101	99	6,842	44	10	21	2	77
do condemned	....	....	....	...	1	....	....	...	5	79	3	....	11	2	....	101	....	....	....	....	....
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 1st, 1894	....	....	....	....	1	....	....	....	5	79	3	...	11	2	....	101	....	....	....	....	....
do during year	6	....	....	...	4	....	....	4	42	60	98	26	19	2	....	255	8	....	....	....	....
	6	....	....	....	5	....	....	4	47	139	101	26	30	4	....	356	8	....	....	...	....
Less rebuilt	6	....	....	....	5	....	....	4	.....	42	67	...	11	....	....	129	8	....	....	....	....
	....	....	....	....	....	....	....	....	47	97	34	26	19	4	....	227	....	....	....	....	....
Serviceable and repairing	204	15	7	5	92	94	24	39	2,024	2,112	965	392	749	99	99	6,716	44	10	21	2	77
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

JOHN SUTTON,
Mechanical Accountant.

MONCTON, 30th June, 1895.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage year ending 30th June, 1895.

MONTHS.	LOCOMOTIVE MILEAGE.		CAR MILEAGE.				Snow Ploughs.	Average Passenger.	Average Freight.
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.			
1894—July	124,813	202,823	562,281	271,676	2,839,052	3,673,009	2,650	6·67	13·99
August	128,353	212,973	588,702	270,236	2,926,215	3,785,153	.....	6·68	13·74
September	111,472	206,505	546,824	246,426	2,876,742	3,669,992	855	7·11	13·93
October	107,166	252,980	454,172	263,072	3,624,383	4,341,627	41	6·69	14·32
November	103,082	247,603	431,384	248,835	3,511,244	4,191,463	5,280	6·58	14·18
December	105,803	203,455	432,684	247,881	2,778,823	3,459,388	3,680	6·43	13·66
1895—January	110,105	215,618	457,964	249,220	2,624,344	3,331,528	17,665	6·43	12·17
February	97,549	207,714	368,355	215,241	2,444,129	3,027,725	33,919	5·98	11·77
March	103,731	259,143	406,641	235,978	3,557,254	4,199,873	17,734	6·19	13·73
April	106,143	253,826	441,167	234,815	3,695,170	4,371,152	818	6·36	14·55
May	104,509	229,881	428,792	236,511	3,196,251	3,861,554	457	6·36	13·90
June	105,994	198,001	470,389	247,308	2,647,748	3,365,445	183	6·77	13·37
	1,308,720	2,690,522	5,589,355	2,967,199	36,731,355	45,277,909	83,282	6·54	13·65

JOHN SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1895.

ABSTRACT of Locomotive Returns for Year ended 30th June, 1895.

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.
1894—July	37,343	400,487	11,425	25,250	21,481	8,887	10·72	6,390	6·30	5·36	2·21
August	38,405	413,246	11,847	25,535	21,000	8,939	10·76	6,421	6·18	5·08	2·16
September	36,946	391,637	12,097	23,882	18,566	8,390	10·60	6,919	6·10	4·49	2·14
October	40,787	436,492	13,980	26,909	20,348	9,910	10·70	7,174	6·17	4·66	2·27
November	39,488	423,250	14,451	24,922	18,639	9,425	10·71	7,648	5·89	4·40	2·22
December	35,456	379,548	12,809	22,269	17,777	8,753	10·70	7,559	5·87	4·68	2·31
1895—January	37,993	400,639	14,151	24,938	19,432	9,577	10·80	7,889	6·22	4·85	2·39
February	37,698	378,849	13,449	24,269	19,088	8,735	10·05	7,952	6·41	5·04	2·31
March	41,750	438,587	15,358	28,108	21,281	10,176	10·50	7,843	6·40	4·85	2·32
April	40,432	433,475	14,195	28,607	18,915	10,214	10·72	7,335	6·60	4·36	2·36
May	38,106	408,846	12,057	25,587	21,384	9,823	10·72	6,600	6·26	5·23	2·42
June	35,075	374,925	10,553	23,650	21,689	8,970	10·68	6,304	6·31	5·78	2·39
Totals	459,479	4,879,981	156,372	303,926	239,600	111,799	10·62	7,169	6·23	4·90	2·29

JOHN SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1895.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive Power for each month from 1st July, 1894, to 30th June, 1895.

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'ly.	Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.	Eng.-houses & Turntab.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$	$	$	$	$	$	$	$
1894—July..	400,487	966 31	22,395 38	31,739 81	2,769 10	24,996 50	2,527 38	1,135 12	86,529 60	·25	5·60	7·94	·70	6·24	·64	·29	21·66
Aug..	413,246	951 92	22,439 82	31,833 31	2,595 39	26,584 52	3,997 59	1,438 18	89,840 73	·23	5·44	7·70	·62	6·43	·97	·35	21·74
Sept..	391,637	1,001 97	21,965 82	33,686 95	2,618 42	26,541 30	3,950 16	1,133 12	90,897 74	·25	5·61	8·60	·67	6·77	1·02	·28	23·20
Oct...	436,492	1,027 63	23,224 09	37,546 49	2,874 08	27,125 14	4,544 41	1,268 40	97,610 24	·24	5·32	8·60	·65	6·22	1·04	·29	22·36
Nov..	423,250	1,025 82	22,489 47	39,000 42	2,745 48	17,873 95	5,689 21	1,804 91	90,629 26	·24	5·31	9·22	·65	4·22	1·34	·43	21·41
Dec...	379,548	924 19	21,050 91	35,009 77	2,627 34	17,697 19	3,240 81	2,717 53	83,267 74	·24	5·55	9·22	·69	4·66	·85	·72	21·93
1895—Jan..	400,639	934 60	22,128 82	39,342 14	2,381 86	17,205 18	2,857 95	1,981 80	86,832 35	·23	5·53	9·82	·59	4·30	·71	·49	21·67
Feb..	378,849	947 04	20,505 22	37,654 59	2,683 39	19,137 84	2,008 89	2,254 38	85,191 35	·25	5·41	9·94	·71	5·05	·53	·59	22·48
Mar..	438,587	934 33	23,410 06	42,198 43	2,018 68	14,399 56	2,997 87	1,880 69	87,839 62	·21	5·34	9·57	·46	3·35	·68	·42	20·03
April.	433,475	961 62	23,235 03	38,549 76	2,812 30	23,466 62	2,212 13	1,609 79	92,847 25	·23	5·36	8·89	·64	5·41	·51	·38	21·42
May..	408,846	1,038 05	22,267 00	32,495 71	2,850 48	20,575 46	2,352 09	1,407 55	82,986 34	·25	5·45	7·95	·70	5·03	·57	·43	20·29
June..	374,925	978 70	21,096 18	28,347 12	2,240 11	14,918 22	1,080 16	523 86	69,184 35	·27	5·63	7·59	·59	3·96	·29	·14	18·45
Totals .	4,879,981	11,692 18	266,207 80	427,404 50	31,216 63	250,521 48	37,458 65	19,155 33	1,043,656 57	·24	5·46	8·75	·64	5·13	·77	·39	21·38

JOHN SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1895.

Department of Railways and Canals.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, for the Year ending 30th June, 1895.

The miles run by train were	3,999,242
do engines	4,879,981
do cars	45,277,909
do snow ploughs	83,282
	$ cts.
Cost of locomotive power	1,043,656 57
Cost of repairs to cars :	$ cts.
Repairs to passenger cars	68,610 40
do postal, express and baggage	22,743 41
do freight cars and vans	183,153 70
do snow ploughs and flangers	8,923 27
Oil and waste for packing	18,883 41
Total	302,314 19
	$ cts.
The cost of locomotive power per 100 miles run by trains	26 09
do do do engines	21 38
do do do cars	2 30
	$ cts.
The cost of repairs to cars and ploughs per 100 miles run by trains	7 09
do do do engines	5 81
do do do cars and ploughs	0 62
	$ cts.
The cost of oil and waste for packing per 100 miles run by trains	0 47
do do do engines	0 39
do do do cars and ploughs	0 04
The cost of repairs to cars per 100 miles run by them :	$ cts.
Passenger	1 22
Postal, express and baggage	0 76
Freight cars and vans	0 49
Ploughs and flangers	10 71

JOHN SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1895.

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.
1894.						
July 2..	5.20	74	Accommodation ...	W. J. Ross.....	John Gratton.	48
do 6..	18.00	Special.	Working.....	Geo. Lamkie.....	F. Probert.....	43
do 13..	13.50	do ..	Freight.....	P. Carle.....	R. Kennedy.	183
do 17..	23.15	9	Express.....	J. H. Sproull	R. McDonald.	106
do 18..	10.00	.....	....	....	....	.....
do 23..	9.00	Special.	Freight	J. B. Pollock	W. White.....	92
do 24..	18.20	do ..	Passenger.....	W. L. Broad..	J. Stewa ,jr.....	175
do 28..	13.47	5	Freight.....	R. A. Rainnie.	G. Milne.....	60
do 30..	8.25	Special.	Working.....	J. Henderson.....	F. Probert.....	122
do 24..	9.35	46	Express..... ...	B. Walker.....	C. Sawyer	151
do 31..	14.30	.....	Shunting...	....	John Phinney.....	99
do 31..	19.30	Special.	Freight.....	E. Herritt.....	D. Duncan.....	186
Aug. 1..	17.30	42	do	J. A. Bernier.	T. Matheson.....	30
do 10..	5.45	16	do	G. C. Keys	D. Yould..... ...	175
do 11..	17.40	Special.	Passenger.....	W. L. Broad.....	W. F. Hicks.....	209
do 5..	24.50	do ..	Freight.....	F. Brown	W. White..... ..	39
do 16..	12.30	88	Accommodation.....	Jas. McDonald.....	John McDonald.....	46
do 17..	15.00	.....	....	.....	.....	.....
do 18..	10.40	46	Passenger	B. Walker.....	C. Sawyer.....	151
do 31..	18.47	86	Express.....	J. Craigie	A. McLeod	145
Sept. 6..	20.05	Special..	Freight	James Baxter.....	D. Duncan.....	186
do 7..	8.45	do	Working	C. A. Atkinson	W. F. Smallwood...	9
do 11..	9.30	16	Freight.	E. Thompson..	F. H. Moore..	113
do 13..	10.30	Special..	do	E. Herritt.	J. Dunbar	4
do 14..	11.30	16	do	J. J. Daley.....	Geo. Feetham	78
do 18..	14.10	Special..	do	A. Gamache	T. Henry.....	83
do 20..	14.05	15	do	J. J. Daley.....	Geo. Feetham	78
do 24..	14.00	.....	... .	....	....	.....
do 29..	24.40	34	Express.....	M. Letarte	W. Bastien	200
Oct. 8..	11.15	.....	Quebec Central.... .	J. Guay	M. A. Varney.....	10
Nov. 2..	7.50	14	Accommodation.... .	F. A. Davison	R. McDonald.....	134
do 5.	17.00	.....	....	.....	....	.....
do 5..	13.45	Special..	Freight.....	W. W. Gordon..... . .	D. Duncan	186

RAILWAY.

line of the Intercolonial Railway during the year ended the 30th June, 1895.

Place of Accident.	Name of person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of injury.	Verdict of Coroner's Jury.
Pugwash Junc..	Chas. Teed.....	Neither.....	Walking on track...	Fatal.....	Accidental.
Coal Branch....	Allen Mahaney	Employee ..	Struck by piece of a crane which was broken by two parts of train colliding.	Leg injured.....	
Sandy Cove.....	R. Kennedy....	do ..	Slipped and put his hand through cab window.	Arm do	
Truro.....	John Christie...	Neither..... Stealing ride	Jumped off train while in motion.	Head do	
Truro.....	John Wright...	Employee ..	While moving a derrick the arm was knocked down on his head.	Seriously injured	
River Philip....	James Weir.....	do	Slipped and fell while getting on train.	Knee do	
Moncton.....	Harry Hunter ..	Passenger...	Jumped off train in motion.	Head &hand inj.	
Brookville.....	A. Lockhart....	Employee ..	While applying brake, ratchet wheel broke.	Hand injured...	
Anagance.....	M'yfi'ld Goddard	do	Slipped and fell while attempting to get on train in motion.	Leg and side injured.	
Lévis.....	Wm. Collins....	do .... Pullman Co'.	Attempting to get on train in motion	Slightly injured.	
Truro.....	Ed. Hennesey..	Employee ..	While coupling cars.....	Side & back injur	
New Glasgow...	Jas. Gillis.....	Neither.....	Crossing track in team....	Fatal.....	Accidental
Amqui.....	A. Roussell.....	Employee ..	While unloading freight...	Finger injured..	
Salt Spring.....	J. A. McDonald.	do	While coupling cars.....	Hand do ..	
Pt. du Chêne....	Dan'l. Gillis....	Passenger...	Fell under train while attempting to get on train in motion.	Hand cut off....	
Milford.....	Albert McInnis.	Employee ..	Fell off end of box car in motion.	Fatal.....	Accidental.
Oxford Junction.	Wm. Hyatt.....	do	While coupling cars.....	Shoulder broken.	
Moncton.....	M. McDonald...	do	Fell while getting off a gondola which he was repairing.	Leg broken.....	
St. Jean Port Joli	A. Robichaud... (Aged 2½ years).	Neither.....	On track.....	Fatal.....	Accidental.
Near N. Sydney	John Day	Neither.....	Walking on track.....	Fatal	Accidental.
Albion Siding...	Chas. Whooten..	Employee ..	While coupling cars.....	Foot and leg injured.	
Bartibogue	A. Legouff.....	do ..	Carelessly sitting between two platform cars of train in motion.	Back and leg injured.	
Truro.....	E. Thompson...	do ..	Fell out of van door while train was in motion.	Considerably injured.	
Mulgrave	L. Douglass	do ..	Slipped and fell under wheel while shunting.	Leg broken.....	
Windsor Junction.	N. Hopper.....	do ..	While loading freight a piece of casting fell on his foot.	Foot injured....	
Amqui	A. Deschamplain	do ..	Fell against window of car while applying brakes.	Hand injured...	
Near Bedford...	R. F. Page.....	Neither.....	Walking on track.....	Fatal	Accidental.
St. John.....	Jacob Belyea....	Employee ..	While loading castings....	Foot injured....	
Campbellton....	B. M. Lanagan..	Passenger ..	Fell off platform of train in motion.	Feet cut off.....	
Lévis	Wm. Simpson...	Neither.....	Crossing track.....	Fatal	Accidental.
Halifax.....	E. Crowe.....	Employee...	Knocked off box car.....	Slightly injured.	
St. John.....	Byron Wood....	do ..	While loading a piece of granite.	Back injured....	
Bayfield Road	Mrs. Albert Randall.	Neither.....	Crossing track in team ...	Head and knee injured.	
	Mrs. Ambrose Randall.	do	do	Slightly injured.	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1894.						
Nov. 7.	15·00	.....	.....	.....	.....	.....
do 12.	15·40	.....	Shunting.....	.....	P. Fogarty.....	188
do 14.	12·30	37	Freight.....	J. W. Henderson . . .	E. S. White.....	25
do 21.	7·30	.....	Shunting.....	.....	W. Boyd	95
Dec. 1.	22·40	Special..	Freight.....	J. Buchanan.....	J. McLennan.....	182
do 21.	6·50	4	Grand Trunk.....	— Dussault.....	— Linahan.....	87
do 24.	20·00	.....	Shunting.....	.....	W. Lovett.....	93
do 25.	3·30	45	Accommodation.....	R. W. Orchard.....	D. C. Gallon.....	15
1895.						
Jan. 17.	19·35	.....	Shunting.....	.....	H. McDonald.....	160
do 17.	21·30	Special..	Freight.....	F. Beaulieu.....	J. O. Lebel.....	103
do 28.	9·35	.....	Shunting.....	.....	H. McAuley.....	163
do 28.	16·45	.....	.....	.....	.....	.....
do 30.	2·27	34	Express.....	Thos. Corbett.....	C. Atkinson.....	198
Feb. 3.	9·30	Special..	Freight.....	A. McLeod.....	A. Sutherland	86
do 4.	15·50	do ..	do	J. Pollock.....	J. Clarke.....	150
do 9.	.....	7	Quebec Central.....	.....	.....	.....
do 11.	14·00	.....	Shunting.....	.....	R. Kennedy.....	58
do 14.	14·10	Special..	Working	J. A. White.....	S. A. Watson.	165
do 15.	8·00	.....	Shunting.....	.....	J. McDowell.	99
do 21.	11·00	Special..	Working	J. A. White.....	S. A. Watson.....	90
do 21.	22·00	40	Freight.....	J. A. Davidson.....	J. Williamson.....	13
do 23.	11·00	.....	Shunting.....	.....	Jas. McDermott....	89
do 25.	7·15	Special..	Freight.....	J. R. Fisher.....	P. Peterson.....	182
March 4.	13·00	.....	Shunting.....	.....	J. W. Boyd.....	95
do 14.	11·40	25	Express.....	W. Kelly.....	S. Trider.....	36
do 20.	11·00	.....	.....	.....	.....	.....
do 27.	15·00	Special..	Freight.....	T. Coffey.....	N. Sinclair.....	208
do 29.	1·15	.....	Shunting.....	.....	M. White.....	180
do 30.	23·00	Special..	Freight.....	W. Bovard	S. W. Carson.	108
April 1.	13·30	.....	Shunting.....	.....	J. Stockall.....	184
do 1.	15·20	.....	do	.....	J. McDowell.....	99
do 1.	21·30	Special..	Freight.....	J. R. Fisher.....	L. Starratt	58
May 1.	13·40	do ..	do	Jas. Swetnam	W. C. Hunter.....	158
do 4.	8·20	do ..	do	J. Buchanan..	P. Peterson.....	58
do 7.	15·45	do ..	do	Ls. Belanger.	T. Matheson.....	200
do 25.	8·45	do ..	do	G. W. Hopper.....	L. King.....	160
June 15.	7·00	do ..	Working	B. McLennan.	Jno. G. McDonald..	32
do 21.	21·30	.....	Shunting.....	.....	J. Phinney.....	99

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.
St. John	D. McCarthy	Employee	While loading fish in car	Wrist injured	
Moncton	— Rouff	Neither	Walking on track	Slightly injured.	
Chatham Junct'n	E. McAnn	Employee	While coupling cars	Hand injured	
Truro	Thos. Lester	do	do do	Thumb injured	
Near Johnston's.	Jas. W. Doyle	Neither	Lying alongside of track	Heel injured	
Lévis	Etienne Guay	do	Attempting to jump on train in motion.	Leg broken	
Halifax	Ed. O'Grady	Employee	While uncoupling cars	Leg injured	
Ste. Flavie	W. Keith	do	Jumped off tender of engine	Leg and arm injured.	
Truro	J. D. McDonald.	do	Slipped while stepping on engine in motion.	Foot injured	
Rimouski	Jos. Michaud	do	Engine colliding with cars.	Slightly injured.	
Truro	Jno. Glenfield	do	While coupling cars	Hand injured	
Amherst	W. Atkinson	do	Fell off ladder while lighting telegraph signal.	Considerably injured.	
Jacquet River	C. Atkinson	do	Run off of No. 34 train	Slightly injured.	
	A. J. Russell.	do	do do	do do	
Mulgrave	Yuill Ross	do	While coupling cars	Hand injured	
Windsor Junct.	A. Hayman	do	While gilpoking a car out of siding.	Foot injured	
Bennett's Cross'g	Louis Proulx	do (Que. Cent. Ry.)	Struck by overhead aqueduct.	Fatal	Accidental.
Truro	Chas. Brunt	Employee	While coupling cars	Hand injured	
Moncton	Rich'd Cullens	do	Fell off train in motion	Wrist broken	
Truro	J. D. McDonald.	do	While shunting	Hand injured	
1 mile W. of Moncton	Jas. Steadman	do	Fell off train in motion	Seriously injured	
Nash's Creek	Jere. Murphy	Neither	Lying on track	Fatal	Accidental.
Moncton	David Gibson	Employee	Fell off end of box car	Foot injured	
Riversdale	Neil McDougall.	do	Foot caught in frog while shunting.	Fatal	Accidental.
Truro	Thos. Lester	do	Foot caught between rails while shunting.	Ankle sprained	
Amherst	Jno. McCracken	do	Jumped off train in motion.	Shoulder dislocated.	
St. John	J. E. Vincent	do	Struck by a piece of timber which was being hoisted out of a vessel.	Head injured	
Memramcook	Jno. McKelvie	Neither	Crossing track in team	Fatal	Accidental.
Truro	Hy. Fraser	Employee	While coupling cars	Finger injured	
Adamsville	D. Armstrong	do	do do	do do	
Truro	Jno. Glenfield	do	While uncoupling steam hose pipe.	Arm scalded	
do	Jno. Finlayson	do	Struck by engine while working on track.	Head and leg injured.	
Elmsdale	J. Weir	do	While coupling cars	Hand injured	
Derby Junction	E. Thomson	do	do do	do	
Riversdale	S. Thomas	do	do do	Finger injured	
2½ miles E. of Sayabec	Louis Chasse, (deaf and dumb)	Neither	Attempting to cross track	Fatal	Accidental.
Atkinson's Siding	C. Brunt	Employee	While coupling cars	Hand injured	
Windsor Junct.	Ed. Weeden	do	While plouphing ballast off cars.	Leg broken	
Truro	Hy. Grant (Coloured).	Neither	Slipped while getting off car in motion.	Fatal	Accidental.

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N. B., 9th September, 1895.

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, 1895:—

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, now called the Dominion Atlantic Railway Company, on the same terms as last year, the company being allowed to retain two-thirds of the gross earnings, the balance, one-third, being paid over to the Government, the latter maintaining the line.

There was an increase in the earnings accruing to the Government when compared with last year, as follows:—

In 1894-95	$39,077 64
1893-94	32,975 47
	$ 6,102 17

There was a decrease in the expenses of maintenance as follows:—

In 1893-94	$17,645 09
1894-95	14,640 07
	$ 3,005 02

The earnings and expenses compare as follows:—

Earnings	$39,077 64
Expenses	14,640 07
	$24,437 57

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.

Department of Railways and Canals.

No. 1.—WINDSOR BRANCH RAILWAY.

Revenue Account for Year ended 30th June, 1895.

Previous Year.	Expenditure.	Year ended 30th June, 1895.	Previous Year.	Earnings.	Year ended 30th June, 1895.
$ cts.		$ cts.	$ cts.		$ cts.
17,645 09	Maintenance way and works, Abstract No. 1.	14,640 07	12,483 64	Passenger traffic	13,581 18
			19,339 99	Freight traffic	24,348 30
15,330 38	Balance	24,437 57	1,151 84	Mails	1,148 16
32,975 47		39,077 64	32,975 47		39,077 64

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1895.

No. 2.—WINDSOR BRANCH RAILWAY.

Maintenance of Way and Works—(Abstract No. 1).

Previous Year.	Particulars.	Year ending 30th June, 1895.
$ cts.		$ cts.
9,783 98	Repairs of track	7,823 83
2,836 16	Rails and fastenings	1,139 28
1,378 97	Ties	2,848 80
773 86	Bridges	64 46
39 90	Signals	79 83
.....	Switch locks	1 20
.....	Culverts and cattle guards	35 40
347 68	Wharf at Windsor	35 50
280 66	Buildings and platforms	640 60
51 40	Hand cars and trolleys	72 46
411 07	Clearing snow and ice	439 66
145 26	Tools, and repairs of same	212 37
418 20	Fencing	320 76
1,142 08	Accountant's office and expenses	912 41
35 87	Miscellaneous	13 51
17,645 09		14,640 07

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

Moncton, N.B., 30th June, 1895.

No. 3.—WINDSOR BRANCH RAILWAY.

DR. GENERAL BALANCE, year ended 30th June, 1895. CR.

1895.		$ cts.	1895.		$ cts.
June 30...	To Old rails account.....	8,100 00	June 30...	By Dominion of Canada..	17,442 43
	Dominion Atlantic Railway....	3,381 78			
	Stores Department	5,960 65			
		17,442 43			17,442 43

E. & O. E.

T. WILLIAMS,
Chief Acct. and Treas.

MONCTON, N.B., 30th June, 1895.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT OF RECEIPTS—One-third Earnings.

Month.	Passenger Traffic.	Mails.	Freight Traffic.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
1894—July	1,710 67	95 68	1,559 23	3,365 58
August	2,432 94	99 36	1,408 03	3,940 33
September	1,941 62	92 00	2,644 48	4,678 10
October	1,063 88	96 91	3,350 83	4,511 62
November	833 29	96 91	2,729 89	3,660 09
December	881 71	96 90	2,328 75	3,307 36
1895—January	699 07	94 46	1,983 54	2,777 07
February	506 65	94 45	1,799 34	2,400 44
March	618 25	94 45	1,752 24	2,464 94
April	817 26	95 68	1,578 77	2,491 71
May	899 87	95 68	1,743 59	2,739 14
June	1,175 97	95 68	1,469 61	2,741 26
	13,581 18	1,148 16	24,348 30	39,077 64

E. & O. E.

T. WILLIAMS,
Chief Acct. and Treas.

MONCTON, N.B., 30th June, 1895.

Department of Railways and Canals.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., 7th September, 1895.

SIR—I have the honour to submit my report for the maintenance of the Windsor Branch for the year ending 30th June, 1895.

TRACK.

Three miles of old iron rails have been taken up and renewed with four and a quarter 56 pound steel rails. Four thousand feet of old iron taken up has been used for the renewal and repairs of sidings.

TIES.

During the year 4,589 ordinary ties, and 5 sets of single throw switch ties have been renewed.

BALLASTING.

About seven miles of the branch has received a lift of ballast, amounting to 3,550 yards. This ballast was hauled from Truro, there being no suitable material on the branch.

SIDINGS.

The siding at St. Croix which has been unused for some years was replaced to provide accommodation for the business connected with the new mill recently put in that place by Mr. T. G. McMullen of Truro.

Six frogs and six sets of switch gear were renewed on the branch.

FENCING.

Three hundred and ninety rods of woven and barbed wire fence have been put up in place of the old pole fence.

A snow fence 550 feet long was rebuilt at Hibbet's Siding.

BRIDGES AND CULVERTS.

A new stone culvert 3 by 4 was put in two and a half miles west of Beaver Bank.

Two pairs of spruce cattle guards at Newport and Smith's Crossing were renewed with cedar.

BUILDINGS AND PLATFORMS.

At Windsor the station and freight shed were thoroughly overhauled, repaired and painted.

At Newport the roof station was recovered with shingles and painted; the interior of building was also overhauled, repaired and painted.

At Mount Uniacke the roof of station was renewed with cedar shingles and painted.

At Beaver Bank the walls and roof of station were painted, the ceilings were whitewashed, and the interior walls painted.

The platforms at Ellershouse and Three-mile Plains were entirely renewed, and cedar sills and pine used instead of spruce and hemlock.

GENERAL.

The freight houses, tool houses, cattle pens and approaches to public crossings were overhauled and whitewashed throughout the branch.

Necessary repairs were made to the wharf and Windsor, and a new siding was put in for the shipment of plaster at the expense of the shippers.

The old iron rails have now been all removed, and the track is in excellent order throughout the branch: not a wheel has been off the track during the year.

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

P. S. ARCHIBALD,
Chief Engineer.

D. POTTINGER, Esq.,
General Manager, Government Railways,
Moncton.

PRINCE EDWARD ISLAND RAILWAY,
OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N. B., 11th September, 1895.

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, 1895.

I inclose the report of the Superintendent including statements of the various accounts.

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, 1895, being $3,750,565.38.

The working expenses for the year were	$ 232,905 19
The gross earnings were	149,654 78
	$ 83,250 41

In comparison with the previous year, there was a decrease of earnings of $8,879.05, and an increase of working expenses of $6,014.13.

The decrease of earnings was chiefly in freight traffic which fell off $6,881.72.

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 twelve and three-quarter miles of track were relaid: the iron rails weighing forty pounds to the yard were replaced with new steel rails weighing fifty pounds to the yard. Last year nine miles were relaid. The additional cost of this work, together with the increased cost of operating the railway due to a very stormy winter, account for the increase of working expenses over last year.

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.

Department of Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY,
SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., 10th September, 1895.

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, 1895.

I also inclose the following statements prepared by the Accountant, Auditor and Mechanical Accountant:

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

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 number of locomotives cars, snow ploughs and flangers.
E. Comparative statement of the expense of the mechanical department for the year ended 30th June, 1895.

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, 1894, was	$3,750,565 38
No additions being made during the year, the total expenditure to 30th June, 1895, was the same as the previous year	3,750,565 38

REVENUE ACCOUNT.

Business during the year has not been good, owing to poor crops and dull markets. Last year's yield of potatoes and oats—the two staple articles of export—was much below the average, and the market price of same being low there was no activity in the export trade of the province. Competition by water carriage during the season of open navigation is also becoming keener year by year, there being regular lines of first-class steamers between the principal island ports and Boston, Halifax and Montreal. Passenger traffic during the past year has also been affected adversely by the dulness incidental to short crops and poor markets; also by the stormy winter impeding travel by rail.

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

Expenditure	$232,905 19
Earnings	149,654 78
	$ 83,250 41

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

In 1894–95	$149,654	78
1893–94	158,533	83
	$ 8,879	05

The earnings from passenger traffic compare as follows:—

In 1894–95	$ 62,239	37
1893–94	64,159	60
	$ 1,920	23

The earnings from freight traffic compare as follows:—

In 1894–95	$ 68,061	11
1893–94	74,942	83
	$ 6,881	72

The earnings from mails and sundries compare as follows:—

In 1894–95	$ 19,354	30
1893–94	19,431	40
	$ 77	10

The number of passengers carried compares as follows:—

In 1894–95	125,089
1893–94	123,727
	1,362

The weight of freight carried compares as follows:—

	Tons.
In 1894–95	48,325
1893–94	53,577
	5,252

Working Expenses.

The working expenses exceed those of the previous year by $6,014.13. There is an increase of $4,598.22 for fuel, chargeable to the locomotive department, $3,873.73 for clearing ice and snow, and $4,115.20 for rail renewals, these three items aggregating $12,587.15.

Owing to frequent and heavy snow falls accompanied by violent wind storms during the winter months, great difficulty was experienced in keeping the line open. It was by far the worst winter for railroading in this province since that of 1882, but every reasonable effort was made to keep trains moving. The expenses for clearing the track of ice and snow were heavy, amounting to $13,568.67, and the necessary running of two engines on trains during a great part of the time added very materially to the expenses of the locomotive department.

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

In 1894–95	$232,905	19
1893–94	226,891	06
	$ 6,014	13

The averages compare with last year as follows:—

Per mile run by engines:—	Cents.
In 1894–95	70·43
1893–94	73·94
Per mile run by trains:—	
In 1894–95	95·35
1893–94	96·92
Per mile of railway:—	
In 1894–95	$ 1,109 07
1893–94	1,080 73

Track.

During the year 1,000 tons steel rails and fastenings were used to replace 12¾ miles iron rails. The former weigh 50 pounds to the yard, and the latter 40 pounds. Four miles of the new rails were laid between Tracadie and Mount Stewart and 8¾ miles between Ellerslie and Coleman. At the close of the year 113¾ miles of track had been relaid with steel rails, leaving 96¼ miles old iron rails still to be replaced. Steel rails now extend from Charlottetown west to Coleman, and from Royalty Junction East to within a short distance of Mount Stewart.

Ties.

Fifty-five thousand ordinary ties were renewed during the year, and 3,000 culled ties were used in yards and sidings; 33 sets switch ties and 25 head-blocks and frames were also renewed.

Ballasting.

During the year 11,550 cubic yards of ballast were distributed where most needed.

Sidings.

Five hundred and twenty-eight feet additional siding accommodation were provided at Kensington, and a new siding was put in at Summerside for Mr. J. E. Lefurgey.

Fencing.

During the year 21,748 feet of woven wire and 52,172 feet barbed wire fence,—making a total of 14 miles,—were erected to replace old fence worn out.

Seven hundred feet new snow fence were put up and 9,890 feet old snow fence rebuilt.

Ninety farmers' gates were renewed, and a great deal of time was given to repairs of old fence.

Bridges and Culverts.

Cedar abutments were placed under the end spans of St. Peter's Bridge.

A pile bent was put under centre span of Bradalbane Bridge, and repairs were made to other bridges where necessary.

Thirty cattle guards and 5 timber culverts were rebuilt.

Two tile culverts were replaced with iron pipe, and masonry of all bridges and culverts was pointed with cement.

Water Service.

Two new Haggis tanks were put in at Summerside, and the tanks at Ashton, Mount Stewart, Tracadie, Milton, Elliott's and West Devon were renewed.

Buildings and Platforms.

At Dundee flag station and platform were rebuilt, and station painted.
At Fredericton flag station and platform were rebuilt and station painted.
At Piusville flag station and platform were rebuilt and station painted.
At DeBlois flag station and platform rebuilt.
Platform was renewed at Bear River Station.
At St. Peter's platform was renewed.
At North Wiltshire the platform was renewed.
The platform was renewed at Freetown station.
At Kensington platform was renewed.
At Wellington platform was renewed.

Port Hill station was raised three feet, and new sills and timber foundation placed under it. A new pitch and gravel roof was put on the building and the old chimneys were taken down and replaced by one new chimney. The building was painted outside and the waiting room, office and dwelling painted and whitewashed.

The roof of Kensington station was renewed with pitch and gravel, and other necessary repairs made to the building.

A new floor was put in waiting room at Alberton station, and the building was otherwise repaired. New sills were placed under the freight house at Alberton.

A new floor was put in kitchen of agent's dwelling at Tignish.

New tool houses were built at Conway and Dundee.

The engine house and freight shed at Summerside were partially reshingled.

The roof of round house at Charlottetown was renewed with pitch and gravel, and four new skylights put in. The cupola of round house was painted and partly reshingled.

Sixty thousand shingles were put on the roof of the car shop.

Two furnaces were rebuilt in the coppersmith's shop.

Wharfs.

For necessary repairs to Summerside wharf the following material was used:—

One hundred and fifty tons hard stone, 140 tons hemlock timber, 10,000 feet hemlock plank, 10 hardwood piles 40 feet long and 500 cubic feet ballast.

Fifty tons hemlock timber, 8,000 feet hemlock plank and 150 cubic feet ballast were used in repairing wharf at Charlottetown.

Georgetown wharf was repaired, 25 tons hemlock timber, 500 feet hemlock plank and 100 cubic yards ballast being used.

Twenty fenders were put on Souris wharf, and 200 tons hard stone were put on it, besides other necessary repairs.

Fifty tons hemlock timber, 60 tons hard stone and 10 fenders were used in repairing Alberton wharf.

The wharfs at the different points on the line are very expensive to keep in good repair, particularly that at Summerside, where the traffic is heavy, and the timber subject to destruction by worms.

Rolling Stock.

The following is a summary of the principal work done:—

Locomotive Repairs.

Five engines received heavy repairs, and six medium repairs; 18 boilers were tested, 4 fire boxes were patched, and 700 tubes pieced.

The following new parts were supplied :—

One cylinder, 1 front tube sheet, 350 tubes, 20 tires, 4 crank pins, 12 straps for side and main rods, 3 cabs, 6 pilots, 5 smoke stacks, 3 tender trucks and 1 tender frame.

Thirteen engines and tenders were painted and varnished.

Three engines and tenders were renovated and varnished.

Car Repairs.

Rebuilt.—1 baggage car, 3 platform cars and 1 snow plough.

Heavy repairs.—2 first-class, 1 second-class, 2 second-class and baggage, 1 baggage, 1 postal, 2 vans, 4 box, 15 platform cars, 2 snow ploughs and 3 flanger cars.

Medium repairs.—6 first-class, 4 second-class, 4 second-class and baggage, 2 postal, 20 box and 20 platform cars, 2 snow ploughs and 1 flanger car.

Painted and vanished.—2 first-class, 5 second-class, 2 second-class and baggage, 2 postal and 1 baggage car.

Renovated and varnished.—4 first-class, 5 second-class and baggage and 1 postal and smoking.

STORES.

On 30th June, 1895, the value of stores on hand was:—

General stores	$ 45,137 11
Fuel	5,827 60
Rails and fastenings	52,407 36
Old material serviceable	3,376 50
Total	$106,748 57

The purchase of stores during the year amounted to $84,387.46, the greater part of which was obtained from the General Railway Store at Moncton.

CASUALTIES.

A regrettable accident occurred at Kensington on 6th September, 1894. Mr. Chas. E. Robertson, of Charlottetown, while attempting to board a passenger train in motion, missed his footing and fell, the wheels on rear truck of passenger car passing over his legs and crushing them. Medical attendance was immediate, and one leg was amputated at once; but the shock was so severe that death resulted in an hour after the accident. No blame was attached to the train hands, and an inquest was not considered necessary.

STAFF CHANGES.

I assumed the local management of the road early in September last, succeeding the late Mr. Unsworth, whose unexpected death in the midst of a life of usefulness was universally regretted. Mr. H. W. Anderson was at the same time appointed mechanical foreman, and Mr. J. J. Chappell mechanical accountant and storekeeper.

GENERAL.

Every reasonable effort has been put forth to maintain the road and its equipment in a state of efficiency, and I am pleased to be able to report the track, rolling stock and buildings in a satisfactory 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.

1894.		$ cts.	1894.		$ 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
1895.			1895.		
June 30.	To expenditure, year nded 30th June, 1895.....	.....	June 30.	do do	.....
		3,750,565 38			3,750,565 38

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1895.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR. REVENUE ACCOUNT for year ended 30th June, 1895. CR.

Previous Year.	Expenditure.	Year ended 30th June, 1895.	Previous Year.	Receipts.	Year ended 30th June, 1895.
$ cts.		$ cts.	$ cts.		$ cts.
57,457 74	Locomotive power.....	61,485 54	64,159 60	Passenger traffic.....	62,239 37
32,997 48	Car expenses.....	34,133 09	74,942 83	Freight traffic	68,061 11
99,780 20	Maintenance of way and works.....	101,599 30	19,431 40	Mails and sundries.....	19,354 30
26,132 39	Station expenses.....	26,548 71	158,533 83	....Total receipts.....	149,654 78
10,523 25	General charges.....	9,138 55	68,357 23	....Balance.....	83,250 41
226,891 06	....Totals.....	232,905 19	226,891 06	....Totals.....	232,905 19

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1895.

Department of Railways and Canals.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Locomotive Power—(Abstract No. 1).

Previous Year.	Details.	Year ended 30th June, 1895.
$ cts.		$ cts.
896 96	Mechanical superintendent's salary, clerks, office and travelling expenses	845 63
15,770 34	Wages of drivers, firemen and cleaners	16,515 30
13,099 55	Fuel	17,697 77
2,708 13	Oil, tallow, waste and small stores	2,436 64
22,286 14	Repairs to engines, tenders and engine tools	21,442 08
797 62	Water, including pump and tank repairs	1,294 37
1,899 00	Miscellaneous	1,253 75
57,457 74	Totals	61,485 54

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1895.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June. 1895.
$ cts.		$ cts.
8,689 62	Repairs to passenger cars	6,959 55
1,149 75	do postal and baggage cars	2,734 28
6,363 15	do freight cars and vans	4,841 80
.....	do snow ploughs and flangers	2,481 96
13,277 36	Wages of conductors, train baggage and brakesmen	13,419 46
420 94	Oil and waste for packing	537 84
2,313 30	Small stores and fuel	2,409 21
783 36	Miscellaneous	748 99
32,997 48	Totals	34,133 09

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1895.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

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

Previous Year.	Details.	Year ended 30th June, 1895.
$ cts.		$ cts.
482 46	Engineer's salary, clerks, office and travelling expenses	293 27
35,666 47	Wages in repairing roadway, fences and semaphores	30,843 88
13,966 82	Rails, chairs and spikes	19,353 64
18,126 29	Ties	19,028 67
10,438 72	Timber and lumber for repairs to bridges, cattle-guards, fences, &c	7,217 67
3,560 75	Repairs to wharfs	2,216 91
6,240 05	do buildings and platforms	8,199 10
1,603 70	do tools	877 49
9,694 94	Clearing ice and snow	13,568 67
99,780 20	Totals	101,599 30

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1895.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June, 1895.
$ cts.		$ cts.
19,523 06	Salaries and wages of station-masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen, watchmen and labourers.	19,636 02
6,609 33	Fuel, oil, light, stationery and other incidental expenses	6,912 69
26,132 39	Totals	26,548 71

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1895.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

General Charges—(Abstract No. 5).

Previous Year.	Details.	Year ended 30th June, 1895.
$ cts.		$ cts.
3,807 07	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses	3,497 25
4,549 53	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses	4,553 49
543 85	Advertising	627 23
168 92	Damages to men, animals and goods	71 23
684 14	Telegraph expenses (not including pay to operators)	339 96
769 74	Miscellaneous	49 39
10,523 25	Totals	9,138 55

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1895.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

Statement of General Stores Account, Year ended 30th June, 1895.

1894.	Dr.	$ cts.	$ cts.
June 30...	To Balance brought forward		102,778 74
1895.			
June 30...	To Purchases during the year, including rails	84,430 51	
	Charges from other departments	15,887 75	
	Pay-rolls	1,569 45	
			101,887 71
1895.	Cr.		204,666 45
June 30...	By Issues during the year		97,874 83
	Balance... Ordinary stores $45,137 11; Fuel 5,827 60; Rails and fastenings on hand 52,450 41; Old material, serviceable 3,376 50		106,791 62

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1895.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR. GENERAL BALANCE. CR.

	$ cts.		$ cts.
General stores	106,791 62	Dominion account	109,236 15
Cash	1,643 51	Accident insurance	3,940 11
Post Office Department	3,794 70	Through ticket ledger	1,274 74
Stations	1,073 77	Intercolonial Railway	4 00
Militia Department	237 14		
Anglo-American Telegraph Co	46 43		
Judge Weatherbie	30 00		
Sidney Grey	25 00		
Railway Extension, Charlottetown	812 83		
Total	114,455 00	Total	114,455 00

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1895.

Department of Railways and Canals.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages, for Years ended 30th June, 1894 and 1895.

Details.	1895.	1894.
Mileage of railway open	210	210
Engine mileage	330,661	306,853
Train do	244,249	234,093
Car do	1,197,529	1,237,083
Receipts per engine mile ... Cents	45·26	51·66
do mile of railway ... Dollars	712·64	754·92
Percentage of passenger earnings to gross receipts	41·59	40·47
do freight do do	45·47	47·27
do other do do	12·94	12·26
Expenses per engine mile—		
Drivers, firemen and cleaners' wages	4·99	5·14
Fuel	5·36	4·27
Oil, tallow, waste and small stores	0·74	0·88
Repairs to engines	6·48	7·26
Water and tank repairs	0·39	0·26
Miscellaneous	0·37	0·62
	18·33	18·43
Mechanical superintendent's salary, office and travelling expenses	26	0·29
Total ... Cents	18·59	18·72
Locomotive power per engine mile	18·59	18·72
Car expenses do	10·33	10·75
Maintenance of way and works do	30·72	32·52
Station expenses do	8·03	8·52
General charges do	2·76	3·43
Total per engine mile ... Cents	70·43	73·94
Locomotive power per train mile	25·17	24·54
Car expenses do	13·97	14·10
Maintenance of way and works do	41·59	42·62
Station expenses do	10·87	11·16
General charges do	3·75	4·50
Total per train mile ... Cents	95·35	96·92
Working expenses per mile of railway ... Dollars	1,109·07	1,080·43

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1895.

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.
1894—July	32,399	1,415 20	1,109 02	226 74	2,214 28	65 70
August	31,078	1,337 12	920 84	197 45	1,638 50	66 44
September	29,075	1,325 72	1,187 96	223 61	1,332 45	174 70
October	30,209	1,448 87	1,305 36	245 70	1,525 97	251 96
November	31,469	1,406 04	1,518 16	212 70	1,660 80	177 36
December	27,244	1,386 16	1,163 63	196 25	1,877 51	348 36
1895—January	21,375	1,268 87	1,119 52	170 17	2,083 11	24 22
February	24,490	1,506 04	2,419 60	204 39	1,868 11	21 19
March	29,842	1,887 78	3,646 00	255 72	1,777 24	2 40
April	24,719	1,299 81	1,138 08	194 58	1,607 89	0 80
May	24,521	1,080 41	966 68	121 64	1,930 22	2 40
June	24,240	1,153 28	1,202 92	187 69	1,926 00	158 84
Totals	330,661	16,515 30	17,697 77	2,436 64	21,442 08	1,294 37

ISLAND RAILWAY.

DEPARTMENT.

for the Year ended 30th June, 1895.

		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.
129 24	5,160 18	4·36	3·42	0·70	6·83	0·22	0·39	15·92
131 26	4,291 61	4·30	2·96	0·63	5·27	0·21	0·42	13·80
86 00	4,330 44	4·55	4·08	0·77	4·58	0·60	0·29	14·89
162 51	4,940 37	4·79	4·32	0·81	5·05	0·83	0·53	16·35
260 20	5,235 26	4·46	4·82	0·67	5·27	0·56	0·82	16·63
169 19	5,141 10	5·08	4·27	0·72	6·89	1·27	0·62	18·87
244 56	4,910 45	5·93	5·23	0·80	9·74	0·11	1·14	22·97
178 60	6,197 93	6·14	9·86	0·83	7·62	0·09	0·72	25·30
304 82	7,873 96	6·32	12·21	0·85	5·95	0·01	1·02	26·38
119 04	4,360 20	5·25	4·60	0·79	6·50	0·01	0·48	17·63
106 10	4,207 45	4 40	3·94	0·49	7·87	0·01	0·43	17·15
207 86	4,836 59	4·75	4·96	0·77	7·94	0·65	0·85	19·95
2,099 38	61,485 54	5·00	5·35	0·73	6·50	0·39	0·63	18·60

J. J. CHAPPELL,
Mechanical Accountant.

B.—PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

Month.	Hours in steam.	Train Mileage.				Mileage by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	P oting.	With train.	Light.	Shunting.	Total.
1894—July	3,742	12,736	11,791	1,082	135	25,744	166	7,681	33,591
August	4,188	12,375	11,421	1,793	.....	25,589	220	7,227	33,036
September	3,756	10,967	10,782	3,236	507	25,492	61	7,008	32,561
October	3,892	11,204	11,830	2,868	128	26,030	506	6,811	33,347
November	3,635	11,753	11,603	996	404	24,756	273	7,611	32,640
December	3,393	9,396	11,304	.....	98	20,798	84	6,362	27,244
1895—January	2,658	2,722	11,708	.....	604	15,034	89	6,252	21,375
February	3,801	1,971	10,893	.....	5,258	18,122	284	6,084	24,490
March	4,841	3,514	13,143	.....	5,707	22,364	517	6,961	29,842
April	3,335	2,255	13,754	110	1,029	17,148	182	7,514	24,844
May	3,455	2,646	14,196	3,238	.....	20,080	122	8,169	28,371
June	3,164	4,440	11,953	1,161	22	17,576	86	7,925	25,587
Totals	43,860	85,979	144,378	14,484	13,892	258,733	2,590	85,605	346,928

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for the year ended 30th June, 1895.

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.
132,349	.....	5·16	8·97	3·94	10,446	2,360	380	650	31·09	7·02	1·13	1·93
129,336	.....	5·05	7·88	3·91	10,068	2,072	367	614	30·47	6·27	1·11	1·85
140,852	.....	5·63	8·66	4·32	11,516	2,364	394	581	35·36	7·25	1·21	1·78
143,291	.....	5·53	8·56	4·29	12,436	3,012	277	681	37·29	9·03	·83	2·04
134,288	.....	5·51	8·97	4·11	13,658	2,442	397	589	41·84	7·54	1·21	1·80
93,177	.....	4·50	8·03	3·42	9,936	2,152	348	527	36·47	7·89	1·27	1·93
77,924	1,560	5·40	8·04	3·64	9,376	1,833	204	527	43·86	8·57	·95	2·46
50,845	9,554	3·95	6·44	2·07	20,060	2,529	278	442	81·91	10·32	1·13	1·80
73,703	9,382	4·42	6·16	2·47	30,230	2,912	390	591	101·30	9·75	1·30	1·98
95,036	662	5·89	7·46	3·82	9,779	2,232	303	519	39·36	8·98	1·21	2·08
130,000	.....	6·47	8·21	4·58	11,082	2,032	370	509	39·06	7·16	1·30	1·79
102,078	.....	5·81	8·08	3·98	11,492	2,392	333	510	44·91	9·39	1·30	1·99
1,302,879	21,158	5·32	7·91	3·75	160,082	28,332	4,041	6·745	46·14	8·17	1·16	1·94

J. J. CHAPPELL,
Mechanical Accountant.

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.
1894—July	29,994	18,488	26,296	33,217	24,354	132,349
August	26,662	19,712	23,740	33,815	25,407	129,336
September	25,791	20,821	23,507	39,199	31,534	140,852
October	23,832	18,567	23,802	44,850	32,240	143,291
November	21,620	20,970	19,177	57,640	14,881	134,288
December	20,435	17,140	16,343	34,250	5,009	93,177
1895—January	13,910	14,034	12,811	24,176	12,993	77,924
February	10,823	10,378	7,781	16,500	5,363	50,845
March	14,257	13,718	11,799	21,067	12,862	73,703
April	15,231	15,088	13,039	38,610	13,068	95,036
May	16,787	16,241	20,030	45,609	31,333	130,000
June	15,884	15,588	15,365	34,333	20,908	102,078
Totals	235,226	200,745	213,690	423,266	229,952	1,302,879
Less—Ballasting	.....	.....	14,455	1,220	89,675	105,350
Balance	235,226	200,745	199,235	422,046	140,277	1,197,529

J. J. CHAPPELL,
Mechanical Accountant.

Department of Railways and Canals.

D.—PRINCE EDWARD ISLAND RAILWAY.

Mechanical Department.

Statement showing the number of Locomotives, and of the various classes of Cars and other Rolling stock, on the 30th June, 1895.

	Locomotives.	1st Class.	2nd Class.	Combined, 1st, 2nd and Baggage.	Combined 2nd class and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Baggage.	Pay car.	Vans.	Box Freight.	Stock.	Platform.	Total.	Snow-ploughs.	Flangers.	Total.
On record, 30th June, 1894, serviceable.	20	17	15	....	....	3	....	..	1	3	175	....	122	336	8	5	13
do do condemned.	1	....	..	....	....	..	....	..	..	..	....	....	3	3	..	2	2
Total	21	17	15	....	...	3	....	..	1	3	175	....	125	339	8	7	15
Transferred as follows :—																	
First-class to second class	....	*1*	1	....	....	..	....	..	..	..	....	....	....	....	..	..	....
Second class to first, second and baggage	....	....	*1*	1	....	..	..	..	..	..	....	....	....	....	..	..	....
Second-class to second-class and baggage	....	....	*6*	..	6	..	....	..	..	..	....	....	....	...	..	..	....
Second-class to baggage	....	....	*2*	....	....	..	....	2	..	..	....	....	....	....	..	..	....
Second-class to postal and baggage	....	...	*1*	....	....	..	1	..	..	..	....	....	....	....	..	..	....
Postal and smoking to postal and baggage	....	....	..	....	...	*2*	2	..	..	..	....	....	....	....	..	..	....
Box freight and stock	...	....	..	....	....	..	....	.	..	..	*10*	10	....	....	..	..	....
	21	16	6	1	6	1	3	2	1	3	165	10	125	339	8	7	15
Condemned on hand, 1st July, 1894	1	....	..	....	....	..	....	..	..	..	....	....	3	3	..	2	2
do during the year	....	....	..	....	....	..	....	1	..	..	....	....	....	1	..	..	....
	1	....	..	....	....	..	....	1	..	..	....	....	3	4	..	2	2
Less—Rebuilt	....	....	..	....	....	..	....	1	..	..	....	....	3	4	..	..	....
	1	....	..	....	....	..	....	..	..	..	....	....	....	....	..	2	2
Add—Serviceable and repairing	20	16	6	1	6	1	3	2	1	3	165	10	125	339	8	5	13
Total on record, 30th June, 1895	21	16	6	1	6	1	3	2	1	3	165	10	125	339	8	7	15

Deduct italic figures.

J. J. CHAPPELL,
Mechanical Accountant.

E.—PRINCE EDWARD ISLAND RAILWAY.

Mechanical Department.

Comparative Statement of the Expenses of the Mechanical Department for the Years ended 30th June, 1894 and 1895.

	1895.	1894.
The miles run by trains were	244,249	234,093
do engines were	330,661	306,853
do cars were	1,197,529	1,237,083
do snow-ploughs were	21,158	22,292
	$ cts.	$ cts.
The cost of locomotive power was	61,485 54	57,457 74
do repairs to cars was	14,535 63	16,202 52
do do passenger cars was	6,959 55	8,689 62
do do postal and smoking cars was	2,734 28	1,149 75
do do freight cars and vans was	4,841 80	6,363 15
do labour, oil, and waste for packing was	266 41	420 94
do repairs to snow-ploughs and flangers was	2,481 96	
	$ cts.	$ cts.
The cost of locomotive power per 100 miles run by trains was	25 17	24 54
do do do engines was	18 59	18 72
do do do cars was	5 13	4 64
	$ cts.	$ cts.
The cost of repairs to cars per 100 miles run by trains was	5 95	6 92
do do do engines was	4 39	5 28
do do do cars was	1 21	1 31
	$ cts.	$ cts.
The cost of labour, oil and waste for packing per 100 miles run by trains was	0 10	0 18
do do do do engines was	0 08	0 13
do do do do car was	0 02	0 03
	$ cts.	$ cts.
Repairs to passengers cars per 100 run by trains were	2 84	3 71
do postal and smoking cars were	1 11	0 49
do freight cars and vans were	1 98	2 71

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, 1895.

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 Corner's Jury.
1894.												
July 9	12.00 a.m.	Sp'l	Passenger	T. K. Stanley.	R. Dougan..	4	Charlottetown..	T. K. Stanley.	Employee..	Attempting to get on train in motion....	Knee injured.	
Aug. 21	7.00 p.m.	5	Accommodation.	D. McKenna..	R. Dougan..	4	Tignish.....	R. McDonald.	do ..	While coupling cars.	Hand injured	
Sept. 6	11.15 a.m.	Sp'l	Passenger	F. Kelly	N. D. Armour.	4	Kensington.....	C. E. Robertson.	Passenger ..	Slipped and fell under coach while attempting to get on train in motion.	Fatal.....	
Nov. 26	10.30 a.m.	Sp'l	Freight...	A. Gillis.....	R. Dougan..	4	Railway Junction.	A. Gillis.....	Employee...	Fell off flat car while shunting.....	Side and wrist sprained.	
do 30	2.30 p.m.	Sp'l	Working..	G. Tanton.....	R. Dougan..	16	Summerside	F. McDonald.	do ..	Unloading draw-bar.	Hand and arm bruised.	
Dec. 29	4.00 p.m.	7	Accommodation.	J. Macdonald	A. J. McLaine.	21	Mount Stewart.	J. McKenna..	do ..	Loading baggage....	Back sprained.....	
1895.												
Jan. 28	6.30 a.m.	2	Accommodation.	J. R. McKee	J. Hunter / N. D. Armour.	..	St. Louis..	J. Gallant...	do ..	While getting off train fell between flanger and platform	Ribs fractured and injured internally.	
Mar. 24	1.05 p.m.	Sp'l	Mail.	A. Gillis.....	N. D. Armour.	14	Mount Edward Crossing.	N. D. Armour.	do	Engine struck a cow and left track, going down embankment and turning over on side.	Ribs broken and head cut.	
								J. Sweeney..	do	... .	Head and shoulder injured.	
June 5	6.15 a.m.	2	Accommodation.	J. Thomson..	H. Craswell.	15	St. Louis.....	Geo. Tanton..	do ..	Unloading freight...	Hand injured	

APPENDIX No. 6.

NORTH BEND, B.C., 5th October, 1895.

SIR,—I have the honour to report on the work done by the Canadian Pacific Railway Co. between Emory and Savonas, under the award of the arbitrators, Hon. John A. Boyd, Thos. C. Keefer, and Charles C. Gregory, from the date of the award, 6th July, 1891, to 1st September, 1895.

The total award of the arbitrators was $579,255.20, of which $202,675.20 was for work done before the date of the award, the balance, $376,580, was for work still to be done between Emory and Savonas on contracts 60, 61, 62 and 63.

The following statement shows the amount expended each year :—

No. of Contract.	Amount of Award.	Amount Expended.					Balance on 1st September, 1895.
		1891-92.	1893.	1894.	1895, to 1st September.	Total.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
60	39,389 00	35,122 93	1,539 97	977 02	244 85	37,884 77	1,504 23
61	190,889 00	108,336 78	54,660 72	16,773 14	64 81	179,835 45	11,053 55
62	94,331 00	32,047 92	22,356 84	20,962 09	5,507 72	80,874 57	13,456 43
63	51,971 00	2,157 70	2,536 23	3,980 75	12,622 55	21,297 23	30,673 77
Total.	376,580 00	177,665 33	81,093 76	42,693 00	18,439 93	319,892 02	56,687 98

The work done on the award consists chiefly in trimming and reducing slopes, either by removing boulders and other materials by hand, or by taking a steam shovel cut at toe of slope, the material removed being used in both cases for filling trestles, widening banks, etc. A number of retaining walls have also been built on the award, and in several places the alignment has been improved, curves being flattened or replaced by tangents.

Besides the award money, the company spent about $550,000 on improvements between Emory and Savonas since 1891. This has been used to supplement the award at certain points, to build culverts at trestles being filled from the award, to erect steel structures in place of wooden bridges and for other improvements.

The principal improvements effected are as follow :—

CONTRACT 60.

Emory to Boston Bar, 28 miles.

This contract being through the cañon of the Fraser River, the slopes are generally long and rocky and bluffs are numerous. The principal work on this section consists in trimming slopes, removing dangerous rocks and trees from slopes and bluffs, and stripping loose material from rock cuts and bluffs. This has been well done, and the result is that there are now very few rock slides or loose rocks rolling down on the track.

At several points the river bank has been protected by boulder walls or riprap.

Seven steam shovel cuts were taken on this contract, improving the slopes at these points and furnishing material for filling the trestles. At each of these steam shovel cuts the track has been shifted and the line straightened. A few other changes have been made to the alignment on this contract.

There were a number of wooden "grasshopper" trestle bridges on this section, seventeen of these have been replaced by masonry retaining walls to grade. Besides these, forty trestle bridges have been replaced by solid earth embankments.

Trestle bridges Nos. 280, 285 and 325 were filled, but the freshet of last year washed the embankments away and the line is again on the trestle at these points. At structure 325 a dry wall was built 70 feet below the track and the balance of the fill was made up of rock, carefully laid, all of which was torn out by the flood.

The culverts in the new banks on this contract are generally iron pipes from 18 to 36 inches in diameter, laid with cement joints. In a few cases masonry box culverts are used and there are three masonry arch culverts; one at Gordon Creek of 12 feet opening, one at Saw-mill Creek 14 feet opening and one at Chapman's Creek, 8 feet opening, all full centre arches.

At Spuzzum River the old wooden bridge has been replaced by a three span steel deck bridge with masonry piers and abutments. The centre span is a Pratt truss of 150 feet, the side spans are plate girders 40 feet long.

At Tale Creek a 60-foot steel deck plate girder with masonry abutments has been erected.

At White's Creek the five Howe trusses of 100 feet span have been replaced by five steel riveted deck trusses resting on the old wooden towers which have been strengthened.

At structure 330 a similar 100-foot steel span with two masonry piers replaces the old Howe truss.

At Skuzzy Creek, structure 351, a steel riveted deck truss of 125 feet span with two masonry piers has been erected.

The approaches to the steel spans in the three last bridges are still on the old trestle work.

The amount of award on this contract is nearly all expended. There is still some work to be done at structure 340 and a few slopes to be trimmed.

Contract 61.

Boston Bar to Lytton, 30 miles.

The banks on this section are generally of much softer material than on contract 60 and steam shovel cuts were generally taken for the purpose of flattening the slopes.

The steam shovels worked at twenty-seven different points on this section and moved large quantities of material, which were used in filling the various trestles.

Twenty-eight trestles were filled on this section, thirteen were replaced by masonry retaining walls to grade and 6 are partly filled.

At Salmon River, structure 382, a steel deck bridge has been erected composed of an arch span of 275 feet and three plate girder spans of fifty feet each, with massive masonry abutments, piers and pedestals. This bridge is a very fine structure.

At Skow Wash Creek three steel deck spans of 100 feet each have been erected with two masonry piers twenty feet high, and pile abutments.

There are still twelve trestle bridges to be filled on this contract.

Most of the trestle bridges filled on this contract are large structures and waterway is generally provided for by masonry box culverts or iron pipes. At structure 372 a twelve-foot masonry arch culvert has been built and an eight-foot arch at structure 374. At structure 405, Quoi Eek Creek, a large arch culvert of twenty-five feet opening is under construction.

The slopes along this section have been very much improved, boulders and trees have been removed and the slopes flattened. At several points the alignment has

been slightly changed, either to throw the track away from the foot of the slope, or to reduce the curvature.

A number of boulder walls have been built to protect the toe of the bank from the wash of the river. The slope of these walls varies from six inches to twelve inches to the foot, they are standing well and support the pressure of the bank without showing any sign of movement. At structure 417 a boulder wall with a batter of eight inches to the foot and 85 feet high has been built to catch the toe of the embankment being made.

The cantilever bridge over the Fraser at Cisco was repaired last year, loose rivets replaced, &c., and the bridge painted white, the same colour as the other steel structures on this division.

There is not much more award work to be done on this contract. There is a little trimming of slopes still to be done and a heavy shovel cut will have to be taken in the high sand slopes at Kanaka Bar.

Contract 62.

Lytton to Junction Flat, 28 miles.

The most important improvements on this section are the changes made in the alignment. The line as constructed was very crooked, but it has been much improved in this respect and the curvature greatly reduced.

Steam shovel cuts have been taken at twenty-three different points and at each of these cuts the line has been changed, and changes have been made at many other points.

The principal changes in alignment are as follows:—

One mile east of Lytton a steam shovel made a long cut and the line was straightened for about 1,800 feet, giving a tangent of that length instead of a line with three curves, putting the track on solid ground and doing away with several trestles, bridges and some wooden cribwork.

At station 1378 the line is thrown in on to the solid for about 1,000 feet, doing away with two curves.

East of Gladwin a change of line is being made which will do away with four or five curves.

Between structures 535 and 542 a long cut was made with a steam shovel which admitted of the line being made straight for 3,000 feet, doing away with four curves 1,200 feet long.

East of Drynoch the alignment has been changed for about a mile, doing away with several reverse curves.

Through the Drynoch Mud Slide a heavy steam shovel cut was made and the track changed for about a mile reducing most of the curves and doing away with one long 8 degree curve. Through the slide the line was thrown in and put on a higher level to counteract the sinking movement which takes place here.

At many other places minor changes have been made in the alignment, flattening or removing curves, increasing the length of the tangents, and placing the track in a safer position. Special care has been taken to do away with as many reverse curves as possible.

One hundred trestle bridges have been filled on this contract and 13 are partly filled, leaving 43 yet untouched.

The waterway through the new banks is provided by masonry and cedar box culverts and boulder drains. A large number of these drains has been put in on this contract. They serve the purpose well enough in cases in which there is very little water to pass, but they are not suitable at points where a sudden rush of water may occur. Several washouts have already occurred.

In 1891 several concrete retaining walls to grade were built on this contract to replace cribwork. These walls have stood very well, but none have been built since, as masonry walls are found to be cheaper.

A number of masonry retaining walls have been built on this contract, A few of them are to grade, but most of them are some distance below the track, to hold the toe of the bank and reduce the quantity of filling.

A boulder wall has been built at the foot of the bank east of Nicomen Creek. This wall is about 1,500 feet long. At one point it was undermined and replaced by a masonry wall, but the rest has stood very well.

The slopes along this contract have been much reduced and trimmed, but there is still a good deal of work to be done, the work on some of the awards having hardly been touched.

CONTRACT 63.

Junction Flat to Savonas, 40 miles.

There has not been much work done on this contract.

Three cuts have been taken by a steam shovel, one of them at station 1049 being a very heavy one in a high bluff of clay and gravel.

Five trestle bridges have been filled, and 14 are partly filled.

At limestone bluff, stations 43 to 52, a large quantity of rock has been removed and the line straightened.

At each end of this contract a good deal of work has been done trimming and reducing slopes, but very little work has been done about the middle of the section. The bulk of the work on this contract has still to be done.

A number of earthenware pipe culverts, 24 inches in diameter, have been put in on this contract. They are laid with cement joints and masonry ends. These are the first earthenware pipes to be used on this division and have not been in long enough to give an idea of how they will act.

West of contract 60, between Emory and Port Moody several structures have been filled. Two bridges, Ruby Creek and Coquitlam River, have been replaced by riveted steel structures with masonry pins and abutments, and at Pitt River and Harrison River steel plate girder swing spans with 50 foot arms have been erected.

The work done along the award sections has resulted in great improvements to the line. The work throughout is well done and good judgment is used in the methods employed in doing the work.

The stone in the retaining walls, bridge piers, arch and box culverts is a gray syenite, very hard and with good cleavage. This is a very fine stone and being generally used in large blocks makes very massive structures. It is taken from the quarries at Sea Bird Bluff and Camp 16. A few walls on contract 62 are built of red basalt. All the masonry is laid as uncoursed rubble, very little cutting being done.

The cement used until this year was English Portland cement. This year the company is using a cement manufactured at their works at Vancouver, which sets well and gives satisfaction.

On contract 60 at a few places, the rock under the walls has shown signs of weathering and of decay. At these points the walls have been underpinned and the foundation protected.

At two structures, 316 and 374, the material has been filled in by hydraulicing. This is a cheap way of handling material, but the protection work necessary for holding the material in the bank is expensive and adds very much to the cost of the fill.

In the enumeration of trestles and structures I have given above I have not counted the small beam culverts which are all of wood and are very numerous.

The exceptionally high water of last year came over the rock protection of the banks and caused a good deal of damage. In many places the bank was cut away and the track washed out. This occurred especially along the Thompson River on contracts 62 and 63. The damage has generally been repaired by building a cribwork in the river, at the toe of the bank, to above high water mark and filling in the bank behind. Some of this cribwork is very long. East of Nicola River there is

1,200 feet of cribwork at one point, the cribbing at Thompson's siding is 1,600 feet, and at mile 192 the cribbing is 1,200 feet. This cribwork is built of round cedar logs, filled with stone and is a cheap and good protection for the banks.

From Basque siding to tunnel 21, a distance of 3 miles, the line is sinking at intervals and sliding towards the river, and has to be lifted and shifted continually at one point or another. West of the tunnel the alignment has been changed for about 1,800 feet, being thrown in 200 feet from the original line.

The wooden bridges which still remain have almost all been supported on trestle work to diminish the strain on the members. The old trestles have been partly renewed, from time to time, to keep them in good order.

The award should be practically exhausted next year. The work is all well under way and another season should finish it.

I have the honour to be, sir,
Your obedient servant,
G. J. DESBARATS,
Inspecting Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer Railways and Canals,
Ottawa.

APPENDIX No. 7.

SAULT STE. MARIE CANAL.

SAULT STE. MARIE, ONT., 5th October, 1895.

SIR,—I have the honour to submit the following report upon the work of construction of the Sault Ste. Marie Canal during the fiscal year ended 30th June, 1895.

At the end of the last fiscal year the lock walls had been built, the culverts nearly finished and the main portion of the excavation for canal and entrances taken out, but there was still much to be done putting in the machinery for working the lock gates and valves, raising and hanging the gates, excavating the large dams necessary for the construction of the lock and canal and finishing up the many details of a work of this size.

As the works approached completion the dams were reduced in size as much as possible to save time, but this had to be stopped after a time as a fissure in this very seamy rock formation was uncovered, about 40 feet above the upper dam and the water in large quantity found its way through seams in the rock under the dam and into the works, which for a time caused much trouble and anxiety.

On the 24th September, 1894, the water was let into the lower reach and the lock gates, which had been built in the bottom of the lock, were rapidly raised and hung in place by means of a floating pontoon built for the purpose. On 10th of October the lower gates being in place, the water was let into the upper reach and both dams were dredged out as rapidly as possible, but the lower part of these dams being of rock delayed the work considerably. It is a matter for congratulation that in a work of this magnitude and built so quickly, that no leaks of the smallest consequence were found when the water was let in and the contractors deserve great praise for the material and workmanship invariably used.

A pipe of 6 feet 8 inches (inside diameter) has been laid down to supply power to the machinery in the power house. This runs along the back of the north wall of the lock to within about 70 feet of the power house and then branching off into two 5 feet pipes, is carried into the power house and connected with the turbines which can be worked separately or together as desired. Two 5 feet discharge pipes carry off the water from the power house into the canal immediately below the lock.

An electric plant has been put in for working the lock gates and valves to avoid the trouble and delay with hydraulic power during cold weather and for lighting the canal. The power for driving the generator is obtained from two 45-inch horizontal turbines of 150 H. P. which also are used for pumping out the lock when required, by connecting with two 20-inch centrifugal pumps of 16,000 gallons per minute capacity each and empty the lock in about seven hours. A third turbine (13 inch horizontal) which can be worked by either of the inlet pipes, has also been put in to drive a 3 K. W. dynamo for working the incandescent lights in the building.

The lighting apparatus put in consists of a 40 light 9½ ampere wood arc machine, which at present supplies 33 arc lamps of 2,000 candle power each spread along both sides of the canal, with reserve for additional lights when the entrance piers are finished and for range lights at both entrances.

Three of the five pairs of lock gates with the two sets of valves are worked by this electric power by means of 5 motors of 25 H. P. on each side of the lock with submarine cables heavily armoured to conduct the power circuits across the canal. One pair of these gates has been provided in case of any accident occurring to the lower main gates and the same precaution has been taken for the upper main gates by letting a contract to Messrs. J. & R. Miller for building a spare set which will soon be completed. The other two pairs of gates are guard gates, only used when the lock is being pumped out, and are worked by hand winches which have been supplied.

Considerable trouble was experienced with the prism walls, the lower portion of which up to 6 inches below low water was built of cribwork in winter, and in the spring, when the frost came out of the ground, was in some places bulged out by the soft material behind. Timber bracing was introduced and the space between them and the face of the rock was filled with concrete which put a stop to all further movement and also protected the face of the rock, which is a stratified sandstone sometimes friable and rotten, with beds of clay between the strata over a foot in thickness at times and frequently the beds of rock are very thin, therefore the wash from passing boats would in time have damaged the foundations of the wall. On top of this cribwork a very solid random coursed wall of large blocks of stone laid in natural cement and pointed with Portland cement, has been built on a flooring of timber below water level to prevent unequal settlement and the result has been very satisfactory.

The crib piers of the entrance channels are now practically finished. The length at the lower entrance is 1,200 feet on the north side and 930 feet on the south, and at the upper entrance 450 feet on north side and 1,250 feet on south. This gives a reasonable amount of dock accommodation, which it is thought will be sufficient for the present.

Dredging and cleaning out the approaches to the canal has been kept up steadily and is now practically finished with the exception of raising some boulders which although not interfering with the present scale of navigation of St. Mary's River would do so when the dredging now going on at Sailor's Encampment is completed, and is part of the contracts. These boulders, which have been found in great numbers and frequently of very great size have caused great trouble and delay as they cannot be dredged and have to be taken out by divers and sometimes blasted. Both entrance channels have been well marked out with long spar buoys fastened to heavy stone anchors.

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

WILLIAM CRAWFORD,
Engineer in charge.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer Department Railways and Canals,
Ottawa.

SOULANGES CANAL.

ENGINEER'S OFFICE,
COTEAU LANDING, P.Q., 23rd August, 1895.

SIR,—I have the honour to report as follows:—

The total value of 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 & 2.	Archibald Stewart	24th Sept., 1892
do	3.	J. & M. O'Leary	27th Mar., 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.	Geo. Goodwin, Thomas Feeney Poupore & Fraser	11th May, 1892
do	12.	O'Brien & Son, Geo. Goodwin	9th May, 1893
do	13.	Randolph Macdonald	24th Sept., 1892

These 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, see my reports dated 5th November, 1892, 4th October, 1893, and 18th August, 1894.

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. Up to 30th June last about 200,000 cubic yards of earth and 35,000 of rock were taken out. At the Rockland quarry, 12,500 cubic yards of cut stone, and 25,000 cubic yards of backing are piled. Nothing has however been done towards the delivery of this material on the sections, where there are about 100,000 cubic yards of masonry of all kinds to be built. In January last I submitted a proposal to reduce the number of locks at the Cascades end from four to three: the lifts to be 23⅓ instead of 17½ feet each. This change has been approved of, and will be carried out. But unless the work is at once vigorously pushed on this contract, the completion of the canal will be greatly delayed.

Section No. 3.

About two-thirds (400,000 cubic yards) of the excavation of this section is done. The whole of the work, including the construction of the St. Antoine road bridge, can be easily completed in 1896.

Section Nos. 4, 5, 6 and 7.

These sections were grouped into one contract for the reasons stated in my last report. Over a million yards of earth were moved up to the close of 1894. This consists of the top part of the excavation which has been hauled to form the sides. The remaining million of yards are chiefly blue clay with long hauls. The contractor has practically abandoned the work after doing the easiest part of it: and no stone whatever has been delivered on or prepared for section No. 4, where a lift lock, guard-gates, regulating weir, &c.—in all about 40,000 cubic yards of masonry—are to be built.

Section No. 8.

Work proceeds steadily on this section, a large part of which is in heavy blue clay. The amount taken out to the 30th June was 433,174 cubic yards. All the 10 foot pipes at the à la Graisse culvert were in position last fall and partly concreted. During the winter they were damaged by the ice, but have since been put together with angle irons and bolts so as to make a strong and permanent job. The concreting of the culvert is now in progress, and the whole will be completed during the present season.

Section No. 9.

The excavation is being continued by dredging in the manner described in my last report. 338,000 cubic yards were taken out to the close of the fiscal year.

Section No. 10.

The River Rouge culvert is completed and the canal banks are being formed over it. The pitching of the sides of the diversion channel is in progress The earth work proceeds slowly, but the whole of the work of this section can be completed next season.

SECTION No. 11.

This work was originally let to George Goodwin—then transferred to Thomas Feeney—and is now in the hands of Messrs. Poupore & Fraser. The tubes of the Delisle culvert are in position and concreted over. This structure, together with the road bridge across the north end of it, will probably be completed this fall, but in general the work of the section is not proceeding satisfactorily.

SECTION No. 12.

Nothing has been done on this section since the fall of 1893 when it was abandoned by George Goodwin.

SECTION No. 13.

On the north side of the entrance at Lake St. Francis the cribs are all in position and a portion of the concrete wall along their front has been built. The cribs and wall on the south side are in progress. The swing bridge to carry the Canada Atlantic Railway over the canal is completed and in use. The progress of the excavation is slow, but the material is hard.

Out of a total of about 6¼ million yards of earth about 3½ millions were taken out to the 30th June last. 92,000 cubic yards of rock were also excavated. Of the masonry and concrete, amounting to about 200,000 cubic yards, 11,250 cubic yards were done. The quantities of earth and rock on each contract are approximately as follows:—

	C. yards.	Value at contract rates.
Sections No. 1 and 2, to 30th June, 1895	236,700	
do 3 to 30th June, 1895.....	401,000	
do 4, 5, 6 and 7 to 30th June, 1895....	1,059,713	
do 8 to 30th June, 1895...	433,174	
do 9 do	338,800	
do 10 do	321,350	$967,712.
do 11 do	264,084	
do 12 do	152,987	
do 13 do	466,025	
	3,673,833	

A summary of the progress estimates of each section to 30th June, 1895, is as follows:—

	Work done.	Materials delivered or prepared.	Totals.
	$ cts.	$ cts.	$ cts.
Nos. 1 and 2....Archibald Stewart.....	123,723 35	185,697 00	309,420 35
do 3....J. & M. O'Leary	82,235 76	40,275 00	122,510 76
do 4, 5, 6 and 7....George Goodwin	278,384 35	1,368 00	279,752 35
do 8....Charles H. Raynor	129,382 81	12,162 40	141,545 21
do 9....Randolph Macdonald.....	66,704 50	8,412 50	75,117 00
do 10....Rogers & Taylor.....	129,651 40	15,842 50	145,493 90
do 11....Poupore & Fraser	152,581 75	10,549 00	163,130 75
do 12....George Goodwin.....	37,973 02	238 50	38,211 52
do 13....Randolph Macdonald.....	186,055 50	54,347 50	240,403 00
Totals.....	1,186,692 44	328,892 40	1,515,584 84

A system of cement "short" tests has been for some time established at this office, where a fair knowledge of that material is always obtained before it is permitted to go into the work. The results have proved quite satisfactory. The contracts let so far are as follows:—

1. Francis Hyde & Co., Montreal, 5,092 barrels.
2. C. I. de Sola, Montreal, 15,000 barrels.
3. Bellehouse, Dillon & Co., Montreal, 25,000 barrels.

The brands are "White Bros.," "Josson" and "Condor." The two latter are Belgian cements of excellent quality. Up to the 30th of June last a total of 21,309 barrels were delivered—11,466 used in the works—and there were on hand at that date 9,843 barrels. The delivery still goes on.

The foregoing brief statement will show that the work, as a whole, progresses slowly. A considerable effort would now have to be made to open the canal in the spring of 1898. As a matter of fact nothing is being done on section 12 where there are about 100,000 cubic yards of rock to excavate. On sections 4, 5, 6 and 7 the earthwork is practically at a standstill—whilst on sections Nos. 1, 2 and 4 where there are about 140,000 cubic yards of masonry of all kinds to be built, not a yard has been laid to date.

I am, sir, your obedient servant,

THOMAS MONRO, M.I.C.E.,
Engineer, Soulanges Canal.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Canals,
Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS,
QUEBEC DIVISION,
SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, 26th August, 1895.

SIR,—I have the honour to hand you herewith my report on the canals under my charge for the fiscal year ended the 30th June, 1895. The traffic on these canals has been conducted in a most satisfactory manner during the year, no interruptions of any consequence having occurred.

The various canals have been closed and opened as shown in the following table:

CLOSING AND OPENING OF NAVIGATION.

	Closing.	Opening.
Lachine Canal	30th Nov., 1894.	30th April, 1895
Beauharnois Canal	30th do	1st May do
Ste. Anne Lock	25th do	27th April do
Carillon & Grenville Canals.	30th do	29th April do
Chambly Canal.	30th do	1st May do
St. Ours Lock	26th do	15th April do

I will content myself with giving details of the most important items of repairs in connection with the various works, there being no interest to any one in reciting ordinary current work done.

LACHINE CANAL.

Repairs.

Among the most important items of repairs done during the year the following may be mentioned:—

While the water was out of the canal, viz., between the 13th and 30th April, the breast wall of old lock No. 3 which was in a very dilapidated condition, was carefully repaired; the oak flooring of the waste weir at Côte St. Paul removed; the retaining walls along the canal banks more or less rebuilt, several boulders removed from the channel between lock No. 2 and Wellington Bridge, and all the structures and lock machinery examined and put in good order.

During the season of navigation, Mill Street had to be thoroughly repaired. After having been carefully scraped, a large quantity of iron dross was spread on it, which made it good for the rest of the season.

The breakwater at the head of the entrance pier at Lachine had to be partly renewed, the tamarack sheeting was taken off and reversed so as to bring above water the portion that was still sound, and the oak covering on top was entirely renewed. A large quantity of stone and clay, taken from the spoil bank near the Lachine Water Works was deposited into the pier in places where the filling had settled. A new set of stop logs had to be provided for the supply weir at the upper end of the canal.

Income.

Under this head, some important work has been done here, viz., the overhauling of the stone mill purchased from Messrs. W. & G. H. Tate to convert it into a power house and electric station; the building of stores and shops and the cleaning of the canal yard, wherein materials and scraps of every kind had been allowed to accumulate for years. The work on the stone mill was commenced early in the spring. This building is about 60 x 50 feet and two stories high. The walls were found to be in a very shaky condition in many places. These portions had to be taken down and rebuilt, and new windows and doors put in. The framing for the floors has been made of iron; materials from the old Wellington Bridge being used for this purpose. The outside of the walls has received a good coat of cement mortar and the inside is now being whitewashed after the joints had been properly pointed.

Upon being examined, while the water was out of the canal in the spring, the flume in connection with the power house was found to be quite unsafe. It was therefore only temporarily repaired then, pending its reconstruction next spring.

The saw-mill, in the eastern end of the building, has been preserved and is being thoroughly refitted at the time of writing. This will prove a most valuable adjunct to the canal shops.

In the canal yard, on Mill Street, two large sheds 80 x 32 feet have been erected for the storage of timber, lumber, derricks, hoisting engines, &c. Timber and lumber from the old buildings was exclusively used in these sheds, which have been covered with Canada plates.

A very small quantity of new material had to be purchased in connection with the other buildings, which comprise two or three smaller sheds, a blacksmith shop, a stable, and stores for the stock carried for current use. The stores, three in number, are of solid brick, on good stone foundation and two stories high. Above the centre one is a lodging for the man in charge.

A double line of drain pipes has been laid in the yard to carry off the surface water, and the yard itself levelled up to an uniform surface with clay covered up with a layer of cinders well rolled down. All the new buildings have been so located that in case of a fire starting in one of them, the others might easily be protected. However, as a matter of greater security, I would recommend the placing of an hydrant in the centre of the yard.

The old carpenter and machine shops have been entirely overhauled and rendered as efficient as possible pending the construction of new enlarged ones in a position better calculated to meet the wants of the canal.

CAPITAL.

Dredging for 22 feet between Locks Nos. 2 and 3.

This work was resumed at the begining of the season with the two canal dredges, but a month later dredge No. 1 which is over forty years old became so leaky that she had to be laid up and the work continued with dredge No. 2 only.

At the end of the year the channel in basin No. 2 had been considerably widened and a cut averaging forty-five feet in width made from the Wellington bridge to a point opposite Montmorency Street, a distance of about 1,200 feet.

The quantity of material dredged out amounted to 56,850 cubic yards. Most of this material was deposited on the guard pier now being built in the harbour of Montreal by the harbour commissioners.

In connection with this work three large scows and forty dumping boxes were built during the winter months to replace old ones no longer fit for use.

The expenditure, including some $5,000 for the above mentioned scows and boxes, amounted to $21,160 which makes the cost of the excavation about 30 cents per cubic yard.

The following is a synopsis of the work done by dredge No. 2 during the year:

Number of working days	163
Delays occasioned by rain.....hours	95
do do breakdown of machinery..... do	19
do do tug, derrick, navigation, &c ..... do	174
Days during which dredge was working on other works....	5
Number of scows filled	1,895
Quantity excavated (measured in the solid) cub. yds	56,850

Lake St. Louis Channel.

This channel will be 300 feet wide at bottom and 16 feet deep at low water.

The Weddell Dredging Co. have been awarded the contract for it and commenced work on the 10th June last. They are progressing satisfactorily.

This work as well as the dredging of the lower section of the Lachine Canal, is under the charge of Mr. L. S. Pariseau, C. E.

Deepening between Locks Nos. 3 and 5.

This work is being done to ensure a depth of 15 feet in the various reaches of the canal as contemplated at the time of the enlargement. All the locks, bridge piers, culverts, &c., have been built in accordance with this proposed draught, but the prism was only made 13 feet deep at the time.

The contract for removing the two additional feet was awarded on the 22nd September, 1894, to Messrs. McNamee & Mann, and operations commenced on the 10th May last.

The material dredged out is being deposited in deep places in Lake St. Louis.

Lachine Drainage System.

The Lachine drain which had been under contract with Messrs. Heney & Borthwick since 1891, was completed by them in October, 1894.

It consists of an open drain 16,700 feet long and of a brick sewer at the upper end about 6,425 feet in length.

Côte St. Paul Drain.

Several properties on the south side of the Lachine Canal which naturally drained into River St. Pierre having been deprived of drainage facilities by the enlargement of the canal the surface water thereon had to be carried to the above named stream by means of a line of pipes connecting with the Côte St. Paul culvert.

The work, which was completed in August, 1894, was executed under contract by Mr. Peter Jackson.

Mr. L. G. Papineau, C. E., has had charge of the three last mentioned contracts.

BEAUHARNOIS CANAL.

Repairs.

Although the various structures on this canal, except the bridges, are old and unsound, they were kept in safe condition during the year, and no accidents of any kind have occurred.

A pair of spare gates for lock No. 12 was built and another pair has been put in hand. The long wharf above the guard-lock at Valleyfield, which was considerably damaged during the winter, had been partly repaired at the end of the fiscal year.

Two mooring piers at the lower entrance were carried away by the ice in May last. They will be rebuilt during the present season. A large quantity of stone taken out of the coffer dam built across the upper entrance in connection with the repairing of the guard lock and the rebuilding of the swing bridge close to it, is now deposited along the canal and will be used on the south bank between Valleyfield and St. Timothy.

The collector's house at Valleyfield has been pretty extensively repaired. Other buildings, bridges, towpaths, fences, banks, locks and lock gates, &c., have received the usual attention.

Income.

Under this head I have to report here the renewing of the swing bridge at Valleyfield, the overhauling of the guard-lock foundation, the replacing of the old wooden bridge across the Lost Channel at St. Timothy by a steel span resting on masonry abutments, the completing of the Bellerive drain and the purchasing of some seventy cubic yards of cut stone for repairing the various locks on the canal.

Swing bridge at Valleyfield.

The pivot pier for this bridge having to be renewed, the first step to be taken was the building of a coffer dam across the upper entrance to unwater the works. This dam was 150 feet long, 15 feet wide and 15 feet high. It consisted of a continuous cribwork sheeted with 3-inch plank and filled with boulders. In order to minimise the quantity of clay necessary to render it water tight, a sheet of 15-oz. duck canvas 160 feet long, twenty-one feet wide, and costing $134, was stretched on the up stream face of the dam and covered at its foot with 4 feet 6 inches of clay. This proved as effective as could be desired, no leakage having occurred during the progress of the works. The quantity of clay thus used was not more than 100 cubic yards against at least 950 which would have been required without the canvas. Counting the clay at fifty cents per cubic yard, the saving in the cost of the dam was therefore about $300.

Pivot pier.—This pier is built of coursed masonry the stone for which was procured from the Lachine Canal. Its dimensions are the following: Base, twenty-two feet square, top, twenty feet square with a height of about twenty feet. The side facing on the canal is boucharded. It has been connected with the wing wall

of the guard-lock by a block of masonry of the same description and eighteen feet long.

Cribwork.—The rest pier on the opposite side of the canal forms part of a cribwork sixty feet long which was renewed from the top to a depth of eight feet.

Another piece of cribwork thirty-eight feet long was built on the upstream side of the pivot pier to the mouth of the supply weir.

Supply weir.—The walls at the mouth of this weir were taken down and rebuilt in cement masonry on a length of twenty feet, checks being provided in the masonry for future repairs to the walls of the chamber of the weir.

Superstructure.—The bridge proper is of steel, ninety feet long, sixteen feet ten inches wide with a foot path on one side four feet five inches in width. It was furnished and placed in position for the sum of two thousand dollars by Messrs. A. & E. Loignon of Montreal.

Guard-lock foundation.—This lock had never been unwatered since its construction in 1843. Its foundation was found to be in a very bad condition. The flooring was riddled with large holes and the puddling underneath as well as under the mitre sill platforms washed away to an average depth of four feet, so that the water had a clear way through the foundation of the lock. The mitre sills were in such a condition that one had to be totally replaced and the other one partially so.

The void in gate chambers were filled with well rammed clay and those under the mitre sill platforms with concrete made in the proportion of one cement to two of sand and three of broken stone.

The flooring of the two gate chambers and of the platform below the lower mitre sill was replaced by one made of two thicknesses of two-inch pine planks properly breaking joints with each other. To do the above repairs the lock had to be kept dry during the whole month of April and this was attained by building at the lower wing walls, a clay dam six feet high at centre and by running a six inch pump day and night.

Bridge across Lost Channel.

The old wooden bridge at this point, with its bulky stone piers, was an obstruction to the free flow of the water coming from the mills at Valleyfield, especially in winter when the ice frequently blocked it entirely.

The new structure which consists of a single steel span one hundred and sixty feet long, rests on two masonry abutments, built under contract by Mr. John C. Hague. The removal of the old bridge piers has increased the waterway by one hundred and four feet. The steel structure was furnished by the Dominion Bridge Co., Ltd., for $2,287.

Bellerive Drain.

A contract for the completion of this work was entered into with Mr. J. W. Grier, on the 31st August, 1894. Work was commenced by him at once and completed at the end of November in the same year.

This drain, the object of which is to carry off the surface water in the municipality of Bellerive and part of the town of Valleyfield, consists of clay pipes laid at an average depth of nine feet under the street level, and extends on a length of three thousand seven hundred feet from the Lost Channel to the foot of the dyke along Valleyfield bay.

The above works were under the direction of Mr. L. S. Pariseau.

Stone for Repairing Locks.

This stone was procured under contract with Mr. James Wright. It was intended to lay it on the various Sundays during the months of May and June last, but instructions having been issued to only interrupt navigation on this canal between the

hours of 6 a.m. and 9 p.m. on Sundays, it has been impossible to do the work during the current year.

Only a few of the stones were laid in places where they were most needed. The balance will be so while the water is out of the canal next spring.

STE. ANNE LOCK.

The larger item of repairs at this place during the year was the replanking of the long pier above the lock, some sixty thousand feet B.M. of three inch hemlock plank being used in the work.

The only other important work of repair done here was the overhauling of the toll collector's house.

The lock walls, lock gates, lock gate machinery, buildings, fences, &c., received the usual amount of attention and were kept in good order all the year round.

INCOME.

The $2,500 voted by Parliament under this head were expended in renewing the timber work in the north pier of the south channel from the water line to the top, on a length of some 900 feet. Two hundred feet more still remain untouched, but will be repaired during the present year out of the repairs appropriation.

CARILLON AND GRENVILLE CANALS.

REPAIRS.

Pointing lock walls, painting lock gates, bridges and buildings, repairing retaining walls, towpaths, fences, &c., have absorbed the usual amount of the appropriation.

Three sheds 72 x 33 feet were built at Carillon, Greece's Point and Grenville respectively for storing spare lock gates, &c.

The fire pumps purchased during the year have been placed in small sheds, one at Carillon and the other on the Grenville Wharf. This one has already been brought into use for extinguishing a fire at the wharf in June last.

The mooring pier at the lower entrance to the Carillon Canal was renewed from the water line to the top, and the filling, which had settled down, had to be raised. A couple of the guide piers at the upper entrance were also extensively repaired.

A wire fence 3¼ miles in length was substituted for the old rail fence along the towpath on the Grenville Canal about midway between Grenville and Greece's Point.

INCOME.

Puddle Trench, South bank of Grenville Canal.

This puddle trench was intended to strengthen the south bank of the canal at a place where leakage was continually going on before.

In excavating for it the bank was found to require strengthening on two-thirds only of the length estimated, or about 600 feet.

This work could only be done while the water was out of the canal. Consequently the digging of the trench was performed as soon as the navigation was closed and the filling of it about the end of April.

The clay in the vicinity of the work being of poor quality, the trench was first lined on both sides with 2-inch hemlock plank driven to the hard soil or rock about two feet below the canal bottom and the clayey material then deposited in layers, well watered and rammed down.

The leakage has thus been completely stopped and the bank now appears to be perfectly safe.

Swing-Bridge Pier at Guard-Lock—Grenville.

As reported before, this pier, which formed part of the old lock masonry built over fifty years ago, was in danger of tumbling down into the canal and blocking navigation. The old masonry as well as some rock and filling were removed by the canal staff under the direction of Mr. H. G. Stanton during the fall. During the winter tenders were invited for the rebuilding of the pier, the department supplying the stone. The contract was awarded to Messrs. Nicholson & Stewart on the 14th January, 1895, and the work completed in a very satisfactory manner before the opening of the navigation.

Part of the stone used in this pier was brought from the Lachine Canal and credited to the Wellington bridge, it having formed part of the old abutments of that bridge. The balance was taken from the pier just torn down and also from a lot purchased for that purpose the year before.

CULBUTE CANAL.

According to instructions contained in your letter of the 2nd November, 1894, this canal was permanently closed at the end of the month.

The lockmaster as well as the bridge-keeper at Chapeau were therefore discharged on the 1st December following, and the draw span in the bridge at Chapeau, after having been repaired, was properly fish-plated in order to avoid possible accidents.

Some surveys in connection with the claims for alleged damage to lands by the raising of the water in the Ottawa River above the Grand Calumet and Rocher Fendu dams were made by Mr. H. G. Stanton during last winter and reports on these claims forwarded to you later on.

In the course of February last, Mr. H. G. Stanton was instructed to remove these dams, which are now of no use. However, he had only just commenced carrying out his instructions, when I received orders to stop the work, which was done. Some sixty feet in length of the north end of the Grand Calumet dam had then been more or less blown up.

I have not yet ascertained what the effect of this has been either on the adjoining portion of the dam or the level of the water above.

ST. OURS LOCK.

Repairs.

The only important item of repair to be recorded here, beyond the ordinary maintenance of the lock, gates, piers, fences, buildings and grounds, is the placing of some 150 cubic yards of field stone along the shore of the island below the dam. The currents created by this dam constantly wash away portions of the shore, and the above mentioned stone is used to protect the banks.

CHAMBLY CANAL.

An interruption to the navigation on this canal occurred on the 10th September, 1894, when the lower gate of the lower entrance lock gave way under the pressure of the water above. This gate was replaced, after fourteen hours' work, by an old one which has done good service since. Spare gates for all the locks are gradually being built in order to meet possible accidents of this kind. All but three locks are now provided with them.

REPAIRS.

As usual the canal was emptied on a Sunday in the month of September and all the structures were carefully examined and repaired where necessary. A portion of the wall at lock No. 2 had to be rebuilt during the winter, and the waste weir at Mile 6 well loaded with stone to secure it against the frost and water. This waste weir is not safe and will have to be rebuilt in a year or two.

The seats of bridges Nos. 3 and 6 were taken down and rebuilt, the space between the bridge abutments being widened at the same time in order to allow a freer flow to the water at these points.

Three new bridges were built during the winter and put in position in the spring.

The four culverts under the canal are more or less unsafe and require constant watching. They are all leaky and will require to be renewed. Except one, which may be of stone, they are built with timber and about sixty years old. When overhauling them I would recommend the use of cast iron pipes instead of timber in their construction.

The combined stream dredge and derrick mentioned in my last annual report has been built during the year. It was tested this spring and does its work very well. It will be of great help to the economical working of the canal. Both the machinery and wood work in connection with it have been executed at the canal shops.

INCOME.

Fence along canal.—This fence was built in June last, the posts for it having been prepared at the shops, and the wire purchased during the winter. In connection with it a strip of land averaging nine feet in width was acquired from the farmers to widen the towpath. A large quantity (about 10,000 cubic yards) of good clay will be taken out of this strip and used for canal purposes.

Rubble wall along highway.—Five thousand five hundred and fifty running feet of this wall were built during the year. About 10,000 lineal feet of the bank on the south side is still unprotected by a wall and is gradually washed down. Another section about 5,000 feet will be done during 1895-96.

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

ERNEST MARCEAU,
Superintendent Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Railways and Canals.

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 Lock No. 5, at Upper Entrance, during the fiscal year ended 30th June, 1895.

Months.	Old Lock No. 1, Lower Sill.		Old Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1894.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	20 2	17 9	12 8	11 2
August	17 10	16 2	11 2	9 10
September	16 5	15 10	10 4	9 10
October	17 1	16 0	10 6	9 10
November	17 5	16 2	10 9	9 6
December	27 0	15 10	10 11	9 0
1895.				
January	31 10	26 7	11 10	9 6
February	27 5	23 1	10 6	8 3
March	24 2	22 0	9 6	7 10
April	34 6	20 9	13 1	9 2
May	21 7	19 3	13 0	11 5
June	19 6	17 5	11 9	10 9

Lachine Canal.

Statement showing the depth of the River Water on Mitre Sills of New Lock No. 1, at Lower Entrance, and New Lock No. 5, at Upper Entrance, during the fiscal year ended 30th June, 1895.

Months.	New Lock No. 1, Lower Sill.		New Lock No. 5, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1894.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	22 4	19 11	16 10	15 4
August	20 0	18 4	15 4	14 0
September	18 7	18 0	14 6	14 0
October	19 3	18 2	14 8	14 1
November	19 7	18 4	14 11	13 8
December	29 2	18 0	14 8	13 2
1895.				
January	34 0	27 11	16 0	13 8
February	29 7	25 3	14 8	12 5
March	26 8	24 2	13 8	12 0
April	36 8	22 11	17 3	13 4
May	23 9	21 5	17 2	15 7
June	21 8	19 7	15 11	14 11

Beauharnois Canal.

Statement showing the depth of the River Water on Mitre Sills of Lock No. 6, at Lower Entrance, and Lock No. 14 at Upper Entrance, during the fiscal year ended 30th June, 1895.

Months.	Lock No. 6, Lower Sill.				Lock No. 14, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1894.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.
July	12	3	10	4	12	6	11	8
August	10	4	9	2	11	10	11	4
September	9	3	9	1	11	10	11	4
October	9	4	9	1	11	10	10	10
November	9	7	9	3	11	10	10	10
December	11	8	9	7	12	0	10	2
1895.								
January	13	10	11	9	12	0	11	0
February	22	0	12	11	11	11	9	10
March	18	3	11	0	11	8	10	1
April	13	7	11	0	12	5	11	6
May	13	1	11	9	11	8	11	2
June	12	6	10	2	11	6	11	0

Chambly Canal.

Statement showing the depth of the River Water on Mitre Sills of Lock No. 9, at Lower Entrance, and Lock No. 1, at Upper Entrance, during the fiscal year ended 30th June, 1895.

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1894.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.
July	11	3	9	3	8	9	7	8
August	9	4	7	9	8	1	7	1
September	8	3	7	8	7	9	6	10
October	8	7	7	6	8	0	6	8
November	10	0	7	7	8	9	7	3
December	10	0	8	3	8	3	7	5
1895.								
January	9	9	8	5	8	2	7	9
February	10	5	8	9	8	0	7	8
March	10	10	9	9	8	0	7	8
April	17	2	11	14	12	0	7	10
May	15	0	12	9	11	4	9	8
June	13	0	10	8	10	6	8	9

Department of Railways and Canals.

St. Ours Lock.

Statement showing the depth of the River Water on Mitre Sills of St. Ours Lock during the Fiscal Year ended 30th June, 1895.

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1894.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	11 2	8 6	9 9	8 5
August	8 10	7 2	8 7	7 10
September	8 1	6 8	8 2	7 1
October	8 9	6 9	8 3	7 8
November	8 10	7 7	9 3	7 3
December	9 6	7 7	9 1	7 11
1895.				
January	10 11	8 9	8 8	8 0
February	9 4	8 0	8 5	7 6
March	10 5	8 6	8 10	7 10
April	18 6	10 8	14 11	8 11
May	14 10	12 0	12 6	10 10
June	12 4	10 0	11 1	9 6

Carillon Canal.

Statement showing the depth of the River Water on Mitre Sills of Locks Nos. 1 and 2, during the Fiscal Year ended 30th June, 1895.

Months.	Lock No. 1, Lower Sill.		Lock No. 2, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1894.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	15 7	13 1	16 2	13 3
August	13 1	11 4	13 1	12 0
September	11 8	11 3	11 10	11 0
October	13 2	11 8	13 3	11 6
November	13 8	13 0	14 0	13 2
December	13 4	12 9	16 6	13 0
1895.				
January	13 4	12 10	17 0	14 0
February	13 3	12 4	14 6	12 3
March	12 5	11 7	12 3	11 8
April	17 10	11 10	18 6	12 0
May	18 8	16 3	20 0	17 2
June	16 7	14 10	17 5	15 0

Grenville Canal.

Statement showing the depth of the River Water on Mitre Sills of Locks Nos. 3 and 7, Grenville Canal, during the fiscal year ended 30th June, 1895.

Months.	Lock No. 3, Lower Sill.		Lock No. 7, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1894.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	19 4	15 9	16 6	12 10
August	15 8	13 9	12 9	11 0
September	13 9	13 3	11 0	10 2
October	16 1	13 10	13 7	10 10
November	16 8	16 0	14 4	13 4
December	18 3	15 6	13 3	12 8
1895.				
January	20 8	18 0	12 8	11 11
February	23 0	20 8	11 9	11 2
March	22 6	17 0	11 6	10 11
April	22 9	16 0	19 6	11 6
May	24 0	20 8	20 6	17 3
June	21 0	18 0	18 2	16 0

St. Anne's Lock.

Statement showing the depth of the River Water on Mitre Sills of St. Anne's Lock, during the fiscal year ended 30th June, 1895.

Months.	Lock No. 1, Lower Sill.		Lock No. 1, Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1894.	Ft. in.	Ft. in.	Ft. in.	Ft. in.
July	14 3	13 0	17 6	15 2
August	10 11	9 9	11 11	10 7
September	10 0	9 9	10 7	10 2
October	10 3	9 9	12 0	10 6
November	10 7	10 0	12 5	11 10
December	11 11	9 10	12 1	11 0
1895.				
January	11 11	10 7	11 11	11 2
February	10 11	9 4	11 4	10 7
March	10 0	9 1	10 8	10 3
April	13 1	9 10	15 11	10 6
May	13 1	11 9	16 7	14 7
June	11 11	10 9	14 10	13 4

TRENT CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, 15th August, 1895.

DEAR SIR,—I beg to submit the annual report on the works under my charge for the fiscal year ended the 30th June, 1895.

These works consist of the maintenance of the works at present constructed along the route between Trenton and Balsam Lake, and the survey and construction of the Peterborough-Lakefield and the Simcoe-Balsam Lake divisions.

MAINTENANCE.

Navigation closed on the upper reach on the 23rd November, 1894, and opened again the 26th April, 1895. On the lower reach navigation closed on the 24th November and opened again on the 21st April, 1895. There was no interruption to navigation during the season. There was good navigable water on all the reaches during the season, there being from five to seven feet on the reaches. The latter depth could be maintained with very little dredging and by controlling the upper reservoirs in the interests of navigation.

It will be imperative as the construction of the canal goes on that these upper reservoirs be assumed charge of by the Dominion Government. With this object in view a survey was made during the winter of all the reservoirs and dams in the north country which will be alluded to more fully later on.

During the past spring the water barely reached the average spring height.

The total number of lockages was 3,670, which shows a steady increase in traffic. The number of lockages does not however fairly represent the traffic on this canal, as on some of the longer stretches the regular routes do not pass through any lock so no record is kept of it.

There was a number of new vessels added to the fleet on these waters during the past season. There is now twenty-five steamers on the upper reach and seven on the lower reach.

As the interests of navigation increase greater trouble is experienced in keeping navigation free from the interference of lumbermen in driving their logs. The Department of Public Works has made considerable expenditure in making and maintaining separate channels for the driving of logs in order to prevent their interference with navigation. Some further works are still necessary for the purpose.

Considerable trouble is caused by the lumbermen in their operations carelessly removing the buoys placed to mark the navigation channels. An example will have to be made of some of these lumbermen before this dangerous practice is stopped.

A brief description is given of the several works with the work done or repairs made.

CHISHOLMS.

At this station there is a lock in first class condition and a canal 2,970 feet in length excavated out of the rock. Two fixed bridges across the canal prevent this lock from being used. The canal was cleared of sunken logs so that boats might enter the upper reach.

HEELEY'S FALLS.

There is at this station a flat dam 567 feet in length with a waste weir and timber slide. A new waste weir was constructed in order that better control might be had of the water during the spring freshet. This dam is now in first class condition and retains the water at navigable height as far as Hastings a distance of fifteen miles.

Hastings.

The works at this station consist of a lock, dam and swing bridge. A few minor repairs were done to the lock. The works are in good repair. The dam controls the water to the Peterborough lock a distance of forty miles.

Peterborough.

There is a lock, dam and landing pier here. The lock is in good condition, but the dam is old and requires to be rebuilt. During the season a bad leak sprung below the platform of one of the sluices. On drawing off the water it was found necessary to put in six new mud sills with a puddle chamber at the upstream side. A new apron was also put in one of the sluices. The glance booms at the upper entrance to the lock were rebuilt. Snubbing posts were placed along the landing pier at the south end of the town. A number of boulders were removed from the shoals at "Yankee Bonnet" and Dangerfield.

Lakefield.

There is a sluice dam 263 feet in length and wharf 412 feet in length at this station. Both are in good condition. The dam was partly gravelled. This dam holds the water of Katchawannoe Lake at navigable height as far as Young's Point.

Katchawannoe Lake.

There has always been a very bad shoal at the "Three Islands." This was dredged out so that now there is eight feet of water for a width of eighty feet.

Young's Point.

There is a sluice dam 256 feet in length which retains the water of Clear and Stony Lake. The dam is in good repair except the platform and stop log windlasses for the repair of which there is an appropriation at present voted. The lock here was constructed by the Ontario Government and is operated by them.

Burleigh.

At this station there is a double lift lock with 25 feet lift, three sluice dams, one flat dam and one swing bridge. The works are all in good repair, with the exception of a leak in the main dam, which is about to be repaired. The valves and valve rods of the upper and centre gates were overhauled.

A glance boom and piers were built at the gut above the lock, in order to prevent vessels being carried against the bluff rock on the south side. This improvement has been greatly appreciated by the boat men.

Lovesick.

There is at this station a lock and five sluice dams and one flat dam. All are in good condition.

Buckhorn.

There is here a dam 450 feet in length (in which there are four sluices and 186 feet of flat dam), together with a lock and 660 feet of canal, and a swing bridge. They are all in good repair with the exception that the dam leaks, but this is being repaired at the present time.

Bobcaygeon.

At this station there is a lock, 1,400 of canal and a sluice dam 604 feet in length. This lock has ever since it was constructed been very troublesome on account of the bad foundation it was built upon. A boiler plate bottom was put down in the lock chamber some years ago, but on account of the upper end not being properly spiked down, a few feet of the iron burst up. This bottom was properly fastened down so that now the lock is working most satisfactorily.

A fish pass of the "Hockin" plan was constructed in the dam. This has worked admirably and was built very cheaply.

The lock walls and the wall of the raceway were caulked and pointed.

Scugog River.

The dredging at the cut at the mouth of this river, which was started last year, was completed.

Fenelon Falls.

There is here a lock with twenty-five feet lift, 1,060 feet of canal, a swing bridge, landing piers and dam which is composed of 115 feet of flat dam and five stop log openings. The lock gates were painted and otherwise repaired. A new sluice was made in the dam in order that the surplus water might be allowed to escape over the falls below and thus deaden the current instead of through the timber slide as formerly. This has been a great benefit to navigation, as before this sluice was built it was dangerous, if not impossible, except at low stages, to cross the current formed by the water coming from the slide. Now there is no more current at this point than at any other point of the river.

Minor repairs were made at several other points.

Twenty-five new buoys were put in to mark the navigation channel along the route.

Surveys.

The work done under this head was as follows:—

The survey of the Peterborough-Lakefield and the Simcoe-Balsam Lake divisions.

The survey of the upper reservoirs and dams.

Sections No. 1, on both the Peterborough-Lakefield and Simcoe-Balsam Lake divisions were got ready for letting and the land plans prepared for the purchase of right of way.

Land valuators were appointed for the purchase of the land necessary for canal purposes on both the above sections. The necessary land on section No. 1, Simcoe-Balsam Lake division, has been bought and paid for with a few exceptions where the titles are not clear. Agreements have been made with all the owners on section No. 1, Peterborough-Lakefield division, with the exceptions of those who it was found necessary to report in order that expropriation proceedings might be instituted.

The surveys on sections No. 2, on both the above mentioned divisions, and the necessary plans for the purchase of the right of way, were also proceeded with, with a view of getting them ready for letting.

A survey of the northern reservoirs and dams was made and a report accompanied by a plan, showing the water shed and a plan and section of each of the dams, with an estimate of the cost of each dam was sent to the department. It is absolutely necessary for the satisfactory working of the canal that these reservoirs should be assumed control of, and which can be the more cheaply done now before vested rights are established.

CONSTRUCTION.

Work was commenced on section No. 1, Simcoe-Balsam Lake division by Andrew Onderdonk, Esq., on April 22nd, 1895. This section is about five and a half miles long and when completed will be for the most part through flooded land. The work on this section consists for the most part of excavation. There is besides the excavation to do the piers necessary for three highway bridges and one railroad bridge; the raising of the bed of the railroad for about 3,000 feet in length, a dyke, an embankment for an aqueduct leading to the hydraulic lift lock at the end of the contract, entrance piers, waste weirs, guard gates, &c.

By the end of the year the contractor had the greater part of his section cleared and considerable of it grubbed. The greater part of the stripping of the rock on the rock cut at the north end of the section was completed. Fine commodious boarding houses besides blacksmith shops, powder house, &c., were constructed. Part of the machinery arrived about the middle of June and the erection thereof was proceeded with.

The contractors had not started the work on section No. 1, Peterborough-Lakefield division, by the end of the fiscal year. The work on this section consists of the excavation of five short canals, five locks, four sluice dams, piers for highway bridge, entrance piers, guard gates, raising bed of railroad for 2,300 feet, &c.

The whole channel of the river from Lakefield as far as Nassau is utilized for the prism of the canal, except at the bends of the river where the short canals are cut, which serve the double purpose of straightening the alignment and provide locations for the several dams and locks.

The first survey and plans on which tenders were first asked for, for this section, followed the line of previous surveys and ran inland, thus making continuous canalling for the whole length of the section. Now that it is decided to assume control of the upper reservoirs so that the flow of water during the spring freshet can be controlled, using the river bed is much preferable both in regard to cheapness in cost of construction as well as in the maintenance of the canal, and at the same time constructing nearly double the distance of the first line and at considerably less cost.

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

RICHD. B. ROGERS,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Department Railways and Canals,
Ottawa.

STATEMENT showing the highest and lowest Water Level at each Lock on the Trent Canal for the Fiscal Year ended 30th June, 1895.

Station.	1894.											
	July.		August.		September.		October.		November		December.	
	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.	Highest	Lowest.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Hastings	7 8	6 11	7 3	6 9	7 1	6 9	7 2	6 10	7 2	6 4	6 10	7 5
Peterborough	7 3	6 3	7 3	6 6	7 5	6 6	7 3	6 9	7 6	6 7	6 4	6 0
Lakefield	5 9	5 3	5 4	5 0	6 0	5 4	5 11	5 2	5 6	5 0	5 6	5 2
Young's Point	7 4	6 0	6 0	5 10	5 10	5 9	5 8	5 6	5 6	5 4	5 6½	5 4
Burleigh Falls	5 9½	5 6	5 3	5 0	5 5	5 0	5 6	5 0	5 9	5 6	5 6	5 0
Lovesick	6 5	6 0	5 10	5 8	6 2	5 8	5 8	5 6	6 2	6 0	5 0	5 0
Buckhorn	6 9	6 7	6 7	6 4	5 9	5 8	5 8½	5 4½	5 1	5 0	0 9	4 8
Bobcaygeon	6 7	6 3	6 8	6 1	6 8½	6 6	6 4	6 1	6 6	6 1	6 5	6 2
Fenelon Falls	5 11	5 9	6 1	6 0	6 2	5 10	5 4	5 2	5 8	5 4	5 10	5 6

Station.	1895.											
	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	6 10	6 8	6 9	6 7	6 9	6 4	8 9	6 11	8 9	7 4	7 4	7 0
Peterborough	6 6	6 5	6 5	6 0	6 0	5 8	8 9	8 0	8 6	7 0	7 9	6 3
Lakefield	5 6½	5 4½	5 6	5 1	5 2	5 0	6 8½	6 1	6 5	5 11	5 11½	5 4
Young's Point	5 8½	5 7	5 8	5 4	5 3	5 2	8 6	7 0	8 1	7 1	7 11	7 6
Burleigh Falls	5 0	5 0	5 6	5 0	5 4	5 0	6 0	5 10	6 0	5 10	6 0	5 9
Lovesick	5 0	4 11	5 0	4 7	5 0	4 10	8 4	6 0	7 10	5 11	6 4	5 11
Buckhorn	5 1	5 0	4 11	4 9	4 6	4 5	7 7	6 0	7 1½	6 7½	6 9½	6 5
Bobcaygeon	6 0	5 6	5 8	5 6	5 5½	5 4	6 9	6 6	6 0	6 5	6 9	6 6
Fenelon Falls	5 0	5 0	5 3	5 0	5 4	5 2	6 7	5 4	6 2	5 6	6 0	5 7

RICHARD B. ROGERS,
Superintending Engineer.

RIDEAU CANAL.

SUPERINTENDENT ENGINEER'S OFFICE,
OTTAWA, 11th July, 1895.

SIR,—I have the honour to submit the annuel report on the works performed on the Rideau Canal, under my charge, during the fiscal year ended 30th June, 1895.

Navigation closed at Ottawa, 26th November, 1894.
do do Kingston Mills, 19th November, 1894.
do opened at Ottawa, 27th April, 1895.
do do Kingston Mills, 30th April, 1895.

On all the levels ascending from Ottawa to the summit level (Upper Rideau Lake) the water was maintained on the main line of navigation, so as to give continually the required depth on the lock sills, throughout the entire season of navigation.

The summit level, however, owing to the long continued absence of rain, fell so low that from the month of October until navigation closed, the depth of water in Newboro' Cut was only 4 feet 4 inches and consequently only the smaller boats were able to go through to Kingston.

On the Perth branch navigation was stopped from 19th July to the 30th owing to the upper gates of the lower lock having been run into and carried away by the Str. "Rideau Belle" whilst entering the lock.

The spring freshets this year were passed through the waste weirs and bulkheads at the various lock stations without doing material damage, except at Black Rapid station, where a slight breach was made in the lower side of the dam; but which was checked before it became serious.

The principal repairs and works performed at the various lock stations and bridges along the line of the canal were as follows :—

OTTAWA.

The two cut stone piers on lock No. 4 were taken down and rebuilt, the stone being furnished by contract with Messrs. C. B. Wright & Sons of Hull, and cut and laid by our own masons. Two pairs of oak sluice frames renewed. The chambers of locks 3 and 4 were grouted with Portland cement. The upper sluices on lock 8 were changed from hinged flanges opened by crabs and chains, to sliding vertical flanges opened by means of a rack and pinion, set in steel frames. This change was made on account of the trouble caused every year by debris accumulating in the old flanges, rendering them immovable, and necessitating a diver being constantly sent down to clear them. The new style answers admirably. The wharf at Harris & Co.'s warehouse in the east basin was repaired and also that in front of Bate & Co.'s warehouse at the west basin. The east side of the Deep Cut from the head thereof to a distance of about 1,200 feet northwards was sheet piled with 10 x 10 inch x 24 foot pine, similar to the work done on the west side last year, this present work having been done by contract with Mr. J. R. Booth.

HARTWELLS.

The upper cut stone still of the lower lock was taken down and rebuilt by our own masons, the stone having been supplied by contract last year. About 80 feet of cribwork was built on the north side of the by-wash below the apron to keep up the banks which were being washed away. A small addition was built to the storehouse in which to keep cement.

Hogsback.

The rock cut below the new bulkhead was cleaned out of stone, etc., washed into it by the spring freshet. A new ice breaker crib 20 feet high and 20 feet square was built, and timber purchased to make a boom between it and the one built last year. The large apron below the old bulkhead was repaired, it having been damaged by ice during the spring freshet, 25,000 B.M. of 3-inch pine plank being laid over the cribwork

Black Rapids.

A small breach in the lower side of the earth dam, caused by an eddy from the rush of water through one of the weirs during the freshet, was repaired with timber and stone. Both bulkheads were repaired and sheeted with half-round elm timbers on the up-stream side. A quantity of hewn timber was purchased to repair the long dam.

Long Island.

A large quantity of clay was placed in front of the bulkhead to stop the leakage through the same. A new storehouse was built by contract with Mr. Robt. Clarke, of Manotick.

Wellington Bridge.

This bridge was taken over wholly from the county of Carleton by the Department. The piers were rebuilt from extreme low water mark, and a new steel superstructure of five spans (exclusive of the swing span) was built by contract with the Canadian Bridge and Iron Company, of Montreal. The approaches, etc., were built by local contractors.

Burritt's Rapids.

Some gravel was placed on the dam, and sundry small repairs made round the station.

Nicholson's Rapids.

Sundry small repairs were made to the station.

Clowe's Quarry.

The lockmaster's house and kitchen were reshingled. Accumulations of gravel, etc., cleaned out by diver above the upper lock gates. Leaks in dam stopped by dredge.

Merrickville.

The flooring of the steel bridge across the by-wash was replanked with 3-inch pine plank. A contract was entered into with Mr. M. Ryan, of Smith's Falls, for the construction of two retaining walls of coursed rubble masonry, with cut stone coping, laid in Portland cement. The total length of these walls which run along the western side of the road across the locks and by-wash is 324 feet. The work is at present about half completed. The leaks in the dam were stopped by the dredge, and the upper cut cleared of loose stone by diver.

Maitland's Rapids.

Two pairs of lock gates rebuilt. Two new swing beams. Six new chain blocks. The wooden bridge across the waste weir was rebuilt. Small store house built at side of lock. Two new buoys placed in channel.

Edmond's Rapids.

The bulkhead was renewed, and sundry small repairs made to station.

Old Sly's.

The road over the stone dam was raised and graded, and a new fence built along the edge of the dam. Sundry small repairs to station.

Smith's Falls, Combined.

New gratings were laid over the man holes of the sluices. The old swing bridge was repaired, and sundry small repairs made to the station.

Smith's Falls, Detached.

An embankment 720 feet long was built along the north side of the Lombardy road to protect it from being flooded by water during the freshets; the work having been done by contract with Mr. Francis Hourigan of Smith's Falls.

The cut stone piers for the new swing bridge across the cut at the foot of the lock were also built by contract with Mr. Hourigan. The contract for the steel swing has been awarded to the Trenton Bridge Co., but the bridge has not yet been erected. Two new mooring posts were placed in the bank.

Poonamalie.

One pair of lock gates were renewed. One hundred cubic yards of gravel were placed on the north embankment. Four new chain blocks.

Perth Branch.

One pair of large lock gates and one swing beam were renewed, having been wrecked by the steamer "Rideau Belle" striking them when entering the lower lock on 19th July. Two other gates were strengthened and repaired, having been strained by the rush of water when the vessel wrecked the upper gates. Lock-master's house was painted and re-shingled. Four new chain blocks.

Bob's Lake Dam.

This dam which is situated at the outlet of Bob's Lake, about 22 miles above Perth, and which holds back the lake as a reservoir for the supply of the Tay Canal, was rebuilt by contract with Mr. John Korry of Bolingbroke.

The "Narrows."

One hundred cubic yards of stone and a similar quantity of gravel were placed on the dam. The swing bridge across the lock was replanked with 3-inch pine plank.

Green Bay Bridge.

This bridge which runs across the head of Green Bay, a branch of Wolfe Lake, having been damaged by high water caused by the latter lake having been held back by one of our reservoir dams at the outlet, was rebuilt; the council of the township of Bedford doing the work under my supervision, and the cost of the same being defrayed by the department out of a sum specially voted for the purpose by Parliament at its last session.

Newborough.

Lockmaster's house was painted outside. The high level bridge was replanked, and sundry small repairs to station.

Chaffey's.

The lockmaster's house was rebuilt by contract with Mr. Graham, of Newborough. The swing bridge across the lock, and the bridge across the by-wash were replanked with 3-inch pine plank. The ferry scow which was built last year was handed over to the council of the township of South Crosby, and placed at the "Little Isthmus" to enable persons to cross from the mainland to the island. The chains with which this scow was worked having proved insufficient for the purpose of hauling it to and fro, a steel cable was purchased and placed on the scow in their place.

Davis's.

One pair of large lock gates renewed. Two new sluice frames and six new chain blocks. The lockmaster's house was roofed with galvanized iron.

Jones's Falls.

A new galvanized iron roof was put on the lockmaster's house. Two new sluice frames. Repairs to chain blocks. The high stone dam was repaired. Morton dam strengthened and repaired.

Brass's Point Bridge.

The bridge was painted throughout by contract with Mr. F. W. Young of Seeley's Bay. One-quarter of an acre of land on the Pittsburgh side was expropriated from Mr. John Tierney for the purpose of making an approach to connect with the concession road, and thus stop the public from travelling across Mr. Tierney's property.

Brewer's Upper Mills.

One pair of new swing beams on lower gates, and sundry small repairs.

Brewer's Lower Mills.

Fifty cubic yards of gravel placed on lock walks and dam, and sundry small repairs.

Kingston Mills.

The long bridge on the Phillipsville road, across the by-wash, was renewed. Four new sluice frames. Repairs made to masonry of lower lock. One hundred yards of gravel placed on embankment. Collector's office repaired and painted inside.

General.

The usual spring repairs consisting of pointing and grouting the lock walls and painting gates, were made by the lockmasters and lock labourers. The year's supply of oak timber, amounting to 4,933 cubic feet, was furnished by contract with Mr. H. Harris, of Ottawa. Nineteen pine swing beams each 40 feet x 17 x 17-inch were purchased from Mr. Platt, of Brighton, and Messrs. Sullivan and Champagne, of Ottawa. Two hundred barrels of "Josson" Portland cement were purchased from Mr. De Sola, of Montreal, and about 40 barrels of Canadian Portland cement from C. B. Wright & Sons, of Hull, Que.

Dredge Plant.

The dredge "Rideau," when fitting out this spring, in addition to the usual repairs to her hull and machinery, had new braces fitted to her mast and crane, her boiler tubes spread, and one steel dipper rebuilt.

The tug "Shanly" had her boiler raised, and a new smoke box put on to the furnace, as well as the usual small repairs, painting, &c.

The dredging plant was employed during the season in deepening the approach to the wharf at the port of Seeley's Bay, and also at the port of Westport. The dredge was also employed in excavating clay and loading the scows for the purpose of stopping leaks in the retaining dams at Merrickville, Nicholson's, and Clowes. The entire dredging plant, consisting of dredge, tug, four side pocket, and one flat scow, are in first-class working order.

I append hereto a table showing the highest and lowest water during each month of the year, at Ottawa and Kingston Mills lock stations.

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

ARTHUR 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 of the Locks at Ottawa and Kingston Mills, respectively, from 1st July, 1894, to 30th June, 1895.

Ottawa.						Kingston Mills.					
Highest.			Lowest.			Highest.			Lowest.		
	Ft.	in.		Ft.	in.		Ft.	in.		Ft.	in.
July 1.....	14	7	July 31.....	9	11	July 1 to 3...	9	1	July 26 to 31..	8	7
Aug. 1.....	9	9	Aug. 31.....	7	7	Aug. 1.....	8	7	Aug. 31	7	6
Sept. 1.....	7	5	Sept. 12 to 16.	6	6	Sept. 27 to 30.	7	9	Sept. 1 to 8. ..	7	6
Oct. 23 to 27 ..	10	4	Oct. 1 to 3....	6	6	Oct. 1 to 10...	7	9	Oct. 21 to 31..	7	7
Nov. 11.....	11	9	Nov. 1 and 30.	10	0	Nov. 1.....	7	7	Nov. 22 to 30..	7	2
Dec. 21 to 25..	10	10	Dec. 1.....	10	0	Dec. 1 and 2..	7	2	Dec. 27 to 31..	6	7
Jan. 1.....	10	9	Jan. 31.	8	9	Jan. 11 to 31..	6	8	Jan. 1 to 10...	6	7
Feb. 1..'.....	8	8	Feb. 26 to 28..	7	6	Feb. 1 to 12..	6	8	Feb. 13 to 28..	6	7
Mar. 25 to 31..	7	8	Mar. 4 to 11..	7	4	Mar. 31	7	0	Mar. 1 to 6....	6	7
April 30	18	5	April 1.....	7	8	April 14 to 30.	7	0	April 1 to 12..	6	11
May 12.....	20	7	May 31	16	5	May 21 to 31..	7	2	May 1 to 14...	7	0
June 5 to 7....	17	0	June 30	13	5	June 1 to 5....	7	2	June 26 to 30..	6	9

A. T. PHILLIPS,
Acting Superintending Engineer.

Department of Railways and Canals.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1895.

SIR,—I beg to submit the following report for the fiscal year ending 30th June, 1895, upon the maintenance of the canals in my charge.

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 and the intermediate river reaches.

CORNWALL CANAL.

Navigation for the season of 1894 was closed on the 8th December.

The canal which was unwatered on the 16th March, 1895, to permit the works of construction to be proceeded with, and also the ordinary spring repairs, was opened for traffic on the 29th April, following.

Navigation is being maintained in a fairly satisfactory manner notwithstanding the inconveniences 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.

On the 10th of July, 1894, the tug "Beaver" was fined $10 for damaging valve rod of lock No. 18. This fine has been paid to the collector, Mr. Flanagan, 14th August, 1894.

A serious break occurred on the 19th June, 1895. The steamer "Ocean" on her trip west, struck the upper gates of lock No. 17, carrying them both out, the rush of water carried her back, causing her to strike the south lower gate of the same lock, which was also carried away, causing a stoppage of navigation for four days.

The damage resulting from this accident will probably amount to $5,000.

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 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.

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.

Bearings for pivots of all gates of new locks Nos. 15 and 17, this will necessitate the unwatering of the locks.

The collector's office and lock houses in connection with lower entrance require extensive repairs.

The superstructure of the pier at upper entrance, including ice breaker, should be rebuilt in stone, advantage being taken of the present low stage of river.

The question of building houses for lock and bridgetenders at all new structures is submitted for your consideration, as also that of waste weirs for the levels between locks Nos. 18 and 20.

There have been no superannuations during the past year.

The locks at the lower entrance were dismantled and otherwise prepared for winter, immediately after the closing of the canals on the 8th 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 4 inches and the lowest 9 feet ½ inch, at lock No. 21, the guard lock the highest was 10 feet 10 inches and the lowest 5 feet 7 inches.

The above levels are with reference to the old mitre sills.

The water in the St. Lawrence is abnormally low and there are no indications of the usual high stage which generally occurs in June or July.

During the winter gates were repaired and other necessary works attended to.

Whilst canal was unwatered, from 16th March to 27th April, three new valves were put in the weir of lock No. 17, and the bottom also repaired, and all locks overhauled.

During the season of navigation the banks, culverts and ditches were kept in repair, also lock houses and watch houses.

New valves were put in four gates for locks Nos. 15 and 17.

Some vessels have been detained for a few hours in the long level between locks Nos. 20 and 21, at points where no dredging operations had been carried on, on account of the extraordinary lowness of water in the river which has prevailed during the past year.

WILLIAMSBURG CANALS.

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 10th December, 1894, and reopened for the season of 1895 on the 23rd April.

The buoy service between Prescott and Dickinson's Landing was performed soon after the opening of navigation and twenty-one new buoys substituted for those found to be unfit for use and three old ones painted and properly replaced, and in addition, the channel at Rapide Plat for upward bound vessels has also been buoyed; this has been rendered necessary by the prevailing low water in the Rapide Plat canal which is 2 feet below normal level.

Navigation has been maintained in a satisfactory manner during the year, notwithstanding the prosecution of the extensive works of enlargement.

No accidents have occurred during the year and no unusual interruptions have occurred for traffic, notwithstanding the unusual lowness of the water in the river which rendered navigation very difficult through these canals.

The work of the repair staff has been general.

Farran's Point Canal, Lock No. 22.

The bridge across the flume has been rebuilt and largely renewed.

Several minor repairs were made to the lock and banks of this canal and a few snubbing posts put in.

New gates for lower recess are being built by contract.

Rapide Plat Canal, Lock No. 23.

A new pair of upper gates have been provided and put in place.

Lock 24.

Minor repairs were made to gates, gear and boom, the gates, bridges and weir were also painted.

Galops Canal, Lock No. 25.

A new road bridge across the flume was built to replace the old one which was unsafe.

Many repairs were made here to gates, bridges and wharf, the booms also in Point Iroquois section have been largely renewed.

Lock No. 26.

This lock has received many minor repairs during the year and frequently had to be cleaned out.

Early in February last, an ice bridge formed at Farran's Point on both sides of the island and the river filled up with floating ice for about five miles, but no damage was done.

This bridge was the result of natural causes and broken up with this spring thaw.

The following fines have been imposed on the undermentioned vessels, for want of care and disregard to canal regulations, viz.:—

Steam barge, John E. Hall, 24th Sept., 1894	$ 5 00
Propeller Melbourne, 30th May, 1895	5 00
Barge Roberval, 26th June, 1895	40 00

These fines have all been paid to the collector at Cardinal, except the "Melbourne," which still remains uncollected.

The highest water on the sill of lock No. 23, the governing point on these canals, was 11 feet 5 inches, and the lowest 4 feet 3 inches.

The highest water on the sill of lock No. 27 was 10 feet 9 inches and the lowest 6 feet 9 inches.

MURRAY CANAL.

Navigation was closed for the season on 30th November, 1894, and opened up again to allow a vessel to pass up on 22nd December, and opened in the spring on 19th April, 1895.

The number of vessels passed through the canal during the year was 673.

No accidents occurred and no fines were imposed during the year.

New mooring posts of cedar were put in where most required.

The swing bridges have been kept in thorough repair, and new floor planking put in where required.

Generally the banks have been kept in good condition, the ditches kept open, and the rip-rap protection repaired.

The bridge piers and abutments have been repointed where necessary.

Piper's semaphore signals have been placed on Trenton and Brighton road bridges and have given great satisfaction.

The towpath formed of sand east of the Smithfield road bridge, on the north side of the canal, has been protected by gravel for a distance of 1,400 feet.

The water at present is so low that at some points the riprap protection is entirely above water, and at these places a new trench is being formed and the toe of the original wall underpinned.

A great many complaints have been made by steamers and other vessels, on account of being obliged to stop at Bridge Pit to pay tolls, the space at this point being so narrow that they could not pass one another and were often delayed in consequence, and attention is, therefore, directed to the necessity of a wharf for this purpose, as well as for the convenience of shipping, as there is a large quantity of fruit shipped annually from the banks of the canal.

Attention is also directed to the subject of houses for the bridge tenders, wharf range-lights, etc., for which there remains an unexpended balance on capital account.

The lights at the entrance piers are not powerful enough and should be replaced by towers.

The highest water recorded during the year was 14 feet and the lowest 11 feet 6 inches.

A statement is appended hereto showing the highest and lowest water recorded during the past year at each of the canals on this district.

I have the honour to be, sir,

Your obedient servant,

TOM S. RUBIDGE,

Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer of Railways and Canals,
Ottawa.

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District for the Year ended 30th June, 1895.

Month.	Cornwall.				Williamsburg.										Murray.	
	Lock 15.		Lock 21.		Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Murray Canal.	
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
	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.
1894.																
July.....	10 11	10 7	10 10	9 10	10 3	9 10	9 11	9 0	10 5	9 0	13 3	11 6	10 9	9 7	14 0	13 6
August....	10 7	10 0	10 5	9 5	10 0	8 10	9 5	8 4	9 8	8 2	12 6	10 0	10 6	9 1	13 8	12 10
September.	10 3	9 11	10 1	9 1	9 9	8 7	9 0	8 0	9 0	7 6	12 4	10 6	10 0	9 0	12 11	12 6
October...	9 11	9 6½	9 8	8 10	9 2	8 3	8 8	7 3	8 8	7 5	11 6	10 0	9 9	8 6	12 8	12 3
November.	10 0	9 2	9 10	8 6	9 3	7 10	8 8	7 0	8 7	6 9	11 6	9 1	10 2	7 11	12 5	12 0
December..	11 0	9 ½	9 9	7 1	9 3	7 6	8 5	5 1	8 4	6 3	10 8	8 9	9 0	7 0	12 2	11 7
1895.																
January...	22 4	10 8	9 4	7 10	8 10	7 7	7 11	6 2	7 7	6 1	9 10	7 4	8 6	7 9	12 0	11 7
February..	15 8	13 3	8 6	6 3	8 10	6 5	10 0	6 3	6 8	3 4	8 8	6 4	7 11	6 9	11 9	11 6
March.....	14 8	13 4	8 6	6 4	8 10	6 4	11 5	6 5	7 0	4 7	9 3	5 0	8 0	6 9	11 9	11 6
April.....	13 7	9 9	9 4	8 4	8 11	7 10	8 6	7 0	8 9	6 9	11 7	8 9	9 9	8 1	12 5	11 9
May	9 10	9 6½	9 4	8 7	8 9	8 0	8 3	7 2	8 3	7 0	10 10	9 6	9 10	7 11	12 5	12 1
June	9 8	9 5	9 2	8 9	8 6	8 2	7 10	7 3	8 2	7 4	10 6	9 10	9 0	8 4	12 4	12 1

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1895.

SIR,—I beg to submit the following report for the fiscal year ended 30th June, 1895, upon the construction in connection with the enlargement of the canals in my charge.

CORNWALL CANAL.

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., &c., also in addition to the above included in the original contract, the construction of dams across the north or Sheiks 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 pratically 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 head race to the mills, was completed in 1882.

Section No. 10, upper entrance, which was commenced in 1884, has been finished during the past year.

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 Sheiks Island dams which have been commenced and the contract for sections Nos. 6 and 7 and parts of sections Nos. 5 and 8 affected by their construction, cancelled.

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		
Sheiks Island Dams	4		
Milleroches	5	The Gilbert Blasting and Dredging Co	November 2nd, 1888.
Moulinette	6		
Sand 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 Sheiks Island dams.
Section No. 8 adjoins section No. 10.

The water was drawn off the canal by the 16th March, 1895, and so continued until the 29th 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 1894, until stopped by frost in November, 1894, and began again on 16th March, 1895, and has since been continued without interruption.

SUMMARY OF THE YEAR'S WORK.

Section No. 2.

The new lock No. 18 was brought into use last fall, and preparations are now being made to raise and repair the walls of the old lock.

While the water was out of the canal last spring the south retaining wall of the swing bridge was extended westwards in front of the Stormont Mill, and head gates were put in to control the water supply to the mill. The north wall was extended eastwards to the line of Pitt Street in the town of Cornwall, forming a wharf to replace the old structure which was removed.

The stone protection to the inside slopes of the banks, between the lock and the bridge was placed while the water was out of the canal. A large quantity of excavation has been done above the lock in straightening the canal, and only a small quantity remains to be removed to finish this work.

The outside or river slope of the banks is being protected by a heavy class of "pitched stone facing."

The stone arch of Wood's culvert has been removed where it was higher than the new bottom of the canal; a four foot cast iron pipe, which was placed inside the culvert and surrounded with concrete in 1891, taking the place of the old culvert.

A commencement has been made at the protection to banks, trimming, &c., and the section is beginning to assume a finished appearance.

Section No. 3.

The new lock, No. 19, was brought into use last fall. The masonry of the supply weir has been completed and the valves and service bridge placed in position. The entrances to the weir are being excavated, and it will shortly be brought into use.

The excavation on the section has been principally confined to the entrances to the weir, as the rest of the section is almost completed.

A small quantity of "stone protection to the inside slopes" of the banks has been placed and the trimming of the banks has been commenced.

Section No. 4.

The new lock, No. 20, was brought into use last fall.

While the water was out of the canal in the spring of this year, the glance pier at the foot of the lock was built, and the dry wall above the weir was completed.

The upper ends of the old lock walls were rebuilt, and a temporary dam placed across the head to allow of the remainder of the walls being rebuilt and raised while the water was in the canal, and this is now being done.

Three of the old courses of masonry are being removed and are to be replaced by four new ones, thus raising the walls two feet above their original height and bringing them on a level with the walls of the new lock, which were raised last summer.

Very little excavation has been done on the section, as nearly all that now remains to complete is the blue clay above the lock, which is being reserved for puddle.

The new bank to the north of Robertson's culvert has been completed and the north end of the old culvert will soon be removed, thus giving a much wider and straighter channel for navigation than formerly.

Section No. 5.

Two dredges have been working on this section all this spring and summer, and are making fair progress towards completion.

Section No. 8.

The stone protection to the inside slopes of the banks has been nearly all placed and the south bank has been built up and trimmed. Fair progress has been made with the excavation which is now nearly completed.

Section No. 10.

The work on this contract has been completed during the year, and the final estimate is being prepared.

Sheiks Island Dams.

Splendid progress has been made on both the dams during the year, and they stand now within a very short time of completion.

The rip-rap facing on the inner slope of the lower dam has been completed and all that now remains to be done is to face the outer slope in a similar manner and form the roadway across the top of the dam.

The upper dam is in almost the same condition, with the exception that the rip-rap facing is not quite so far advanced.

The roadway embankment on the island at the lower dam has been completed.

The excavation for the regulating weir is progressing rapidly and it is expected that the foundation of the weir will be laid this season.

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 the proposed raising of the level of the coping of the new guard lock from 18 inches to two feet, to provide protection to the works during high water stages of the river.

An appropriation has been made for repairing locks 15, 16 and 17 of the old lower entrance, the work on which has been commenced by the construction of the necessary cofferdams.

WILLIAMSBURG CANALS.

Farran's Point.

This canal is about three-quarters of a mile in length and has a lockage of 3½ feet. It overcomes a short rapid above the village of Farran's Point situated about 5 miles west of Dickinson's Landing, the head of 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 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 11½ feet, it surmounts the rapids of Rapide Plat and extends from the village of Morrisburg west to Flagg's Bay, about 3¾ miles.

The works now under contract and in progress are as follows, 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 alignment 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 cribwork, &c.

Section No. 1.

This section extends west along the river front, front of the village of Morrisburg, and includes the new locks.

A change from the general alignment of the lower end of the section has been made by placing the centre piece 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 the 24th December, 1894; resumed again on the 15th April, 1895, 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 cribwork.

The excavation of the lockpit by means of the steam excavator was stopped on 4th December, 1894. The greatest part of this excavation being done, the excavator was removed from the works. On the 11th March, 1895, with the help of a steam derrick, the cleaning up of the lockpit was resumed and is now nearing completion.

On the 11th August, 1894, during the progress of the excavation owing to quicksand beds and fissures underlying the bed of the river, a dangerous leak was developed which filled the pit in about four hours.

By the aid of divers, two puddle dams were made in the south protection cribwork opposite both ends of the lockpit.

These were completed on the 13th September, 1894. The unwatering of the pit was immediately proceeded with and the excavation prosecuted without further interruption to the end of the season. During the progress of this work two large pumps have ultimately been at work and are still in operation owing to a small leak coming from the river and following the face of the cribwork and which cannot be traced. The concrete and timber foundation and the mitre sill platform of the new lock which was, commenced on the 18th April, 1895, is now in progress, and nearing completion.

The masonry for the new lock was commenced on the 7th May, 1895, and is now progressing favourably.

The stone for lock masonry is being cut and prepared partly at the works and partly at Milleroches quarry, Cornwall Canal, and that for the retaining walls, &c., at the Wolfe Island and Belleville quarries.

The construction of the cribwork for the seat of the north retaining wall of the canal was resumed on the 24th May, 1895, and completed on the 28th June, 1895.

The masonry for the above wall was stopped on the 16th November, 1894, resumed on 27th May, 1895, and is now nearing completion.

Section No. 2.

This district begins at the west end of the village of Morrisburg and extends westward to near Mariatown.

The works on this section consist chiefly of excavation, *i.e.*, dredging and dry work.

The dredging operations were stopped on the 24th December, 1894, and resumed on the 15th April last. Two dredges have been engaged in excavating.

The material dredged has been utilized in widening and strengthening the towing paths and embankments. To protect the outside river slope of the towing path, a stone toe was formed from the west end of Statas Bay to the west or upper end of the section.

The stone protection of inside slope of north bank was commenced on the 14th October, 1894, and completed on the 30th November, 1894.

The levelling up and repairing of the slopes of the towing path is now being proceeded with.

The entire work on this section will be completed in a few weeks.

Section No. 3.

This section commences a short distance above Mariatown and extends west of the vicinity of the guard lock (No. 24) and includes the widening and deepening of the east end of the section No. 4, and also the spoil ground and other works connected with Flagg's Bay.

The dredging operations were stopped on 19th December, 1894, resumed again on 8th April, 1895, and are now being carried on.

For the formation of the north slope above water, a force of labourers, teams, ploughs and scrapers have been engaged since the 17th June last.

The dredged material is being utilized in widening and strengthening the towing path and embankments.

At Flagg's Bay, owing to the dumping grounds having obstructed the old bridge and a portion of the old public road, a new bridge and approaches were constructed.

This work was commenced on the 18th July, 1894, and completed on the 30th October, 1894.

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 CANAL.

Point Iroquois Division.

This canal as originally constructed was about 3 miles in length, with a lockage of 5 feet 7 inches at lock No. 25, in the village of Iroquois, from whence it 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 upstream to lock No. 26, at the village of Cardinal.

In 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 2 miles to the head of the Galops Rapid, which it was designed to overcome, and which commences about 7 miles east of the town of Prescott.

Some years after the completion of the canal, the pier head was extended up stream by cribwork, 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.

Dredging and drilling and blasting operations have been carried on uninterruptedly during the working seasons.

All dredged materials, except rock required on the work, and earth suitable for embankment, have been conveyed in dump scows to the dumping ground between Pier and Squaw Islands, and wasted.

On the 28th September, 1894, the area occupied by the new locks was flooded from the canal and the lock gates were floated to their places through an opening dredged in the old canal bank; all five pairs of gates were hung and those in the lift lock closed, the dam to the river was cut and water below the lift lock lowered to about the level of the river.

The old canal banks having been dredged out, navigation was turned through the new locks and the dams inclosing site for weir formed across the old canal.

Early in April, 1895, the weir pit was pumped out, the coffer dams proving perfectly water tight.

The foundation of the weir has been put in and about two-thirds of the masonry completed.

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.

A survey of the Rapide Plat shoals is in progress, and a further survey of the south or Flat Rock channel above the Galops will be made this season.

It is proposed to ask for tenders for the reconstruction of the north pier at the lower entrance to lock No. 22, and also of the north and south piers at lower entrance to lock No. 26.

St. Lawrence River and Canals.

The tug "Alert," a vessel of 34 tons, was purchased in October, 1894, for survey and inspection purposes, and was subsequently fitted with a steam winch and cable for anchoring in the rapids.

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.

WELLAND CANAL.

St. Catharines, Ont., 10th September, 1895.

Sir,—I beg to submit my annual report upon the Welland Canal and its branches for the fiscal year ended 30th June, 1895.

With the exception of the mishap at lock No. 22, on the morning of 9th May, 1895, when the steamer "Jack" of Garden Island carried away the four gates of that lock and one of lock 21, no interruptions of traffic worthy of mention occurred; on the occasion stated, traffic was delayed for four and a half days.

The steamer came into the lock too fast, trusting to the engine to stop her. The engineer failed to obey the signal from the bridge, and the gates were carried away.

The mishap was due entirely to a departure from canal rules and regulations, and unless they are strictly followed, such mishaps and detentions are sure to continue.

A bond for $5,000 was taken from the owners and other responsible parties, and the vessel proceeded on the 13th May.

The repairs were not completed in full at date of 30th June last, and the amount does not therefore appear in the accompanying statement of damages to canal property.

The following minor repairs and renewals were carried out during the year:—

Division No. 1.

Port Dalhousie to Guard Lock.

Repair Shops, Port Dalhousie.—Brought spare guard lock gates from cradles and thoroughly overhauled them, put in elm dowels, new valves, &c.; hauled out the four broken gates of lock No. 1 old canal, carried out by the "City of Windsor," and rebuilt them; repaired twenty-four wheel barrows, and twenty ice chisels, made 300 stoppers. Hauled out and rebuilt the two gates from guard lock. Built new gate pontoon and painted it. Hauled out and dismantled the old pontoon (No. 1) and used iron work, as far as available, for the new one. Repaired pontoon No. 2 and steam pile driver, putting in covering boards, and rakes, caulked and pitched decks. Hauled out and blocked up the scow "Sir Charles" for repairs.

Built blacksmith shop 15 x 30 feet, and put in necessary working equipment.

Replaced the five lock gates carried out of locks 21 and 22 by the steamer "Jack" with spares from lock 1 pond, and hauled out and rebuilt the broken gates, and laid them away on the gate cradles.

Port Dalhousie Harbour.

Repaired the piers from time to time, where not under contract for renewal, renewed the culvert under roadway on east side of the harbour; renewed the walls and platform of ferry landing, repaired the winter float bridge after storms, and drove pipes to keep it in position; repaired the road from lock 1 to station, and opened ditch alongside, reset snubbing posts where necessary.

Lock 1 and Bridge 1 and Level.—Built temporary bridge above lock No. 1 weir and removed and rebuilt the road bridge at that point, then removed temporary bridge; put new segmental planks at each end of No. 1 bridge. Bolted new walings to lock walls at upper end of lock, put 6 cords of stone on gates at cradles, put new swinging gear in No. 1 bridge, took out old and put in new snubbing posts, made new lock float, used 2 brass matrices, 3 brass washers, 2 cables, 2 water wheels and cases, new slide valve, 2 new crown wheels.

Lock No. 2 and Level.—Took out old, and put in 2 new posts for safety cables, opened out 550 lineal yards of ditch on both sides of canal, made 1 lock float, used 1

slide valve, 1 water wheel, 1 brass washer, 2 clutch studs, 1 pinion, 1 brass matrix, 1 cable.

Lock No. 3 *and Level, Bridge No.* 2.—Made up the banks in rear of lock, overhauled the gearing and rods of swing bridge, and put all in proper adjustment, dug out old and put in new snubbing posts and braces, used 3 brass matrices, 2 brass washers, 2 long cables, 1 water wheel and case, 1 slide valve, 1 intermediate gear, put new top on lock float.

Lock No. 4 *and Level.*—Took out old and put in new snubbing posts and braces, and straightened others, put in new guard timbers to water wheels and shafts, used 1 intermediate gear, 1 short cable, 2 phosphor bronze pinions, 1 brass washer, 1 water wheel, put new top on lock float.

Lock No. 5 *ond Level.*—Made up the banks in rear of lock, used 1 new ratchet, 1 stud, 1 valve crank, 4 new brass matrices, 4 brass washers, 1 cable, 1 intermediate gear, 1 slide valve, 2 phosphor bronze pinions, made 1 new rack for poles, ladders, &c., took out old and put in new large snub, and some smaller ones, and put new top on lock float.

Bridge No. 3 (*Lake St.*).—Took out old abutment fender piles and put in new ones and new walings, put new wales and braces on centre pier cluster piles, put new shackles and chains on floating fenders when necessary, replaced old snubbing posts with new ones.

Bridge No. 4 (*Grand Trunk Railway*).—Renewed waling where broken, put up 1 new stop block and locking catches, 1 new opening spring, 2 track chairs, 6 new snubbing posts to replace old ones.

Lock No. 6 *and Level and Bridge No.* 5 (*Geneva Street*).—Repaired the road leading to lock and bridge, and made up the banks where necessary, using 3 cords of stone facing; took up and reset 100 lineal feet of coping on east upper entrance, bolted new wales on masonry under water, put new guard timbers on the 4 gates, put up rack for holding poles, ladders, &c., put new top on lock float, used 1 new stud, 1 valve screw, 1 valve sleeve, 2 brass matrices, 4 brass washers, 2 cables, 1 intermediate gear. Built new oil house.

Lock No. 7 *and Level.*—Put new water wheel guards on gates, renewed gate bridge and wales, and repaired another, put up rack for poles, ladder, &c., took out old and put in new snubbing posts, used 35 cords of stone in repairing stone facing of banks, opened up ditches on each side of level used, 1 slide valve, 1 ratchet dog, 1 lever stand, 1 set cone rollers, 1 cannon, 2 water wheels, 2 cables, 1 phosphor bronze pinion, put new top on lock float.

Bridge No. 6 (*Niagara Street*).—Renewed the cluster piles, wales and braces, at north end of centre pier, put new chains and shackles on floats where required, screwed up truss rods, and adjusted cams, &c.

Lock No. 8 *and Level.*—Put new wheel guards and protection timbers on the 4 gates, replaced 5 snubbing posts, put new top on lock float, used brass matrix, 2 brass washers, 1 lever stand, 3 cables, 1 new shifting stud, 1 spur wheel gear, 1 set cone rollers and frame, 2 water wheels and cases.

Lock No. 9 *and Level*—Put on one new foot bridge, made up bank and used 10 cords of stone in facing same, opened up ditches on north side of level, put up rack for holding poles and ladders, replaced decaying snubbing posts, used 1 slide rod, 1 set of gearing, 3 brass matrices, 2 phosphor bronze pinions, 1 water wheel and step, 1 set intermediate gear, 1 cable, 1 water wheel.

Bridge No. 7 (*Queenston Road*).—Put swinging gear in order, made hatch in floor, put in 6 new eyebolts, and kept floats in order.

Lock No. 10 *and Level.*—Made up canal banks, and used 6 cords of stone in facing same, cleaned out mouth of 10-mile culvert, opened ditches at foot of slopes, replaced old snubbing posts, put up rack for poles and ladders, &c., used 1 slide valve, 2 water wheels, 1 cable, 1 phosphor bronze pinion, 1 gear shaft, 1 crown wheel, 2 matrices, 1 clutch shifting stud, 1 new valve screw.

Bridge No. 8 (*Homer Road*).—Renewed the cluster piles, wales and braces at each end of the centre pier, and repaired the floating fenders, eyebolts, and chains.

Lock No. 11 *and Level.*—Made up canal bank where required, and repaired the stone facing, put up rack for poles, ladders, &c., put on new binder, and wheel guards, 1 large wale on head gates, used 1 intermediate gear, 1 water wheel, 1 clutch frame stud, 1 phosphor bronze pinion, 2 cables, 2 brass matrices, 1 brass washer.

Lock No. 12 *and Level.*—Made up banks and repaired stone facing, renewed 5 snubbing posts, put up rack for poles, ladders, &c., put new top on lock float, used 3 phosphor bronze pinions, 1 large wale on gate, 2 cables, 2 brass matrices, 4 brass washers, 3 water wheels, 1 clutch shifting stud.

Lock No. 13 *and Level, Bridge No.* 9 (*St. David's Road*).—Made up the banks where required and repaired the stone facing, replaced 7 old snubbing posts with new ones, and straightened 3 others, put up rack for poles and ladders, &c., and put new top on lock float, used 2 phosphor bronze pinions, 4 new studs for clutch shifter, 1 brass matrix, 2 brass washers, 1 water wheel, 1 intermediate gear, 5 cables, 1 set of gears, 1 gear shaft.

Lock No. 14 *and Level.*—Made up the reservoir bank where a slide had occurred, also some smaller soakage slides, replaced 8 old snubbing posts with new ones, put up rack for poles, ladders, &c., and put new top on lock float, used 1 mast, 1 phosphor bronze pinion, 4 new water wheels, 5 cables, 1 brass matrix, 1 brass washer, 1 clutch stud, 2 slide valves.

Lock No. 15 *and Level.*—Anchored watch house with bolts to stone foundation, replaced 11 old snubbing posts with new ones, renewed one foot bridge, put new top on lock float, made up banks and used 5 cords of stone facing same, used 3 slide valves, 3 cables, 1 intermediate gear, 1 new shutting chain, 1 lever stand, 1 phosphor bronze pinion.

Lock No. 16 *and Level.*—Filled up settlements in canal and reservoir banks, anchored watch houses to foundations, took out and renewed 7 snubbing posts, put new top on lock float, used 12 cords of stone in facing banks, put a new set of studs under gate bridges, used 3 brass matrices, 1 brass washer, 1 cable, 2 new clutch studs, 3 intermediate gears.

Lock No. 17 *and level.*—Repaired broken waling at head of lock, put new top on lock float, anchored watch houses to masonry, put new protection timbers to water wheels and shafts, used 3 new clutch studs, 1 brass matrix, 1 brass washer, 7 water wheels, 4 cables, 1 mast, 2 slide valves, 1 phosphor bronze pinion.

Lock No. 18 *and Level.*—Anchored watch houses to foundations, repaired the stone facing of banks, put new top on lock float, used 1 new gate step, 3 water wheels, 1 water wheel case, 1 crown wheel, 2 brass washers, 1 cable, 1 phosphor bronze pinion.

Lock No. 19 *and Level.*—Made up slide in reservoir bank, anchored watch houses to foundation, put new top on lock float, straightened 3 snubbing posts, used 1 water wheel, 2 brass washers, 1 clutch shifter, 2 cables.

Lock No. 20 *and Level.*—Anchored the watch houses to foundations with bolts. Repaired and made good a slide in the reservoir bank, and faced its banks with stone where washed out. Took out 7 old snubbing posts and braces and put in new ones, and straightened up 2 other posts. Put new cover on lock float. Repaired the water wheel and shaft guards and protections. Used 1 water wheel, 2 brass matrices and washers, 1 new gate step, 1 cable.

Lock No. 21 *and Level.*—Filled up and well rammed large cracks in banks and faced up slopes of same where needed with stone. Took out 5 old snubbing posts and braces and put in new ones, and straightened 4 others. Put new cover on lock float. Used 2 phosphor bronze pinions, 1 slide valve and frame, 2 gate steps, 6 water wheels, 1 clutch stud, 2 cables, 1 brass matrix.

Lock No. 22 and Level.—Dug down to bottom of leak through bank and filled up with puddle. Put new covering on lock float. Dug 350 feet of ditch. Put on protection pieces to water wheels and shafts. Used 1 clutch shifting stud, 2 ratchet arches, 2 gate steps, 4 cables, 2 brass matrices, 4 brass washers, 1 hub wheel, 2 water wheels, 4 new lock gates and machinery. Took out 5 old snubbing posts and braces and put in new ones and straightened up 5 others.

Lock No. 23 and Level.—Took up 1 old snubbing post and braces and put 1 large new one in place and straightened up 4 others. Put new top on lock float. Put down new platform in front of watch house. Put new binder on foot gate. Put new water wheel guards, also shaft protectors. Used 1 water wheel, 4 cables, 1 intermediate gear, 2 brass washers, 1 phosphor bronze pinion, 1 adjusting screw, 1 clutch shift.

Lock No. 24 and Level and Bridge.—Took up 5 old snubbing posts and braces and put down new ones and straightened up others. Put new cover on lock float. Put on new bumper wale. Repaired bridge cams. Used 5 cables, 1 hub, 1 brass matrix and 2 washers, 2 eyebolts, 2 shackles, 1 phosphor bronze pinion, 1 water wheel, 1 intermediate gear, 1 slide valve, 1 set of valve gearing.

Grand Trunk Railway Bridge, No. 11.—Repaired the floats from time to time and used 6 new shackle and eyebolts.

Lock No. 25 and Level, Bridge and Weir.—Built new bridge over the weir. Stripped floor of swing bridge and put on new planks and stringers, jacked up swing-bridge and moved it into proper position, shifted pivot. Put new covering on lock float. Took up 8 old snubbing posts and braces and put down new. Used 2 cables, 1 set of cone rollers, 1 corbel.

Guard Lock.—Old lock gates taken out and new ones substituted, overhauled and repaired and painted semaphore. Put new top on lock float, 1 new cable put on. Took up old platform of lock house and laid down new one.

Generally.

All the machinery and gearing in connection with the lock gates and weirs. Swing bridges and throughout have received all needed repairs and renewals, and have been kept in proper adjustment, numerous obstructions have been removed by the diver from the locks and under the gates from time to time.

The rods and all other parts of the swing bridge have been constantly overhauled and kept in repair and adjustment.

The binders, walings, protection pieces, foot boards, extension steps, &c., to all the locks throughout have been renewed and kept in repair from time to time.

The canal banks throughout have been levelled up and kept in good order.

All thistles and weeds on government property have been cut and burnt.

No. 2 Division.

Guard Lock to Welland Bridge.

Bridge No. 13.—Pulled broken pile and drove one 35-foot pile at centre pier and replaced and secured floats. Put in new latch cable and repaired the bridge. Reset and chained the old floats.

Bridge No. 14.—Nil.

Bridge No. 15.—Repaired and reinstated fender work damaged by steamers "Egyptian" and "Argonaut."

Bridge No. 16.—Repaired the bridge floor. Repaired the pile and wale (fender) work damaged by steamer "Bannockburn." Repaired the float and stop frame.

Bridge No. 17.—Stripped off the old floor and put in new stringers and new 3-inch oak floor also new 3-inch oak floor in the approaches. Removed the temporary bridge, and piled material on bank, subsequently loaded same on scow with a lot of other old timber and took to gate yard lock 21, levelled approaches made to temporary bridge and repaired towpath.

Removed the old decayed floor and timbers from the old towpath across the old aqueduct at Welland, and put on new coping timbers and filled in 6 inches of macadam between them. Took down the unused bridge at Bell's Creek, Port Robinson, and took part of it to Welland for a temporary bridge. Took scow from gate yard with temporary truss bridge on, to Welland and erected it and closed up the permanent swing to renew the floor. At close of canal for winter, blocked up all bridges and put winter floats in position across canal at Welland and Port Robinson, searched bottom of canal and removed obstructions. Opened ditches through deep cut and various other parts of canal. Repaired washouts in the towpath in deep cut. Took new small boat to aqueduct at Welland and brought back old one for repairs. Took out old and put in 3 new 10-foot snubbing posts and braces near bridge No. 13. Built stone drain across highway south of Port Robinson and covered it with flags. Jacked up the highway swing bridge across the Port Robinson lock and keyed up the pivot.

Cleaned out ditch alongside stone road. Repaired the towpath bridge over creek north of bridge No. 16 and filled in behind wing walls. Scraped tow and heel paths between bridges 13 and 16 and filled in ruts several times. Filled in a washout and repaired slope wall east side of bridge No. 16. Collected and removed on scow and log rafts all old timbers and sunken logs, &c., between Air-line ferry and Allanburgh and took them to gate yard lock 21. Removed stone from bottom of canal by diver and blasting, screwed up all ironwork and repaired floor of swing bridge over Port Robinson lock. Repaired and caulked Port Robinson ferry boat. Cleaned out and deepened back ditch alongside Silverthorne's farm west of bridge No. 16, also back ditch north of same. Filled up sink hole at the old Burgar road. Cleaned out back ditch north of Welland aqueduct. Repaired the towpath. Repaired the long float bridge and the walks and approaches to it at Port Robinson ferry. Set posts and hung 2 gates across towpath north of bridge 16. Took soundings in Chippawa Creek foot of lift lock near Welland aqueduct. Repaired slope of bank and filled in washouts east and west sides of Burgar road. Repaired the culvert and reset the mile and sign post at bridge 16 and repaired a sinking in towpath at Bell's Creek culvert. Cleaned out stone culvert and ditch and repaired the tile culvert near bridge No. 16 east and west sides. Broke up and loaded a pile of stone on scow at Burgar road and used them to fill in washout near Chippawa Creek lock. Loaded scow with stones near Welland aqueduct and repaired riprapping and sinking in the deep cut. Repaired the sodding on slopes near Port Robinson ferry. Made new ditch south end of deep cut and repaired the sodding west side. Put in 1 new culvert and repaired 2 others on east side north of bridge 16, searched the bottom of Welland aqueduct and 100 yards on each side of it, and picked up and removed sunken timber, &c.

No. 3 Division.

Welland Bridge to Port Colborne.

Bridge No. 18.—Bridge fenders renewed by M. C.R.R. Co.

Bridge No. 19.—Repaired the swinging gear, locks and cams and the flooring from time to time.

Bridge No. 20.—Repairs done by G.T.R. Co.

Air-line Ferry.—Drove new piles for protection work and fitted up and placed in position a ferry scow and float and renewed the approaches at each end, lowered the approaches to ferry. Hand dredged and lowered canal slope. Repaired and adjusted operating gear from time to time. Built and placed in position new lap aprons for winter use.

Bridge No. 21.—Took off decayed timbers from centre pier fender, and braces at west abutment fender crib and replaced with new timbers and filled up spaces between crib-timbers with stone. Removed the old protection floats and substituted large oak walings bolted to pier instead. Repaired the damage done by steamer "Fairbanks." Repaired the bridge floor from time to time. Built stone foundation walls (dry) under watch house and graded up to and around it and filled in the old abandoned site.

Bridge No. 22.—Repairs to this are done by G.T.R. Co.

Bridge No. 23.—Repaired the bridge flooring from time to time.

Port Colborne Harbour.—Repaired the abutments and west pier at entrance, also the planking of beacon and cribs and wherever required along the west pier. Repaired the ferry landing.

Loaded iron on the scow at Port Colborne and took to gate yard lock 21. Cleaned out and deepened from time to time as found necessary the back ditches and towpath and heelpath ditches each side of the canal between Welland Bridge and Lake Erie, also along the Welland raceway.

Searched the bottom of Port Colborne harbour and various parts of the canal to Welland at different times and picked up and removed sunken logs, &c. Rebuilt stone wall along Neff's ditch, Humberstone. Put in repair and kept in place at various times and places the timber floats along rock cutting, Humberstone to Port Colborne. Took out old clay dam from the Welland race south of the head gates, at Junction. Quarried stone and hauled to Humberstone bridge cribs and approaches. Repaired the Port Colborne lock gate and ferry boat. Loaded scow at Air-line ferry, Welland bridge, and along canal bank with old timber for gate yard. Deepened channel of Welland race with hand dredge. Removed stones and gravel several times with diver's help from Port Colborne lock, and repaired valves on the gates. Dug out numerous decayed and unsafe snubbing posts and braces between Welland and Lake Erie, and substituted new ones. Excavated for and put in plank box culvert at slides, in slopes near Air-line bridge and across tow and heel paths at various other places. Puddled up various cracks frequently in slides, levelled up and repaired tow and heelpaths throughout where required, and faced parts of canal slopes with stone. Cleaned out and deepened the outlet ditch into Lake Erie east side Port Colborne harbour several times after storms. Cleared out old bridge and stumps from Brancis off-take ditch. Cut ice from around steamer "Grace" at Port Colborne. Scraped towpath from Humberstone to Welland and filled in ruts. Repaired bridge across Welland raceway. Made sweep for sounding harbour and canal. Cut all thistles and weeds each side of canal and Welland raceway and other Government property.

No. 4 Division.

Dunnville and Feeder Division.

The supply of water has been sufficient to keep all mills going satisfactorily throughout, except in the Welland raceway.

The mitre sills of the locks at Dunnville, Port Maitland and Junction have been cleaned out and the lock gates repaired and all the gearing kept in order.

All sunken logs and other obstructions have been removed out of Feeder channel, and brush and rubbish carried down the ditches and drains into the culverts under the canal, has been removed, piled up and burnt.

The large quantity of driftwood and rubbish that came down the Grand River with the spring freshets and lodged in front of the waste weirs and dam at Dunnville was drawn out and dumped in creek below.

All worn out and broken planks have been taken out from the various bridge floors throughout and replaced with new.

All swing bridges were raised on their pivots and adjusted and tracks levelled up.

Approaches to all bridges have been properly filled in and raised with suitable materials where necessary.

The boom protection timbers in front of Dunnville dam and cluster piles were partly broken and carried down by ice in the spring, the booms were replaced, new oak piles driven and booms thoroughly secured with chains.

A new 10-inch sewer pipe was laid in to carry off water that found its way into canal office cellar at Dunnville.

Extensive renewals and repairs were made to the apron and piers of the long bridge at Dunnville, 300 feet in length of the apron was renewed, the decayed timbers of the piers were replaced with new and the piers were sheeted over with 2-inch oak plank to protect them from ice damage, and new large oak timbers were secured in front of each pier. 5 new flood gates were built and placed in position in place of the old ones that were carried away by the heavy logs and driftwood. All the bridge piers were filled up with stone, the flooring of the long bridge put in good order, and part of the bridge coping and framing replaced where carried away by flood.

The bridge over the back ditch at the Sourwine road was renewed and that at the Town-line road repaired.

Considerable filling of holes and ruts along the canal banks was done, and also along the Dunnville dam embankment.

The Dunnville and Bird road swing bridges were painted two coats.

Eighty rods of the outlet from Cranberry Creek culvert were straightened, widened and deepened, and the back ditches between Marshville and Broad Creek were cleaned out and slides and obstructions of other kinds throughout were removed.

Repair scow was caulked and pile driver and punts were repaired and painted and 6 new oars were made.

Dug out old decayed posts and put in new ones for bridge over the Feeder lock at Welland Junction and cleared the approaches to the lock of all flood timbers and rubbish.

Took down old unsafe highway bridge across the Welland raceway, near G. Hannah's house, and built and put up new one in place of same.

All the waste weir valves and machinery throughout were kept in good working order.

All thistles and other weeds were cut on all Government property.

OLD WELLAND CANAL.

Lock No. 1, *Level and Bridge.*—Segmental planks were put at end of the bridge, and the floating towpath was repaired at different points, from time to time.

Lock No. 2, *Level and Bridge.*—Repaired towpath near 12-mile Creek, searched for and removed sunken logs from bottom of canal, repaired the two waste weir bridges, and pile fenders in front of them, put in new timbers and part floor to upper weir, put new segment planks at ends of bridges at lock No. 2, and St. Paul St., repaired the west approach to St. Paul Street bridge, screwed up the truss rods, &c., at lock 2 bridge, and reset cams, &c., repaired the swing bridge across raceway twice, repaired leaks in banks alongside of weirs, and cleaned out and repaired the racks in front of them; took down old truss in towpath bridge near basket factory, and put up a new one.

Lock No. 3 *and Level.*—Repaired the towpath, repaired the masonry of lock, reset anchors and rehung 1 foot gate, rebuilt pile fender work in front of weir, rehung and rechained slash boards.

Hydraulic Race (No. 1).—Repaired the iron trestle supporting the aqueduct, and repaired floor; rebuilt dry wall under road bridge on Thorold road; repaired and widened bank for 100 feet in length, where leak had occurred, unwatered and cleared out race; repaired and put in order the valves, gearing, and rack at the head of the race, on lock No. 11 level.

Lock No. 4, *and Level and Bridge.*—Repaired towpath, renewed balance beam on head gate, and reset gear; repaired lock-tenders' houses and outbuildings, repaired approach to bridge, and made ditch, and small slope wall.

Lock No. 5, *and Level and Bridge.*—Repaired towpath, refloored 50 feet of heel path bridge across weir entrance, built wood shed at bridge, repaired weir bridge, and used 1 crab roller, put in 4 crab foundations; put sway braces in bridge, and screwed up truss rods, &c.

Lock No. 6, *and Level.*—Repaired floor of towpath bridge over weir, and stopped leaks in the bank at weir and other points.

Lock No. 7 *and Level and Bridge.*—Reset lock gate crab, and repaired the towpath alongside, built and set 1 new crab foundation, repaired swing bridge floor.

Lock No. 8 *and Level.*—Nil.

Lock No. 9 *and Level.*—Nil.

Lock No. 10 *and Level.*—Repaired the locktender's house, and dug vault and built privy, renewed the bridge across the raceway, and repaired approaches to it.

Lock No. 11 *and Level.*—Built and put in two new crab foundations, built new chimney on locktender's house.

Lock No. 12 *and Level.*—Repaired leak in bank near weir.

Lock No. 13 *and Level.*—Nil.

Lock No. 14 *and Level.*—Rebuilt bridge over weir, repaired leak in bank, put in 4 new crab foundations.

Lock No 15 *and Level and Bridge.*—Removed a large quantity of waste pulp from lock, rebuilt weir bridge, stopped leak in bank twice.

Lock No. 16 *and Level.*—Removed a large quantity of waste pulp from lock, put 1 new crab foundation at foot gate.

Lock No. 17 *and Level.*—Repaired and reshingled locktender's house, repaired crab and operating gear of lock gate, rebuilt weir bridge, and reset valve rods and gear, stopped leak in bank.

Lock No. 18 *and Level.*—Repaired and reshingled locktender's house, unwatered level, and repaired weir valves and renewed weir bridge, refloored road bridge over raceway, stopped leaks, and put in 2 new crab foundations.

Lock No. 19 *and Level.*—Reshingled locktender's house, repaired the cistern, and fence also, put in 4 new crab foundations, and repaired foot boards, stopped leak in bank.

Lock No. 20 *and Level.*—Nil.

Lock No. 21 *and Level.*—Nil.

Lock No. 22 *and Level and Bridge.*—Repaired the locktender's house, painted the bridge 2 coats, and repaired the fastenings and toe girts, repaired leak in bank.

Lock No. 23 *and Level.*—Repaired the locktender's house, fences and gates, repaired the weir bridge, and rechained slash boards, repaired foot board, and put in 4 new crab foundations.

Lock No. 24 *and Level and Bridge.*—Renewed the swing bridge fastenings and toe girts, built and put down 1 new crab foundation, repaired weir bridge and valve gear, and repaired leak.

Lock No. 25 *and Level and Bridges.*—Repaired O'Neill's swing bridge fastenings and repaired the float, stopped leaks at Thorold, Davis's basin, and Higgins, made up towpath above Marlatt's bridge. Took down old swing bridge at Allanburgh, and built and erected a new one in its place. Repaired Marlatt's swing bridge.

Took out the old spillway on the Thorold race, and filled in the gap where it had been and made a water tight bank, put in dam above O'Neill's bridge, to assist

in unwatering for spring repairs, and removed it when no longer required, caulked valves in Allanburgh weir.

Loaded 40 cubic yards gravel at lock No. 2 and took to Allanburgh bridge, for approaches.

Took down the old bridge fenders at Allanburgh bridge, and drove piles and completed new, the necessary fenders.

Gate Yard and Shops at Lock 21, *Old Canal.*—Stripped the scow "Chippewa" for new deck and caulked her. Rebuilt hand dredge and put on crab, chains, shovels. Loaded scow "Chippewa" with firewood and took to Port Dalhousie. Split from pile tops 120 fence posts. Hauled out and rebuilt old ferry scow from Air-line ferry. Stripped the "Hercules" pile driver and boarding boat and repaired same. Built new swing bridge to take the place of old one across canal foot of Allanburgh lock, and painted it. Repaired and caulked the derrick scow "Alabama" from No. 3 division. Repaired derrick scow "Chippewa" and put in new quarter deck and rakes. Cut up old timber and delivered at lock shanties for fuel, and to bridges and canal office. Took two old floats apart and hauled them up into gate yard to use for repairs, etc. Took old gate yard shed from lock 7 yard, on scow to gate yard lock 21. Erected iron shed at gate yard from old building brought from lock 7 yard. Framed a temporary bridge to be used at Welland while the swing bridge was being replanked, and loaded it on scow. Gathered up all the old iron, say seventy tons, and stored in new iron shed at gate yard, and sorted same. Cut lot of old timbers into stove wood for the winter watchmen's use. Made two cases for blanks for the canal office. Built new blacksmith shop at gate yard and put in forge, bellows and bonnet, anvil, and made tools for the outfit, also bolts and other smithwork. Stripped and cut up two old lock gates. Laid up yard derrick and fitted up shops with needed machinery. Built four 8 inch square slush pumps 16 feet. Put in new deck and caulked the pile driver scow "Alexander"; payed her with pitch and painted her, and put on new temporary deck to allow her to be used at Air-line ferry. Repaired 8 old and made 6 new wheelbarrows. Made four 14 ft. boat oars. Unblocked all bridges for season. Hauled out on to ways the derrick scow "Hamilton," and repaired and launched her. Rebuilt float bridge across the gate yard slip. Loaded 24 new snubbing posts on scow, and towed them up to and distributed them along No. 3 division. Repaired the old flume supplying gate yard wheel, and cleared away for and made a permanent launching place adjoining gate yard lock 21. Built new small boat as tender for the canal scow "Hercules." Drew out the water, and repaired the water power gearing at gate yard shop. Hauled out boarding boat on the ways and partially rebuilt it. Built of old materials a machine room 17 x 22 ft. on gate yard. Made 84 foxed and spiked bolts at yard shop for No. 3 division. Hauled out several scow loads of old timber piles, etc., at gate yard during the year. Put in new 6-inch water wheel at gate yard to drive the fan for smith shop.

Generally.

Repaired the weir aprons and cleaned out the lock bottoms where necessary, while water was drawn out of canal between locks 2 and 25, and repaired the lock gate chains and cables, valves and gearing. Made all new and repaired all iron work required for repairs to underwater work throughout canal at the smith shop at gate yard. Pointed the stone walls of weirs where required.

Cut all thistles and weeds along canal, raceways and other Government property.

The accompanying statement "A" contains the amounts collected, or to be collected for damage to canal works; the practice in these cases where the damage is comparatively small, has been to approximate the cost of repair, and collect that amount from the vessel before she left the canal; when the repairs have been completed, an account in detail is furnished, and the unexpended balance, if any, refunded.

In the matter of the "City of Windsor" which carried away the four gates of lock No. 1, Old Canal, on May 30th, 1894, it was expected that the amount of the damage ($3,581.65) would have appeared in the statement "A", as the matter passed through the courts, and the vessel was to be sold by order of the court, to satisfy the claim, and doubtless will be. There are some similar outstanding accounts of earlier dates, unless they have been settled through other channels.

Statement "B" contains the amounts collected or to be collected from vessels, or canal employees for breaches of canal rules.

Statements "C" and "D" contain the highest and lowest recorded depths of water upon the new and old lock mitre sills at Port Dalhousie and Port Colborne, in each month of the fiscal year.

The canal was closed 11th December, 1894, and was opened for navigation April 20th, 1895.

Work Chargeable to Income.

Removing East Pier Superstructure, Port Dalhousie.—The removal of the superstructure of the east pier at Port Dalhousie, has been continued in concrete, tenders having been called for that work, and the contract awarded to Messrs. Battle & Newman, of St. Catharines and Thorold, their tender being the lowest.

The existing timber superstructure is being removed to the low water level of the contract, and concrete blocks 4 x 4 x 6 ft. made of Portland cement, are arranged side by side upon the cribwork, and the centre space filled in with concrete made of natural cement.

The work has progressed fairly, as specified, and from present indications the amount available will be expended by the time for ceasing operations this autumn.

Constructing a stone arch culvert at Feeder Junction.—Tenders were invited for this work and the contract was awarded to Messrs. Battle & Newman, the lowest; the work was completed as specified, at the time required.

Cleaning out and deepening back ditches on the line of the Feeder.—Tenders were invited for this work and sections Nos. 1 and 2 were awarded to Joseph Buliung, Nos. 3, 4 and 5 being awarded to Francis Hicks.

The three last named sections were completed at the time specified.

The first and second were not, but are now about finished.

Chargeable to Capital.

Removing Shoal at Port Colborne.—The shore currents at Port Colborne had caused the formation of small shoals of sand at the entrance to the harbour, which the unusually low water made it necessary to have removed.

Tenders for the work were invited, and that of Messrs. Murray & Cleveland being the lowest, was accepted;

A dredge, a tug, and two dump scows, were sent from Toronto, and the shoals were removed where required.

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

W. G. THOMPSON, M.I.C.E.,
Superintending Engineer.

Collingwood Schreiber, Esq., C.M.G.,
Deputy Minister and Chief Engineer, Railways and Canals,
Ottawa.

"A."

STATEMENT of damages to Welland Canal property, during the Fiscal Year ended 30th June, 1895, and amount paid on account of damages in the same year.

Date of Damage.	Name of Vessel.	Amount of Damages.		Date Paid.	Where Paid.
		Paid.	Unpaid.		Collector's Office.
1893.		$ cts.	$ cts.	1894.	
April 24	Steamer N. K. Fairbanks	14 17		Oct. 10	Port Dalhousie.
May 13	Barge Manly	16 40		Aug. 6	do do
June 14	Steamer Waverly	50 00		Dec. 2	Port Colborne.
				1895.	
July 27	do Geo. Spencer	10 00		April 29	do do
1894.					
April 27	Barge Baltic	9 55		do 27	Port Dalhousie.
do 27	Steamer Walter Vail	48 18		do 27	Port Colborne.
				1894.	
May 5	do Gov. Smith	8 75		July 8	Port Dalhousie.
June 27	do H. K. Moore	50 00		do 2	do do
July 20	Barge Minnedosa	12 05		Sept. 12	do do
do 21	Steamer Escanaba	5 00		do 12	do do
Aug. 11	do Sequin	6 11		Oct. 12	Port Colborne.
do 12	do Bannockburn	15 05		Aug. 25	do do
do 18	do Egyptian	273 81		do 11	do do
do 29	do Argonaut	9 06		Sept. 15	do do
				1895.	
Sept. 18	Schooner Thos. L. Parker	8 45		May 17	do do
				1894.	
Oct. 11	Steamer N. K. Fairbank	63 95		Nov. 2	Port Dalhousie.
do 22	do Bannockburn	12 89		do 5	Port Colborne.
				1895.	
Nov. 15	do Pueblo	15 00		April 30	Port Dalhousie.
1895.					
April 22	do City Owen Sound	10 07		May 18	Port Colborne.
do 25	do F. H. Prentice	20 32		do 2	do do
do 27	do Arabian	6 54		do 14	Port Dalhousie.
May 13	do Topeka	6 14		June 4	Port Colborne.
do 14	do Iron Age	150 00		May 15	do do
do 15	do Carmona	7 00		do 21	do do
do 15	Barge St. Lawrence	5 16		do 21	do do
do 22	Steamer W. B. Morley		19 44		
do 22	Barge Minnedosa	15 44		June 10	Port Dalhousie.
do 31	Steamer Bannockburn	21 04		do 14	do do
June 5	do Saginaw Valley	300 00		do 27	do do
do 12	do Sequin		5 20		
do 21	Schooner Albatros		19 02		
	Total	1,170 13	43 66		

"B."

STATEMENT of Fines collected from Vessels contravening Canal Regulations, and from Locktenders for neglect of duty, also for use of Government Property during the Fiscal Year ended 30th June, 1895.

Date of Fines.	Name of Vessel.	Amount of Fines.		Date paid.	Where paid. — Collector's Office.
		Paid.	Unpaid.		
1894.		$ cts.	$ cts.	1894.	
June 29....	Steamer Melbourne.....	10 00	.....	July 9....	Port Dalhousie
July 4....	do Deleware.....	10 00	.....	do 4....	Port Colborne.
Nov. 3....	do Glengary.....	20 00	.....	Nov. 20....	do
do 3....	Brg. Minnedosa.....	10 00	.....	do 20....	do
1895.				1895.	
June 1....	Schr. Sir C. T. Vanstrabenzie.....	20 00	.....	June 3....	do
do 3....	Steamer Business.....	.....	20 00	.....	
	do S. J. Macey.....	.....	20 00	.....	
1895.	*Locktenders.*			1895.	
May 27....	Isaac Johnston.....	5 00	.....	May 27....	Port Dalhousie.
do 27....	James R. Keys.....	5 00	.....	do 27....	do
1894.	*Use of Government Property.*			1894.	
Nov. 3....	Steamer N. K. Fairbanks—For use of diving apparatus.....	14 00	.....	Nov. 14...	Port Colborne.
	Total.....	94 00	40 00		

"C."

STATEMENT showing the Highest and Lowest Depth of Water on the Lower Mitre Sill Lock No. 1, Old Welland Canal, Port Dalhousie, for Fiscal Year ended 30th June, 1895.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1894.	Ft. in.	Ft. in.	1895.	Ft. in.	Ft. in.
July.....	13 9	13 4	January.....	11 9	11 0
August.....	13 7	12 7	February.....	11 5	11 0
September.....	12 9	12 3	March.....	11 10	11 2
October.....	12 5	11 10	April.....	12 1	11 6
November.....	12 5	11 3	May.....	12 2	11 10
December.....	11 11	11 4	June.....	12 0	11 8

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 ended 30th June, 1895.

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1894.	Ft. in.	Ft. in.	1895.	Ft. in.	Ft. in.
July	16 8	16 3	January	14 8	13 11
August	16 6	15 6	February	14 4	13 11
September	15 8	15 2	March	14 9	14 1
October	15 4	14 9	April	15 0	14 5
November	15 4	14 2	May	15 1	14 9
December	14 10	14 3	June	14 11	14 7

"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 ended 30th June, 1895.

Months.	Upper Sill.		Months.	Upper Slll.	
	Highest.	Lowest.		Highest.	Lowest.
1894.	Ft. in.	Ft. in.	1895.	Ft. in.	Ft. in.
July	12 10	11 7	January	13 2	9 7
August	12 9	10 9	February	10 7	10 2
September	12 10	11 0	March	10 10	9 4
October	12 7	10 11	April	10 11	9 9
November	14 4	10 2	May	11 11	10 7
December	12 0	9 10	June	11 5	10 7

STATEMENT showing the Highest and Lowest Depth of Water on the Upper Mitre Sill of New Lock, at Port Colborne, Welland Canal, for the Fiscal Year ended 30th June, 1895.

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1894.	Ft. in.	Ft. in.	1895.	Ft. in.	Ft. in.
July	15 9	14 6	January	16 1	12 6
August	15 8	13 8	February	13 6	13 1
September	15 9	13 11	March	13 9	12 3
October	15 6	13 10	April	13 10	12 8
November	17 3	13 1	May	14 10	13 6
December	14 11	12 9	June	14 4	13 6

Department of Railways and Canals.

ST. PETER'S CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
St. PETER'S, 31st July, 1895.

SIR,—I have the honour to submit the annual report of the works in my charge for the fiscal year ended 30th June, 1895.

The only work undertaken was the unwatering of the lock pit for the purpose of renewing the lock gates, mitre-sills, and flooring of the lock, which divers James Sampson and R. J. Sutherland who I got to examine them (independent of each other) reported to be badly eaten with the "teredo."

The lock gates as I already informed you could only be operated during the past three seasons with very great difficulty, several of them refused to mitre, and the divers were of opinion from their general appearance, that some of them were in danger of collapsing if not attended to immediately.

It was estimated from the best information obtainable, that it would take from 4 to 5 months to complete this work, and to admit of its being carried on so as to interfere as little as possible with navigation, it was decided to close the canal on the 15th of December and re-open it on the 1st of May: tenders for the work having been duly called for a contract was entered into for its execution within these dates, but the contractor having failed to unwater the lock, the work was taken out of his hands on the 24th of April, and is now being completed at his expense.

I may say that the unwatering of the lock containing as it does over 2,000,000 imperial gallons, with a head of 26 feet of water on the Atlantic end, and a 7 feet tide, and 20 feet on the lake end, proved to be a very much more formidable operation than was expected, the principal cause being that the clay puddle of 3 feet wide on the west side and 4 feet wide on the east side which the original specification called for and which it was therefore expected had been placed, was found to have been omitted back of the wing walls on the Atlantic end, and instead heavy cribs over thirty feet high filled with stone were placed which had to be cut away with divers and sheet piled through them to solid ground: on the lake end for a similar purpose it became necessary to remove a crib 25 feet high on the west side, besides a very heavy stone wall twenty feet high on the east side, through which the lake water was freely passing and coming up under the lock walls into the lock. In brief, when this lock was built no provision was made for unwatering it: but the most serious difficulty of all that had to be contented with was a continuous flow of about 90,000 gallons of water per hour from the old lock (which is apparently fed from the Atlantic and which there is no feasible method of reaching to stop it) a quantity sufficient in itself to raise the water in the lock one foot per hour, this extra work which could not have been foreseen besides adding to the cost delayed the completion of the work very materially.

The timber that is being used for the repairs is creosoted pitch pine, which was procured from the Lehigh Valley Creosoting Works.

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

WM. McCARTHY,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister of Railways and Canals,
Ottawa.

10—12½

APPENDIX No. 8.

OFFICE OF THE INSPECTOR OF CANALS,
HAMILTON, 9th August, 1895.

SIR,—I have the honour to report that during the fiscal year ended 30th of June, 1895, I inspected all offices for collection of tolls on Dominion canals.

From time to time, at dates of inspection, detailed returns showing particulars of the collections and working of each office, were submitted to the department.

On account of canal revenue, the aggregate receipts for the fiscal year 1894-95 were $302,632.44.

For hydraulic and other rents, receipts for the fiscal year were $41,506.46.

Classified under subdivisions of tolls, wharfage and storage, fines, damages, hydraulic and other rents, and sundry miscellaneous minor receipts, the exhibit of revenue at the thirty offices established for collection of tolls, is as follows :—

WELLAND CANAL.

Collection Divisions.	Canal Revenue.					Total Canal Revenue.	Hydraulic and Other Rents.
	Tolls.	Wharfage and Storage.	Fines.	Damages.	Other Receipts.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Port Colborne	100,039 22		95 00	646 19	63 18	100,843 59	257 50
Port Dalhousie	53,635 85		20 00	465 19	21 26	54,142 30	176 00
Dunnville	356 75					356 75	506 67
Port Maitland	35 70					35 70	
Port Robinson	216 90			270 00	30 00	516 90	885 00
St. Catharines	445 59					445 59	5,038 26
Chippewa	22 60					22 60	5 00
Totals	154,752 61		115 00	1,381 38	114 44	156,363 43	6,868 43

ST. LAWRENCE CANALS.

Valleyfield	1,462 28	30 00	50 00	77 00		1,619 28	2,716 00
Cornwall	26,683 00		10 00			26,693 00	1,395 00
Cardinal	825 47		45 00			870 47	560 00
Lachine	2,794 89	16 35			1,009 41	3,820 65	
Montreal	21,840 13	2,391 58	10 00	1,196 03	13,938 25	39,375 99	28,950 03
Kingston	8,470 24					8,470 24	
Totals	62,076 01	2,437 93	115 00	1,273 03	14,947 66	80,849 63	33,621 03

CHAMBLY CANAL.

Chambly	9,457 69			10 00		9,467 69	
St. Johns	11,439 57		5 00			11,444 57	100 00
St. Ours Lock	599 35			2 00		601 35	
Totals	21,496 61		5 00	12 00		21,513 61	100 00

Department of Railways and Canals

REVENUE, by districts, wharfage, fines, &c.—*Concluded.*

OTTAWA RIVER CANALS.

Collection Divisions.	Canal Revenue.					Total Canal Revenue.	Hydraulic and Other Rents.
	Tolls.	Wharfage and Storage.	Fines.	Damages.	Other Receipts.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ottawa	19,252 05					19,252 05	
Grenville	13,243 87				8 00	13,251 87	13 00
Carillon	186 57		12 00	20 00		218 57	23 00
St. Anne's	1,145 70				0 65	1,146 35	
Totals	33,828 19		12 00	20 00	8 65	33,868 84	36 00

RIDEAU CANAL.

Ottawa	3,724 21	69 02			310 00	4,103 23	639 50
Kingston Mills	1,479 82					1,479 82	105 00
Smith's Falls	629 67					629 67	84 50
Totals	5,833 70	69 02			310 00	6,212 72	829 00

ST. PETER'S CANAL.

St. Peter's	2,072 42					2,072 42	

MURRAY CANAL.

Brighton	699 95					699 95	

TRENT VALLEY CANALS.

Burleigh Falls	68 19				0 25	68 44	
Bobcaygeon	425 78				93 00	518 78	
Fenelon Falls	46 02					46 02	50 00
Hastings	28 05					28 05	
Peterborough	285 28					285 28	2 00
Buckhorn	105 27					105 27	
Totals	958 59				93 25	1,051 84	52 00
Grand Totals	281,718 08	2,506 95	247 00	2,686 41	15,474 00	302,632 44	41,506 46

Bank remittances in favour of the Receiver General have been made at intervals, determined by the department, to balance the receipts tabulated above.

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. 9.

RAILWAY SUBSIDIES.

TABLE of Cash Subsidies granted and paid in aid of Railway Construction.

No.	Name of Railway.	No. of miles built.	No. of miles paid and provided for.	Subsidy paid and Available at June 30, 1895.	Subsidy paid to 30th June, 1895.	Subsidy paid to 30th Sept., 1895.
				$ cts.	$ cts.	$ cts.
1	Albert Southern	16	16	50,460 00	50,460 00	50,460 00
2	Baie des Chaleurs	70	70	620,000 00	620,000 00	620,000 00
3	Beauharnois Junction	19·5	19·5	62,400 00	58,900 00	58,900 00
4	Belleville and North Hastings	6·84	6·84	21,888 00	21,888 00	21,888 00
5	Belleville and Lake Nipissing		30	96,000 00		
6	Boston and Nova Scotia		35·50	113,600 00		
7	Bracebridge and Baysville		15·00	48,000 00		
8	Brantford, Waterloo & Lake Erie	18	18	57,600 00	52,810 00	52,810 00
9	Brockville, Westport and Sault Ste. Marie	44·50	60	192,000 00	105,200 00	105,200 00
10	Buctouche and Moncton	31·75	32	102,400 00	101,600 00	101,600 00
11	Canada Atlantic	54 05	54 05	282,355 20	282,355 20	282,355 20
12	Canada Central	120	120	1,525,250 00	1,525,250 00	1,525,250 00
13	Canada Eastern	107	108·50	347,200 00	342,400 00	342,400 00
14	Canadian Pacific	1,905	1,905	25,000,000 00	25,000,000 00	25,000,000 00
	do (extension)	170	185	1,580,000 00	1,528,000 00	1,528,000 00
15	Cape Breton Extension		30	96,000 00		
16	Caraquet Railway	67	67	224,000 00	224,000 00	224,000 00
17	Central Ontario		20	64,000 00		
18	Central (of New Brunswick)	44·50	59·50	123,639 00	75,639 00	75,639 00
19	Cobourg, Northumberland and Pacific		49	156,800 00		
20	Cornwallis Valley	14	14	44,800 00	44,800 00	44,800 00
21	Columbia and Kootenay	27·75	27·75	88,800 00	88,800 00	88,800 00
22	Cumberland	14	14	39,850 00	39,850 00	39,850 00
23	Dominion Line Co	4·8	7	15,360 00	15,360 00	15,360 00
24	Dominion Coal Co	10	28	89,600 00	32,000 00	87,808 00
25	Drummond Counties	89·98	93·10	297,920 00	287,936 00	287,936 00
26	Elgin, Petitcodiac and Havelock	12 00	12·00	38,400 00	38,400 00	38,400 00
27	Erie and Huron	30·00	30·00	96,000 00	96,000 00	96,000 00
28	Esquimalt and Nanaimo	71	71	750,000 00	750,000 00	750,000 00
29	Fredericton and St. Mary's Railway Bridge	1·33	1·33	30,000 00	30,000 00	30,000 00
30	Goderich and Wingham		31	99,200 00		
31	Grand Trunk, Georgian Bay and Lake Erie	12.42	15	48,000 00	39,744 00	39,744 00
32	Great Eastern	12·50	32·50	104,345 00	40.345 00	40,345 00
33	Great Northern	34·59	99·59	318,688 00	110,688 00	110,688 00
34	Guelph Junction	15·25	15·25	46,000 00	46,000 00	46,000 00
35	Harvey Branch	3	3	9,600 00	5,553 57	5,553 57
36	Hereford	48·50	48·50	155,200 00	155,200 00	155,200 00
37	Inverness and Richmond		25	80,000 00		
38	Irondale, Bancroft and Ottawa	30	50	160,000 00	96,000 00	96,000 00
39	International	49	49	156,800 00	156,800 00	156,800 00
40	Jacques Cartier Union			20,000 00		
41	Joliette and St. Jean de Matha		20	64,000 00		
42	Joggins	12	12	37,500 00	37,500 00	37,500 00
43	Kingston and Pembroke	15	15	48,000 00	48,000 00	48,000 00
44	Kingston, Napanee and Western	61·35	80	268,400 00	208,732 80	208,732 80
45	L'Assomption	3 50	3·50	11,200 00	11,200 00	11,200 00
46	Lake Erie and Detroit River	84·04	85	342,400 00	338,731 00	338,731 00
	Carried forward	3,330·15	3,783·41	34,223,655 20	32,706,142 57	32,761,950 57

TABLE of Cash Subsidies granted and paid in aid of Railway Construction—*Con.*

No.	Name of Railway.	No. of miles built.	No. of miles paid and provided for.	Subsidy paid and Available.	Subsidy paid to 30th June, 1895.	Subsidy paid to 30th September, 1895.
				$ cts.	$ cts.	$ cts.
	Brought forward.....	3,330·15	3,783·41	34,223,655 20	32,706,142 57	32,761,950 57
47	Lake Temiscamingue Colonization Railway Co.....	45·84	50	327,700 00	285,958 95	285,958 95
48	Leamington and Lake St. Clair..	16	16	51,200 00	51,200 00	51,200 00
49	Lindsay, Bobcaygeon & Pontypool	..	32	102,400 00	.....	.....
50	Lotbinière and Mégantic.....	23	30	96,000 00	73,600 00	73,600 00
51	Manitoba and North-western....	.....	100	320,000 00	.....	.....
52	Manitoulin and North Shore.....	.....	40	128,000 00	.....	.....
53	Montreal and Sorel.....	44·67	44·67	93,757 57	93,757 57	93,757 57
54	Montreal and Lake Champlain..	83	83	103,600 00	103,600 00	103,600 00
55	Montreal and Western.....	70	70	361,270 00	361,270 00	361,270 00
56	Montreal and Lake Maskinongé..	12·90	12·90	41,280 00	41,280 00	41,280 00
57	Montreal and Ottawa.....	23	60	192,000 00	73,600 00	73,600 00
58	Montfort Colonization	21	33	105,600 00	67,200 00	67,200 00
59	Nakusp and Slocan.....	36·80	38	121,600 00	117,760 00	117,760 00
60	New Brunswick and P.E.I.....	35·45	35·45	113,440 00	113,440 00	113,440 00
61	New Glasgow Iron and Coal Co..	12	17·50	56,000 00	38,400 00	39,840 00
62	Nicola Valley Ry. Co.....	.....	53	169,600 00	.....	.....
63	Nippissing and James Bay	.....	68	217,000 00	.....	.....
64	North Shore.....	159	159	954,000 00	.....	.....
65	Northern Pacific Junction.....	110	110	1,320,000 00	1,320,000 00	1,320,000 00
66	Nova Scotia Central.....	73·50	73·50	235,200 00	230,700 00	230,700 00
67	Nova Scotia Southern.....	.....	75	240,000 00	.....	.....
68	Ontario and Pacific.....	.....	53·87	172,400 00	.....	.....
69	Ontario, Belmont and Northern..	.....	10·00	32,000 00	.....	.....
70	Ontario and Quebec.....	61·25	61·25	196,000 00	196,000 00	196,000 00
71	Orford Mountain	26·50	26·50	84,800 00	84,800 00	84,800 00
72	Oshawa Railway and Navn. Co..	.....	7	22,400 00	.....	.....
73	Ottawa & Gatineau Valley Ry. Co.	54	82·00	384,000 00	284,128 00	284,128 00
74	Ottawa, Arnprior & Parry Sound	82	107	430,400 00	350,400 00	350,400 00
75	Parry Sound Colonization Ry. Co	40	60	192,000 00	128,000 00	128,000 00
76	Pontiac and Kingston.....	.....	22	70,400 00	.....	.....
77	Pontiac and Pacific Junction.....	70	92·50	313,100 00	193,578 00	193,578 00
78	Pontiac and Ottawa.....	.....	23	73,600 00	.....	.....
79	Phillipsburg Junction.....,	6·75	6·75	21,600 00	21,600 00	21,600 00
80	Pontiac and Renfrew.....	4·25	4·25	13,600 00	13,600 00	13,600 00
81	Port Arthur, Duluth and Western	84·75	84·75	271,200 00	271,200 00	271,200 00
82	Quebec Central	15·50	74·86	348,342 00	60,342 00	60,342 00
83	Quebec, Montreal, Ottawa and Occidental	120·00	120	1,440,000 00	.....	.....
84	Quebec and Lake St. John.....	245·85	259 85	1,047,799 50	1,002,999 50	1,006,743 50
85	Quebec, Moutmorency and Charlevoix.....	30	30	96,000 00	96,000 00	96,000 00
86	Restigouche and Victoria.....	.....	35	112,000 00	.....	.....
87	Shuswap and Okanagan.....	51	51	163,200 00	163,200 00	163,200 00
88	South Shore, N.S....	.....	35	112,000 00	.....	.....
89	South Norfolk	17	17	54,400 00	54,400 00	54,400 00
90	South Eastern Bridge.....	.....	.....	50,000 00	.....	.....
91	South Ontario Pacific.....	. .....	49	158,400 00	.....	.....
92	Strathroy and Western Counties.	.....	25	80,000 00	.....	.....
93	St. Catharines & Niagara Central	12	46	147,200 00	38,400 00	38,400 00
94	St. Clair Frontier Tunnel.....	2·23	2·23	375,000 00	375,000 00	375,000 00
95	St. Lawrence, Lower Laurentian and Saguenay	38·85	38·85	217,600 00	217,600 00	217,600 00
96	St. Louis, Richibucto & Buctouche	7	7	22,400 00	22,400 00	22,400 00
97	St. John Valley and Riv. du Loup	.....	15	48,000 00	.....	.....
98	St. Lawrence and Adirondack....	20·31	20·31	65,001 60	65,001 60	65,001 60
99	Témiscouata	112·95	113·20	646,400 00	645,950 00	645,950 00
100	Thousand Island.....	4·33	17	54,400 00	24,400 00	24,400 00
101	Tilsonburg, Lake Erie and Pacific	.. ..	16	51,200 00	.. ..	.....
102	Tobique Valley...	27·88	43	182,400 00	134,016 00	134,016 00
103	Toronto, Grey and Bruce...	4·60	5	14,656 00	14,656 00	14,656 00
	Carried forward.....	5,235·31	6,645·60	47,337,201 87	40,135,580 19	40,196,572 19

TABLE of Cash Subsidies granted and paid in aid of Railway Construction—*Con.*

No.	Name of Railway.	No. of miles built.	No. of miles paid and provided for.	Subsidy paid and Available.	Subsidy paid to 30th June, 1895.	Subsidy paid to 30th September, 1895.
				$ cts.	$ cts.	$ cts.
	Brought forward	5,235·31	6,645·60	47,337,201 87	40,135,580 19	40,196,572 19
104	United Counties	40·64	64	204,800 00	131,701 15	131,701 15
105	Waterloo Junction.....	10·25	10·25	32,800 00	32,800 00	32,800 00
106	Western Counties.....	20	20	500,000 00	500,000 00	500,000 00
107	Western Ontario Pacific and Ontario and Quebec.....	18·75	18·75	60,000 00	60,000 00	60,000 00
108	Woodstock and Centreville.....	.....	26	83,200 00	.....	.....
	For a Railway from—					
109	Abbotsford Stat'n to Chilliwack		21	67,200 00	.....	.....
110	Cape Tourmente towards Murray Bay	.....	20	64,000 00	.....	.....
111	Cap de la Magdeleine to C.P.R, ...	.....	3	9,600 00	.....	.....
112	Cross Creek Station to Stanley Village	.....	6	19,200 00	.....	.....
113	Elk and Kootenay Rivers to Cove Creek.....	.....	34	108,800 00	.....	.....
114	Hebert River to Young's Mills.	.....	5	16,000 00	.....	.....
115	Lime Ridge northerly to Megantic	.....	50	160,000 00	.....	.....
116	Newcastle to point opposite Chatham.....	.....	6	19,200 00	.....	.....
117	Point on I.C.R. towards Havelock.....	.....	20	64,000 00	.....	.....
118	Pokemouche Siding to Tracadie Village.....	.....	12	38,400 00	.....	.....
119	St. John to Barnsville.....	.....	10	32,000 00	.....	.....
120	St. Eustache to St. Placide....	.....	18	57,600 00	.....	.....
121	St. Eustache to C.P.R.....	.....	12	38,400 00	.....	.....
122	St. Placide to St. Andrews	.....	8	25,600 00	.....	.....
123	St. Flavie or Little Métis to Matane	.....	50	160,000 00	.....	.....
124	St. Rémi to St. Cyprien.....	.....	12	38,400 00	.....	.....
125	St. Stephen to Milltown.....	.....	3·50	11,200 00	.....	.....
126	Newport or Windsor to Truro..	.....	90	300,000 00	.....	.....
	Total	5,324·95	7,165·10	49,447,601 87	40,860,081 34	40,921,073 34

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, 1895.
				$
1	International (Atlantic and North-west) Railway Co	252	$93,300 per ½ year for 20 years.	1,119,600
2	Kingston, Smith's Falls and Ottawa Railway Co	56	3,136 do 21	Nil.
	Total	308		1,119,600

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. / 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. / 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. / 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 / 49 Vic., c. 11.	Manitoba North-western Railway Co.	476	*6,400 / 3,200	2,726,400
10	48-49 Vic., c. 60 / 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 / 50-51 Vic., c. 23 / 52 Vic., c. 4.	North-western Coal and Navigation Co.	110	6,400	708,400
15	48-49 Vic., c. 60 / 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 / 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 / 47 Vic., c. 70 / 43 Vic., c. 59	Winnipeg and Hudson Bay Railway Co.	900	†6,400 / 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. 10.

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 milcage 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 the term of twenty years.

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

By the special Act 53 Vic., ch. 5, 1890 *(Assented to 16th May, 1890)*:—

230. In order to enable the Calgary and Edmonton Railway Company to construct so much of their railway as reaches from a point on the line of the Canadian Pacific Railway Company within the town of Calgary to a point on the North Saskatchewan River near Edmonton, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails for twenty years, and may pay for such services during the said term, eighty thousand dollars per annum, in manner following, that is to say: the sum of eighty thousand dollars to be paid annually on the construction of the railway from Calgary to a point on the North Saskatchewan River near Edmonton,—such payment to be computed from the date of the completion of the railway between such points: Provided that the Governor General in Council may order such sums to be paid in semi-annual instalments, and may permit the company to assign the same by way of security for any bonds or securities which may be issued by the company in respect of the company's undertaking.

By 54-55 Victoria, ch. 8, 1891 *(Assented to 30th Sept., 1891)*:—

231. To the Great Northern Railway Company, for a railway from a point at or near New Glasgow or St. Lin to or near to Montcalm, in the province of Quebec, eighteen miles, the balance

remaining unpaid of the subsidy, not exceeding $3,200 per mile, granted by the Act forty-ninth Victoria, chapter ten, nor exceeding in the whole..... $ 28,100 00

232. To the Quebec and Lake St. John Railway Company, for the railway bridge over the St. Charles River to give access to the city of Quebec, the difference between the amount already paid to the company and the sum of $30,000 mentioned as not to be exceeded by the Act fifty-third Victoria, chapter two, a subsidy not exceeding..... 5,250 00

233. To the Oshawa Railway Company, for seven miles of their railway from Port Oshawa towards Raglan, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400 00

234. To the St. Lawrence, Lower Laurentian and Saguenay Railway Company, for the section of their railway from Grand Piles, on the St. Maurice River to its junction with the Quebec and Lake St. John Railway, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole..... 92,784 00

235. To the Great Eastern Railway Company, for thirty-miles of their railway, from the River St. Francis to the Arthabaska Railway at St. Grégoire station, the balance remaining unpaid of the subsidy, not exceeding $3,200 per mile, granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole..... 79,700 00

236. To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway from Woodstock to Hamilton, in the province of Ontario, in lieu of the subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 158,400 00

237. To the Montreal and Ottawa Railway Company (formerly the Vaudreuil and Prescott Railway Company), for thirty miles of their railway from Vaudreuil towards Hawkesbury, the balance remaining unpaid of the subsidy granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, not exceeding in the whole..... 46,040 00

238. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy for a like amount granted by the Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter twenty-four, a subsidy not exceeding $6,400 per mile, nor exceeding in the whole.... 89,600 00

239. To the Kingston, Smith's Falls and Ottawa Railway Company for fifty-six miles of their railway from the city of Kingston to Smith's Falls, in lieu of the subsidies, not to exceed $179,200, granted by the Acts fifty-second Victoria, chapter three, and fifty-third Victoria, chapter two, a subsidy not exceeding $12,534 per annum, to be paid in semi-annual instalments of $6,267 each, for twenty years, which represents a grant in cash of..... 179,200 00

"Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding $1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking."

240. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $64,000 00

"Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say:—

Sections.	Length in miles.
From, at or near Newboro' to Westport	4
From Westport towards 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 exceeding $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 subsubsidized 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.

NOTE.—No subsidies were authorized by 58-59 Vic. (1895).

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.

NOTE.—No subsidies were authorized by 58-59 Vic. (1895).

APPENDIX No. 11.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1895.

1. SUBSIDIZED RAILWAYS.

No. of Contract	Contractor.	Date of Signature.	General Description.
11900	Drummond County Railway Co.	14th Nov., 1894.	From St. Léonard to Chaudière Junction, I.C.R.
11905	Inverness and Richmond Railway Co. (Limited)	23rd do 1894.	From Port Hawkesbury, Co. of Inverness, N.S., towards Chéticamp.
11908	Lotbinière and Mégantic Railway Co	19th do 1894.	From end in Seigniory of St. Jean Deschaillons, 12½ miles and from Lyster Station, G.T.R., to Lyster, 2½ miles.
11944	Canada Eastern Railway Co.	Not signed	From west end of their line to connect C.P.R. with St. Mary's Bridge.
11971	South Shore Railway Co. (Limited) of Nova Scotia	28th Feb., 1895	From Yarmouth towards Shelburne and Lockeport, N.S.
11988	British Columbia Southern Railway Co.	Not signed	From junction of Elk and Kootenay Rivers to Coal Creek.
12014	Quebec and Lake St. John Railway Co.	13th July, 1895.	From east end of their line already built eastward to deep water at Chicoutimi.
12035	Cap de la Madeleine Railway Co.	Not signed	From Cap de la Madeleine to the Piles Branch of the C.P.R.
12042	Central Railway Co. of N.B.	7th Sept., 1895.	From Chipman Station to Newcastle Coal Fields.
12043	Ontario and Pacific Railway Co.	1st June, 1895.	From Cornwall to Ottawa.
12058	Ottawa and Gatineau Railway Co.	Not signed	From eastern end of 62 miles already subsidized towards Désert.
12060	Tilsonburg, Lake Erie and Pacific Railway Co.	16th July, 1895.	From Port Burwell to Tilsonburg, 16 miles, in lieu of subsidy granted in 1892.
12101	St. Stephen and Milltown Railway Co.	5th Aug., 1895.	From St. Stephen to Milltown, N.B., 3½ miles.
12115	Great Northern Railway Co.	Not signed	From junction with Lower Laurentian Railway near St. Tite in vicinity of River St. Maurice, westward, 30 miles.
11845	Oshawa Railway Co.	5th Aug., 1895.	From Port Oshawa to Mill Street, to Town Hall and G.T.R. Station, 7 miles.

2. INTERCOLONIAL RAILWAY.

11907	Montreal Car Wheel Co.	11th Oct., 1894.	Supply 2,000 car wheels.
11973	Ross Bros.	18th Jan., 1895.	Farm crossing gates.
11991	Central Bridge and Engineering Co. (Limited)	15th March, 1895.	Construct steel single track.
11994	D. McGregor & Son.	4th Jan., 1895.	do branch line from Tuft's Cove.
11995	Thomas Cook	4th do 1895.	do do do Windsor Junction.
*12048	Intercolonial Coal Mining Co.	27th May, 1895.	Supply 6,700 tons coal, P.E.I. Railway.
12106	Rhodes, Curry & Co.	22nd June, 1895.	2 engine houses for Dartmouth Branch.
12107	Theo. B. LeBlanc	10th do 1895.	Foundation freight shed, deep water terminus, Halifax.
12119	Rhodes, Curry & Co.	6th July, 1895.	Station and freight House at Waverly, N.S.
12124	Dominion Bridge Co.	19th June, 1895.	Single track steel bridge, Monastry Station, N.S
12125	do do	10th July, 1895.	2 do do do Red Pine River.
12131	R. C. Donald & Co.	24th do 1895.	Brick freight house, Halifax.
*12132	Crossen Car Mfg. Co (Limited)	8th Aug., 1895.	20 box freight cars.
12133	Dominion Coal Co.	30th June, 1895.	Supply 2,500 tons coal.
12134	do	do do 1895.	do 15,000 do
12135	Cumberland Railway and Coal Co.	do do 1895.	do 80,000 do and 10,000 tons slack.

APPENDIX No. 11.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1895—*Continued.*

2. INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
12136	William Hall	30th June, 1895.	Supply 5,000 tons coal.
12137	Intercolonial Coal Mining Co	30th do 1895.	do 25,000 do
12138	Acadia Coal Co. (Limited)	30th do 1895.	do 30,000 do
12143	Rathbun Co	2nd Aug., 1895.	15 box freight cars.
12145	Rhodes, Curry & Co	27th do 1895.	50 box freight cars.
12152	Thomas Atkinson	21st do 1895.	Station house, Beaver Brook.
12155	A. Holden & Co	26th July, 1895.	Engine oil.
12156	Bushnell & Co	26th do 1895.	Engine oil, cylinder oil, &c.
12157	J. R. Hutchins	26th do 1895.	do do do
12158	Imperial Oil Co	26th do 1895.	Passenger coach oil, &c.
12159	Eastern Oil Co	26th do 1895.	Passenger coach oil, petroleum, &c.
12167	Canada Coal and Railway Co. (Limited)	30th June, 1895.	Supply 30,000 tons coal.
12168	General Mining Association	30th do 1895.	do 2,500 do and 10,000 tons slack.
12169	Crossen Car Manufacturing Co. (Limited)	30th do 1895.	75 platform cars.
12172	Rhodes, Curry & Co (Limited)	20th Aug., 1895.	75 do do
12173	do do	16th Sept., 1895.	40 six-ton coal cars.

3. BEAUHARNOIS CANAL.

11919	Jas. Wright	4th Dec., 1894.	Supply stone to repair locks.
11921	John C. Hague	4th do 1894.	Piers for iron bridge across Lost Channel.
11931	Dominion Bridge Co. (Ltd)	27th do 1894.	Steel bridge across Lost Channel.

4. CARILLON AND GRENVILLE CANAL.

11951	Nicholson & Stewart	14th Jan., 1895.	North abutment swing bridge, Grenville.

5. RIDEAU CANAL.

11938	M. Ryan	26th Dec., 1894.	Retaining walls at Merrickville.
11955	Francis Hourigan	18th Jan., 1895.	Masonry piers for new swing bridge, Smith's Falls.
11980	Canadian Bridge & Iron Co.	11th Mar., 1895.	Steel superstructure, Wellington bridge.
11984	Hebron Harris	22nd April, 1895.	Supply 4,000 c. ft. white oak timber.
12028	John R. Booth	20th May, 1895.	Sheet piling, Deep Cut, Ottawa.
12056	Robt. Weddell	29th June, 1895	Swing bridge.
12146	Matthew Ryan	6th Sept., 1895.	House for lock-keeper, Smith's Falls.

6. SAULT STE. MARIE CANAL.

11949	J. & R. Miller	2nd Feb., 1895.	1 pair spare lock gates.
11962	S. H. Fleming & Co	14th do 1895.	Build timber booms.
11982	Dominion Bridge Co. (Ltd)	27th Mar., 1895.	Movable dam and swing bridge.
12032	Wm. Kennedy & Sons	10th June, 1895.	Horizontal new American turbine.
O. C. 154198	Hugh Ryan & Co	15th Oct., 1894.	6 motor houses.
O. C. 154199	J. & R. Miller	10th Dec., 1894.	Pontoon lock gate lefter.
12164	J. & R. Miller	Not signed.	Office and workshop.

APPENDIX No. 11.—Statement of Contracts entered into during the Fiscal Year ended 30th June, 1895—*Continued.*

7. SOULANGES CANAL.

No. of Contract.	Name of Contractor.	Date of Signature.	General Description.
12016	Bellhouse, Dillon & Co.	19th July, 1895	25,000 barrels Portland cement, "North's Condor" brand.
*11851	C. J. DeSola	13th Feb., 1895.	4,000 barrels Portland cement "Josson's" brand.

*Contract extended.

8. TRENT VALLEY CANAL.

11923	A. Onderdonk	13th Feb., 1895.	Section 1, Simcoe-Balsam Lake division.
12128	Brown, Love & Aylmer	27th Aug., 1895.	Section 1, Peterborough-Lakefield division.
12141	John Wolfred Wurtele	24th do 1895.	2,500 barrels Portland cement "Monarch Cycle" brand.

9. WELLAND CANAL.

11898	Battle & Newman	9th Nov., 1894.	Rebuild superstructure, east pier, Port Dalhousie.
11911	do	19th do 1894.	Stone culvert at junction of Feeder,
12026	James Wilson	21st May, 1895.	Castings for 1895.
12059	Murray & Cleveland	29th June, 1895.	Dredge sand bar entrance at Port Colborne.

10. WILLIAMSBURG CANAL.

12102	J. & R. Miller	15th July, 1895.	One pair lock gates, lower recess lock 22.
12108	Kerr Bros.	Not signed.	Renew part superstructure north pier, lower entrance, Farran's Point Canal.
12110	Cardinal Manufacturing Co.	20th July, 1895.	Superstructure north and south piers, lock 26, Galops Canal.
11913	J. & R. Miller	14th Dec., 1894.	One pair lock gates, lock 23, Rapide Plat Canal.

11. CORNWALL CANAL.

12150	J. & R. Miller	Not signed.	3 pairs lock gates, locks 15 and 17.
12175	Wm. Davis & Sons	do	Reconstruction south pier and ice breaker.

12. LACHINE CANAL.

12153	Gaherty & Shearer	10th Sept., 1895.	Cribwork above Wellington bridge.

13. ST. PETER'S CANAL.

11895	S. O'Donoghue	19th Dec., 1894.	Repairs.

WALTER S. DOULL.

APPENDIX

GENERAL

SHOWING Water power and other Public Property leased by the Department

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
			1. Beauharnois Canal.	
Jan. 8, '95	21 years renewable.	Montreal Cotton Co.	Old lots 2, 3, 4, 5, 6, 7, Cad. lots 836, 837, 834, 832, 830E, 845, &c., in lieu of former lease.	
Feb. 11, '95	Pleasure of Government.	La Cie d'Amusement de Sainte-Cécile.	Part cad. lot 1, at upper entrance	
			2. Carillon and Grenville Canal.	
Mch. 13, '95	21 years renewable.	Jessie Taylor, adm. of Estate Geo. Stering.	Lot at base of Major's Hill, Ottawa River, near Rideau Canal (wharf lot.)	
			3. Lachine Canal.	
Dec. 4, '94	Pleasure of Government.	P. D. Dods & Co.	Water supply 3" pipe to factory, Island St., Montreal.	
Mch. 6, '94	do	Citizens Light and Power Co.	8" pipe to company's station, St. Henri	
Jan. 9, '95	do	Dobell, Beckett & Co	600' × 40' in St. Gabriel shed No. 1, basin No. 1.	
Mch. 22, '95	do	J. V. Traversey & Co	100' × 40' in St. Gabriel shed No. 2, basin No. 2.	
Not signed.	do	Grand Trunk Ry. Co. of Canada.	Railway track from St. Henri bridge easterly to Montreal Rolling Mills and westerly to Clendinneng, &c.	
do	do	Armstrong & Cook	Connect drain Montreal west with Lachine drain.	
do	3 years	Major Bros	Space in New St. Gabriel's shed No. 1	
			4. Rideau Canal.	
Feb. 11, '95	Pleasure of Government.	Robert Anglin	Mill lot and surplus water, Brewer's Upper Mills.	3·14 acres.
do	do	do	Lot 25, 8th con., Pittsburg Upper Mills	40·00
June 6, '95	21 years renewable.	The Ottawa, Arnprior and Parry Sound Ry. Co.	Portion lot F, con. D, (Ordnance reserve, Deep Cut, Ottawa) Tp. Nepean, Carleton County.	6·6 acres.
do 6, '95	21 do	do	Portions lots, Rideau Front, Ordnance reserve.	14 acres.
July 31, '95	21 do	do	Portions lots C and D, con. C, Rideau Front, Ordnance reserve.	3·12
			5. Williamsburg Canal.	
Not signed.	Pleasure of Government.	F. Broder Robertson.	Pt. lot 6, con. 1, Tp. Matilda, Dundas Co.	0·22

No. 12.

STATEMENT

of Railways and Canals during the Fiscal Year ended 30th June, 1895.

For what purpose used,	Amount of Water Power Leased.	Date from which Lease is reckoned.	Terms of Payment				Remarks.
			Annual Rental.	Amount of each instalment.	When due each year.	When first instalment was due.	
			$ cts.	$ cts.			
Cotton mills..	Surplus water.	July 1, 1894	600 00	300 00	Jan. 1, Jul. 1	Jan. 1, '95	In advance.
Skating rink, Boat house &c.	.....	Jan. 1, 1895	35 00	35 00	January 1...	Jan. 1, '95	In advance.
Wharf lot.....	....	Jan. 1, 1895	100 00	50 00	Jan. 1, Jul. 1	July 1, '95	1st renewal of No. 4286.
Paint factory..	3″ pipe...	Jan. 1, 1895	30 00	30 00	January 1...	Jan. 1, '95	In advance.
Company's engines.	8″ pipe. .	Jan. 1, 1895	80 00	80 00	January 1...	Jan. 1, '95	do
Storing lumber	600′ × 40′.	Dec. 1, 1894	600 00	50 00	1st each mo.	Dec. 1, '94	do
do do	100′ × 40′.	Feb. 1, 1895	100 00	.....	February 1..	Feb. 1, '95	do
Receive or deliver goods.	....	May 1, 1895	500 00	500 00	May 1.....	May 1, '95	do
Carrying off surface water.	.....	May 1, 1895	1 00	1 00	May 1...	May 1, '95	do
Tar paper.....	100′ × 40′.	May 1, 1891	100 00	.....	May 1.....	May 1, '95	Lessee refuses to sign.
Manufacturing	25 h. p....	Jan. 1, 1892	30 60	15 00	Jan. 1, Jul. 1	Jan. 1, '92	Cancels No. 9515.
Pasturage	. . ..	Jan. 1, 1892	15 00	.....	January 1...	Jan. 1, '92	In advance.
Buildings, track and switches.	.....	May 1, 1895	20 00	.....	May 1 ..	May 1, '96	do
Approach to depot.	....	May 1, 1895	200 00	.....	May 1.....	May 1, '96	do
do do	.....	May 1, 1895	400 00	.....	May 1.....	May 1, '96	do
Dwelling house.	.....	Oct. 1, 1895	20 00	.....	October 1...	Oct. 1, '95	In advance.

GENERAL STATEMENT showing Water Power and other Public Property

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
			6. Welland Canal.	
Jan. 11, '95	10 years.....	Brown Bros	Reserve land east side of canal.....	....
Feb. 26, '95	.. ..	Thomas C. Dawson to Herbert Collier.	Assignment of lease originally granted to R. J. Wigle (under No. 11239).	.....
do 26 '95	....	Herbert Collier to John C. Morris.	Assignment of lease No. 11239.....	.....
May 18, '95	10 years.....	The Welland Electric Light Co.	30′ × 40′ between Welland raceway and Welland River.	1,200 sq. ft..
Aug. 9, '95	Pleasure of Government.	Leonard S. Bessey et al.	2″ syphon pipe west bank of new canal....	....
Not signed..	10 years.	Hutchinson, Hicks & Julian.	Parcel of land west of west pier at Port Dalhousie north entrance.	....
do	Pleasure of Government.	Sperry Carter.....	1½″ iron pipe to house on West St., Port Colborne.	.....
Aug. 8, '95	10 years ...	Ontario Peat Fuel Co	Part of lot 8, con. 4.....	.....
			7. Intercolonial Railway.	
Nov. 8, '95	25 years.....	Hon. N. H. Meagher to Government.	Land at Lower Stewiacke Branch Extension	1,800 ft.....
Dec. 18, '94	5 years.....	Rossin House Hotel Co. to Government.	Office in hotel for general freight and tickets, York St., Toronto.	Room .....

leased by the Department of Railways and Canals—*Concluded.*

For what purpose used.	Amount of Water Power Leased.	Date from which Lease is reckoned.	Terms of Payment.				Remarks.
			Annual Rental.	Amount of each instalment.	When due each year.	When first instalment was due.	
Storehouse and dock.	.....	Jan. 1, 1895	50 00	.....	January 1...	Jan. 1, '95	In advance.
Wharf, &c....	.....	.....	.....	.....	.....	.....	Consideration $2,000.
do	.....	.....	.....	.....	.....	.....	Consideration $1,300.
Steam plant...	.....	May 1, 1895	20 00	.....	May 1	May 1, '95	In advance.
Watering cattle.	2″ pipe..	July 1, 1895	1 00	.....	July 1.....	July 1, '95	do
Summer hotel.	.....	.....	50 00	.....	.....	.....	do
Domestic.....	1½″ pipe..	July 1, 1895	10 00	.....	July 1.....	July 1, '95	do
Storage and shipping.	.....	July 1, 1895	15 00	.....	July 1.....	July 1, '95	Cancels lease No. 11694
*							
.....	.....	Oct. 1, 1894	460 00	115 00	Jan. 1, Apl. 1 Jul 1, Oct. 1	Jan., 1, '95	

* The Government making and maintaining the cattle guards and crossing for the use of Hon. Meagher and servants.

WALTER S. DOULL.

APPENDIX No. 13.

PROPERTY purchased, or damaged, by the Department of Railways and Canals, during the Fiscal Year ended 30th June, 1895.

Date of Signature.	Who sold, etc., to Her Majesty.	Property purchased, &c.			Area of Land.	Amount Paid.	Remarks.
		Lot.	District.	County.			
			Annapolis and Digby Railway.		Acres.	$ cts.	
Sept. 26, 1894.	Eliza Sneden, *et al*.....	Parts of 3 lots,.....	Clements	Annapolis...	3·06 0·54 0·52	406 00	
			Cape Breton Railway, extension to North Sydney.				
Jan. 10, 1895.	Neil McDougall, *et al*....	Release for removing	hard pan on the eastern section..	.....	....	4,883 20	
do 17, 1895.	Sims & McDonald	do	do do ..	.....	....	2,822 40	
do 17, 1895.	Beatty, Shirley & Beatty..	do	do do ..	.....	....	6,442 00	
do 19, 1895.	McAdam & Grant.....	do	do do ..	.....	....	15,756 40	
do 21, 1895.	McDonnell & Cameron ...	Release from all clai	ms, construction of Cape Breton Railway.	.....	....	7,709 20	
do 12, 1895.	James C. McDonald	Land and dwelling..	Jamesville	Victoria.....	....	300 00	Damages.
			Intercolonial Railway.				
Nov. 12, 1894.	Joseph A. Martin, tutor...	Release for damages	received by son	.....	.....	1,500 00	
					Sq. feet.		
Jan. 22, 1895.	James A. Sedgewick, *et al*.	Land and land covered with water.	Halifax Extension.....	Halifax	21·872 11·000	10,634 52	And $1, judgment of Excheq. Court and costs.
Mar. 8, 1895.	Thomas Ritchie, *et al*.....	do do ..	do do	do	3·282	4,940 00	And $1, do ..
May 17, 1895.	Richard J. Flinn, guardian	do do ..	do	do	54·758	5,440 32	
			Oxford and New Glasgow Railway.				
					Acres.		
Oct. 22, 1892.	Susan and Kenneth McKenzie.	Lot 144.....	West River Road.....	Pictou..	1·15	80 00	
July 3, 1894.	George D. Denoon..... ..	Lot 131 and 131A....	Scotch Hill.....	do	0·04 3·09	374 51	

Feb. 9, 1894.	Charles L. Rood, *et al*	Lots 101½, &c	Scotburn	do	38·10 13·90	2,859 67		
June 22, 1894	Eliza Wood, *et al*	Lots B and 9B	Oxford	Cumberland	18·61 0 59	542 19		
Oct. 25, 1894.	Elizabeth Langille	Lots 45 and 46	River John	Pictou	7·08 3·39	1,270 00	And $196 costs.	
Oct. 10, 1894.	James Kitchen, *Ex*	Lot 45	do	do	7·08	1 00		
			Canadian Pacific Railway.					
Dec. 12, 1894.	Torrens certificate	SE. ¼ Section 5, Tp. 3, Range 3.	East Pembina Branch		1·6		J. B. McKillop former owner.	
Mar. 21, 1895.	do	Pt. lots 6, 7, 8, Bl. 45 " 7, 8, 9, 10, " 54 " 4, 5, " 59 " 8, 9, 10, " 4 " 1, 5, 7, 8, 9, " 11 " 3, " 18 " 6, 7, 8, 9, 10, " 26 " 1, 2, 3, 4, 5, 10, " 31 " 1, 6, 7, 9, 10, " 40	Emerson		348/1000		W. N. Fairbanks, *et al*, former owners.	
			Ottawa River (Culbute) Dams.					
241 Dec. 29, 1894.	Corporation Township Westmeath.	Bridge and road	Westmeath			400 00	Damages.	
			Lachine Canal.					
Aug. 17, 1894.	Joseph F. Aussem *alias* Hansen.	Pt. lot 939	Parish of Lachine	Jac. Cartier	Sq. feet. 69·005	4,847 69		
Mar. 29, 1895.	Philéas Gougeon	171	do Montreal			100 00	Damages by leakage.	
do 29, 1895.	Dame F.-X. Gougeon	172 and 175	do do			200 00	do	do
April 1, 1895.	Dame F.-X. Décary (wid.)	161	do do			200 00	do	do
Mar. 30, 1895.	Robert Benny	153 and 153A	do do			75 00	do	do
April 16, 1895.	François-X. Leduc	151	do do			200 00	do	do
do 5, 1895.	Robt. Brodie, *et al*	Pt. lot 176	do do			550 00	do	do
do 20, 1895.	Alexandre Madore	126	do do Côte St. Pierre.			598 00	do	do
Mar. 29, 1895.	David S. Leach, *et al*	138	do do			390 00	do	do
April 6, 1895.	Alfred G. Evans	137	do do Côte St. Pierre.			598 00	do	do
do 3, 1895.	William Trenholme	121 and 125	do do			375 00	do	do
do 3, 1895.	do	966	do Lachine	Jac. Cartier		550 00	do	do
do 3, 1895.	do	967	do do	do		280 00	do	do
do 3, 1895.	do	119 and 120	do Montreal			280 00	do	do
do 3, 1895.	do	Pt. lot 965	do Lachine	Jac. Cartier		140 00	do	do
do 3, 1895.	do	do 965	do do	do		210 00	do	do
do 3, 1895.	do	952 and 951	do do	do		780 00	do	do
Mar. 30, 1895.	Michael Hughes	3,606	do Montreal, Côte St. Paul			300 00	do	do
do 29, 1895.	Félix Larivière	1,698	do do			300 00	do	do
do 29, 1895.	Sauveur Larivière	1,703	do do Côte St. Paul			200 00	do	do

APPENDIX No. 13.—PROPERTY purchased or damaged—*Continued.*

Date of Signature.	Who sold, &c., to Her Majesty.	Property Purchased. Lot.	District.	County.	Area of land.	Amount paid.	Remarks.
			Lachine Canal—(Continued).			$ cts.	
April 1, 1895.	James Davidson	Pt. Lots 3413, 3414 and 3600.	Parish of Montreal			50 00	Damages by leakage.
Mar. 29, 1895.	Patrick Power	1704	do do			275 00	do do
do 29, 1895.	John Ryan	3413	do do			450 00	do do
do 29, 1895.	William West	3604	do do Côte St. Paul			250 00	do do
do 30, 1895.	Thomas C. Somerville	3603	do do			300 00	do do
do 28, 1895.	Philias Prudhomme	179	do do			200 00	do do
do 29, 1895.	Cyrille Tessier (widow)	161	do do			100 00	do do
do 29, 1895.	Théophile Prudhomme	177	do do			150 00	do do
April 23, 1895.	Gilbert and Tous. Décary	149	do do			350 00	do do
May 10, 1895.	André Latour, *et al.*	1021	do Lachine	Jac. Cartier		148 00	do do
Apl. 19, 1895.	Benjamin Décarie	139	do Montreal, Côte St. Pierre			187 00	do do
May 1, 1895.	Gabriel Décarie	144	do do do			351 00	do do
do 1, 1895	do do	167	do do do			260 00	do do
do 20, 1895.	John and Peter Jackson	3617	do do do			975 00	do do
			Rideau Canal.				
Oct. 25, 1894.	Thomas Sweetman	Lot 26, 7th con	Township Bedford	Frontenac		220 00	Damages by Kerry Dam.
Feb. 20, 1895.	James Waters	Pt. E ½ lot 13, 1st con.	do Bastard	Leeds		150 00	do Poonamalee do
do 18, 1895.	Michael and John Kelly	Lot 7, 5th con	do S. Elmsley	do		105 00	do do do
			Soulanges Canal.				
Oct. 3, 1894.	Mrs. A. C. Aubert de Gaspé (widow).	144, 147 to 155 inclusive, 157, 233, 234, 235, 237, 239.	Saint Ignace	Soulanges		141 89	Commutation of seigniorial dues.
Sep. 8, 1894.	do do	Pt. lots 238 and 240	do	do		12 12	do do
Oct. 3, 1894.	do do	Parts of 55 lots	Saint Joseph	do		159 96	$25 costs do
do 3, 1894.	do do	do 90 do	Saint Ignace and Saint Joseph	do		244 04	do do
Nov. 15, 1894.	Mrs. Josephte Lalonde, *ux* Jos. Chénier.	Pt. lots 34 and 35	St. Michel de Vaudreuil (Cascades)	Vaudreuil	Acres. 0·12 0·12	518 00	Deed.

Dec. 11, 1894	Andrew W. Johnson	do 4, 5, 6, 7, 8, 9.	do do do	do		300 00	do
do 24, 1894	François Leroux	do 135.	Saint Joseph	Soulanges.	2·30	92 49	do
do 17, 1894	François Méthot	do 130.	do	do	5·66	2,800 00	do
Jan. 5, 1895	Honoré Leroux	do 408 and 410.	do	do	6·04 6·20	3,800 00	do
do 8, 1895	Alfred DeMontigny	do 318.	do	do	6·11	1,900 00	do
do 17, 1895	Moïse Thauvette	do 330.	do	do	3·00	1,600 00	do
Feb. 4, 1895	Césaire Monpetit, *et ux*	do 3.	do	do	7·46	2,300 00	do
Apl. 4, 1895	Romuald Valois, *et ux*	do 58 and 59.	St. Michel de Vaudreuil (Cascades)	Vaudreuil	0·12 0·12	100 00	do
do 9, 1895	Thadée Viau, *et al*	do 23.	do do do	do	0·36	50 00	do
do 2, 1895	Mrs. M. L. Harwood (widow).	Pt. lots 3. ⅛ do 10, 11, 12, 13, 14, 15. ⅛ do 78.	do do do	do		75 00	do
Mch. 30, 1895	H. S. Harwood	do	do do do	do		75 00	do
do 31, 1895	Robert Harwood	⅛ lot 78.	do do do	do		10 00	do
Apl. 1, 1895	Liboire Constant	Part lot 3. ⅛ of lots 10, 11, 12, 13, 14 and 15.	do do do	do		65 00	do
Mch. 30, 1895	Mrs. M. M. A. L. de Bellefeuille (widow).	Part lot 3. ⅛ do 10, 11, 12, 13, 14 and 15. ⅛ lot 78.	do do do	do		75 00	do
do 31, 1895	A. C. Harwood	do	do do do	do		75 00	do
Apl. 1, 1895	C. de V. Harwood	Part lot 3. ⅛ of ⅛ lots 10, 11, 12 13, 14 and 15. ⅛ of ⅛ lot 78.	do do do	do		15 00	do
do 1, 1895	Louise F. Harwood	do	do do do	do		15 00	do
do 2, 1895	Mrs. E. G. Terroux (widow).	Part lot 3. ⅜ of ⅛ do 10, 11, 12 13, 14 and 15. ⅜ of ⅛ lot 78.	do do do	do		45 00	do
do 3, 1895	Mrs. Christine Périard	Pt. lots 24, 25, 32, 33, 36 and 37.	do do do	do		475 00	do
May 2, 1895	Marcellin Bissonnette	Part lot 311	Saint Joseph	Soulanges.	6·06	1,800 00	do
do 2, 1895	Osias Leroux	do 5 and 6.	do	do	3·45 3·59	2,000 00	do
do 20, 1895	John Elie	Cad. lots 1-5 inclusive	Coteau Landing	do	Feet. 9,150	200 00	Release.
do 22, 1895	Joseph Clément, *et al*	Part lot 435	Saint Joseph	do	Acres. 2·11	150 00	Deed.
do 27, 1895	Joseph Aumais	do 1 and 241	Coteau Landing and St. Ignace	do	½	200 00	Deprivation of right of way, release.
do 29, 1895	Alexina Leroux, *et al*	do 12.	Saint Ignace	do	5·35	1,700 00	Deed.
June 4, 1895	Salomon Denis	do 4.	Saint Joseph	do	7·30	2,400 00	do

Appendix No. 13.—Property purchased or damaged—*Concluded.*

Date of Signature.	Who sold, etc., to Her Majesty.	Property purchased, &c.			Area of Land.	Amount Paid.	Remarks.
		Lot.	District.	County.			
			Soulanges Canal—Continued.			$ cts.	
June 11, 1895.	Mrs. Raoul deBeaujeu....	Part lots 123, 126 and 128.	Saint Ignace	Soulanges.....	7·22 5·44 0·34 Sq. feet.	3,640 00	Deed.
July 19, 1895.	Julien Clément.....	Part lot 433.....	Saint Joseph.....	do	157 Acres.	25 00	do
do 22, 1895.	F. X. Sauvé, *et al*.....	do 132.....	do	do	5·51	3,600 00	do
do 24, 1895.	Joseph Leroux.....	do 3.....	Saint Ignace	do	8.14	1,600 00	do
			Trent Valley Canal.				
Apl. 20, 1895.	John Truman, *et ux*....	Pt. W ½ lot 22, 9th con.	Eldon.....	Victoria....	6·03	50 40	
do 24, 1895.	Lachlan McEachern.....	Lot 23, 10th con. and 23, 9th.	do	do	2½ 42½	550 00	
May 6, 1895.	Neil McEachern.....	Pt. S. ½ lot 24, 8th con	do	do	42·9	560 00	
Apl. 10, 1895.	John Ray.....	Part lots 49 and 50...	do	do	149·6	2,375 00	
May 1, 1895.	do	do	do	do	.....	1 00	Release damages.
do 8, 1895.	William McEachern.....	Part N. ½ lot 24, 8th con.	do	do	45·1	600 00	
do 8, 1895.	Amelia Victoria Edwards, *et al.*	do N ½ lot 24, 10th con.	do	do	82½	600 00	
do 16, 1895.	Alex. Robinson, *et al*.....	25	do	do	69⅔	675 00	
do 16, 1895.	do	Pt. lots 53 and 54, S. side Portage Road.	do	do	70·4	750 00	
do 11, 1895.	Moses Mitchell, *et al* ...	Part lots 52, 53, 54 ...	do	do	120·95 2¼	800 00	
do 16, 1895.	Ewen McKenzie, *et ux*.....	do 47, 48.....	do	do	114·1	1,500 00	
do 15, 1895.	Geo. Edward Laidlaw, *et al.*	do 4, S. side Portage Road.	Bexley.....	do	14	495 00	
do 16, 1895.	John Fry.....	Pt. lot 57, S. side Portage Road. 57 and 58, N. side Portage Road.	Eldon.....	Victoria.....	19·7 96·0	1,200 00	

June 7, 1895.	Toronto General Trust Co., trustees.	Pt. lots 1, 2, 3, 4, 5, lot "C" and pt. Gov. Res. S. side Portage Road.	Bexley	do		1,155 00	
May 16, 1895.	William Routley, *et ux*	Pt. lot 48 N. side Portage Road, 8th con.	Eldon	do		145 00	
June 26, 1895.	Richard Fitzgerald	Pt. W½, lots 1 and 2, 8th con.	Carden	do		200 00	
do 1, 1895.	Philip J. McRae, *et ux*	Pt. E½, lot 23, 8th con.	Eldon	do		200 00	
July 9, 1895.	Edward Lytle, *et ux*	Pt. lots 5, 6 and 7, S. side Portage Road.	Bexley	do		310 00	
June 8, 1895.	Wm. A. Silverwood, *et ux*	Pt. lots 60, 61 and 59, S. side Portage Road.	Eldon	do		1,450 00	
do 13, 1895.	John Ewen, *et ux*	49, 50, 51 and 52 S. side Portage Road. Pt. lot 24, 9th con.	do	do		2,650 00	
						150 00	
April 16, 1895.	Ellen Elizabeth Dillon	Pt. lot 32, 8th con	do	do	18	80 00	
Aug. 21, 1895.	Michael Harrigan	do 12, 8th con.	Douro	Peterborough	4·88	350 00	
July 8, 1895.	William Taylor, *et ux*	Pt. E½ lot 25, 10th con.	Eldon	Victoria	48·3		
do 24, 1895.	William Fry, *et ux*	Pt. lots 57, 58, 59, S. side Portage Road.	do	do	59·8 99·7	1,400 00	
			Welland Canal.				
Nov. 8, 1894.	Michael Cleary	Lot 30	Dunnville	Haldimand		30 00	Damages.
Mar. 30, 1895.	Hon. L. McCallum	Lime kiln lots.	Sherbrooke	do	4¼	712 50	do removing stables.
			Williamsburg Canal.				
July 11, 1895.	James N. Eastman	Lot 6, block F	Morrisburg	Dundas		150 00	do cutting water pipes, &c.
Aug. 7, 1895.	Corporation of Morrisburg	Water works	do	do		78 10	do do
do 10, 1895.	H. E. Snyder, *et al*	Lot 5, block F	do	do		300 00	Damages by Rapide Plat Canal.
			Cornwall Canal.				
Nov. 3, 1894.	Executors of J. S. Mac-Donald.	Pt. lot 27, con. 1	Cornwall	Stormont	1·55	400 00	
Jan. 10, 1895.	J. G. Snetzsinger, *et ux*	do 37, con. 1	do	do	3·72	408 00	

WALTER S. DOULL.

APPENDIX

AGREEMENTS respecting Subsidies in aid of construction of

Date of Signature.	Name of Railway Company.	Line of Railway to be constructed.	Acts of Canada granting subsidy.	Amount of subsidy.	
				Per mile.	Not more in all than.
1894.				$	$
Nov. 14..	Drummond County Ry. Co.	From St. Léonard to Chaudière Junction.	57-58 V., c. 4	3,200	96,000
do 23..	Inverness and Richmond Ry. Co.(Ltd)	From Port Hawkesbury, Nova Scotia, towards Cheticamp.	57-58 V., c. 4	3,200	80,000
do 19..	Lotbinière and Megantic Ry. Co.	From St. Jean Deschaillons, 12½ miles, and from Lyster Station, G.T.R., to Lyster.	57-58 V., c. 4	3,200	48,000
Not signed	Canada Eastern Ry. Co.	Connecting the C.P.R. with St. Mary's bridge.	57-58 V., c. 4	3,200	....
June 30 .	Cobourg, Northumberland and Pacific	Lease of their railroad to the C.P. R. for 999 years.	52 V., c. 62. 57-58 V., c. 68	.....	....
1895.	Ry. Co.				
Feb. 28..	South Shore Ry. Co. (Ltd.) of Nova Scotia.	From Yarmouth towards Shelburne and Lockeport, N.S.	57-58 V., c. 4	3,200	112,000
Not signed	British Columbia Southern Ry. Co.	From Junction of Elk and Kootenay Rivers to Coal Creek.	57-58 V., c. 4	3,200	108,800
July 13..	Quebec and Lake St. John Ry. Co.	From east end of their line to deep water at Chicoutimi, Chicoutimi Branch.	57-58 V., c. 4	3,200	.....
Not signed	Cap de la Madeleine Ry. Co.	From Cap de la Madeleine to Piles Branch, C.P.R.	57-58 V., c. 4	3,200	9,600
Sept. 7..	Central Ry. Co. of New Brunswick.	From Chipman Station to Newcastle coal fields.	57-58 V., c. 4	3,200	48,000
June 1..	Ontario and Pacific Ry. Co.	From Cornwall to Ottawa..	55-56 V., c. 5	3,200	172,400
Not signed	Ottawa and Gatinean Ry. Co.	From eastern end of 62 miles already subsidized towards Désert.	57-58 V., c. 4	3,200	64,000
July 16..	Tilsonburg, Lake Erie and Pacific Ry. Co.	From Port Burwell to Tilsonburg in lieu of subsidy granted in 1892.	57-58 V., c. 4	3,200	51,200
Not signed	St. Stephen and Milltown Ry. Co.	From St. Stephen to Milltown, N.B.	56 V., c. 2..	3,200	11,200
do .	Great Northern Ry. Co.	From junction with Lower Laurentian Railway near St. Tite, in vicinity of River St. Maurice, westward.	57-58 V., c. 4	3,200	96,000
Aug. 5..	Oshawa Ry. Co.	From Port Oshawa to Mill St., and to town hall and G.T.R. Station.	56 V., c. 2..	3,200	22,400

No. 14.

Railways entered into during the fiscal year ended 30th June, 1895.

No. of miles subsidized.	Maximum Grade Feet per mile.	Radius of curvature not less than.	Width of clearing each side.	Width of cutting.	Embankment.	Steel rails, lbs. per lineal yard.	When to be completed.	Remarks.
No.	Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.		
30	53	1,433	50	20	15	56	Dec. 1, 1896.	
25	80	1,433	50	20	15	56	do 1, 1896.	
15	53	1,910	50	20	15	56	do 1, 1896.	
1	27	1,433	50	20	15	56	July 1, 1895.	
.....	.....	.....	.....	.....	.....	.....	.....	Approved by O. C. No. 72103 of Dec. 28, 1894.
35	80	955	50	20	15	56	Aug. 1, 1897.	
34	60	700	50	20	15	56	do 1, 1898.	
2	80	819	50	20	15	56	Dec. 1, 1895.	First part of subsidy $44,800 57-58 V. c. 4.
3	105	574	50	20	15	56	Oct 1, 1895.	
15	74	955	50	20	15	52	Dec. 1, 1896.	
53 87/100	53	1,433	50	20	15	56	Aug. 1, 1896.	
20	106	574	50	20	15	56	do 1, 1897.	
16	53	955	50	20	15	56	do 1, 1896.	8° or 717 ft. curvature allowed at junction with Canada Southern Railway.
3½	80	716	50	20	15	56	do 1, 1896.	Substituted for 10938.
30	66	573	50	20	15	56	Nov. 30, 1896.	
7	173	80	50	20	15	56	Dec. 1, 1895.	

WALTER S. DOULL.

APPENDIX No. 15.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION 1894.

REVENUE.

The total revenue, exclusive of Hydraulic Rents for two years, is as follows:—

For 1893	$348,012 00
" 1894	307,824 67

By comparing the statistics of 1893 with 1894 it will be seen that the gross revenue has decreased $40,187.33.

The increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal		$33,549 58
" St. Lawrence Canals		4,337 47
" Chambly Canal		1,461 67
" Rideau Canal	$ 170 48	
" Ottawa Canals		1,244 77
" St. Peter's Canal		26 94
" Trent Valley Canals	142 26	
" Murray Canal	120 36	
Total	$ 433 10	$40,620 43
Total decrease		40,187 33

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 16th of April, 1894, authorized a reduction of canal tolls, as follows:—

For the season of 1894 the canal tolls 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, 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 1894.

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 $40,432.90.

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 thirteen 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	11,509	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	248,513	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
1894	273,651	16,699	203,979

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, and the same rate of tolls for 1894 were allowed by O. C., 16th April, 1894.

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 96,569 tons to 273,651 tons; and the quantity passed down the Welland Canal, from United States ports to United States ports, has increased from 117,346 to 203,979 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, in 1894, 23,030 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 13 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
1894	60,666

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
1894	288,015

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 SEA-BOARD 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 1893	532,084
1894	288,015
Showing a decrease of	244,069

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows :—

	Tons.
For 1893	147,610
1894	60,666
Showing a decrease of	86,944

The quantity of grain arrived at tide-water by New York canals, is reported as follows :—

	Tons.
For 1893	1,267,113
1894	1,163,788

The quantity of grain carried to tide-water by the New York railways, is reported as follows :

	Tons.
For 1893	3,590,513
1894	2,686,440

The increases and decreases for 1894 as compared with 1893 on the several routes, competing for the carrying trade to the sea-board, are as follows :—

—	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence Canals		244,069		45·87
do Canadian Pacific and Grand Trunk Railways		86,944		58·90
do New York Canals		103,325		8·15
do do Railways		904,073		25·18

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to United States ports, Oswego, Ogdensburg, &c, has increased from 175,455 tons in 1883, to 373,070 tons in 1894, and the quantity to Ontario ports, between Port Dalhousie and Cornwall, has decreased from 184,502 tons in 1883, to 80,681 tons in 1894. The quantity passed down to Montreal shows an increase from 205,394 tons in 1883, to 292,191 tons in 1894.

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for eleven 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
1894,	125	do do	159,145

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
1894,	84	do	do	106,236

Two vessels took cargoes of 810 tons through to Montreal intact in 1894, none in 1893. Two in 1892 of 924 tons, and three in 1891 of 1,441 tons. Nineteen vessels lightered a portion of their cargoes in 1894, against 31 in 1893, 25 in 1892, and 44 in 1891. 188 vessels discharged the whole of their cargoes at Kingston in 1894, against 369 in 1893, 220 in 1892 and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1894 and the three previous years is given below.

The total number of grain laden vessels lightened at this port in 1894 was 59 against 91 the previous year.

The quantity of the grain lightered was as follows:—

Articles.	1890.	1891.	1892.	1893.	1894.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	4,310	16,665	68,736	47,558	104,827
Corn	773,687	482,802	576,289	759,000	260,657
Rye	Nil	13,318	2,467	11,540	Nil
Oats	44,294	257,000	102,529	35,353	63,412

The quantity discharged at this port from vessels which did not enter the canal was as follows:—

Articles.	1890.	1891.	1892.	1893.	1894.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	Nil	16,628	Nil	Nil	Nil
Corn	Nil	Nil	Nil	Nil	Nil
Rye	Nil	Nil	Nil	Nil	Nil
Oats	Nil	Nil	Nil	Nil	Nil

Welland Canal.

The total quantity of freight passed on the Welland Canal during the season of 1894 was 1,008,221 tons; of this quantity 18,687 tons were way or local freight.

East and west bound freight.

There were 758,783 tons of freight passed eastwards, and 249,438 tons passed westwards.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1894 was 989,534 tons.

Of this quantity 242,553 tons were west bound and 745,942 east bound freight.

Of the east bound freight Canadian vessels carried 252,104 tons and United States vessels carried 493,838 tons; and of the west bound freight Canadian vessels carried 11,422 tons, and United States vessels carried 232,170 tons.

Of the total quantity of through freight, Canadian vessels carried 263,526 tons, and United States vessels carried 726,008 tons.

St. Lawrence Canals.

East and west bound freight.

Of the total quantity of freight passed through the canals during 1894 there were 688,417 tons passed eastward and 248,361 tons passed westward.

The total quantity of through freight was 537,982 tons; of this quantity 494,778 tons were east bound and 43,204 tons were west bound.

Of the total quantity of (way) or local freight, 143,639 tons were east bound and 205,157 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 fourteen 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	182,899	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
1894	292,191	9,439

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 fourteen 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
1894	361,319	230,948	592,267

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows a decrease of 39,400 tons as compared with the previous year; and an increase of 398,094 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 year 1867 to 1894 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	2,885	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
1894	2,412	1,008,221	592,267

The total quantity of freight passed through the several divisions of the canals during the season of 1894 is as follows:—

—	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	39	145,929	14,172	253,316	594,765	1,008,221
St. Lawrence	1,004	115,946	66,655	348,025	355,148	886,778
Chambly	284	151,732	18,312	90,463	16,817	277,608
Ottawa	971	548,747	196	6,347	5,749	562,010
Rideau	9	64,633	3,511	23,547	2,779	94,479
St. Peter's	.....	6,269	....	36,007	13,184	55,460
Murray	28	8,360	3,831	4,768	4,901	21,888
Trent Valley	25	36,076	25	140	5	36,271

The total quantity of freight moved on the Welland Canal was 1,008,221 tons, of which 594,765 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 886,778 tons, of which 355,148 were agricultural products, and 348,025 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 562,010 tons; of this quantity 548,747 tons were the produce of the forest.

NORWAY TO CHICAGO.

During the month of May the steamer "Craggs" of Christiansand, Norway, passed up the St. Lawrence and Welland Canals with a cargo of 509 tons of fish from Norway to Chicago, and returned on the 6th June with a cargo of 406 tons of flour and 300 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 1,400,129 tons in 1894, and 1,452,563 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 1894	4,281,056	In 1886	*3,802,262
1893	5,107,426	1885	4,105,594
1892	5,913,013	1884	3,639,805
1891	3,565,381	1883	4,422,461
1890	* 4,336,199	1882	3,888,557
1889	3,654,984	1880	4,732,385
1888	3,197,634	1869	1,087,809
1887	3,847,766		

* Flour and grain only.

The following figures are an abstract of the quantities of vegetable food carried to tidewater by the canals and railways of the state of New York, during twenty-six 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	5,107,426	6,395,472	·201
1894	1,185,275	4,281,056	5,466,331	·217

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 1882	19·0
1869	47·0	1883	18·7
1870	38·9	1884	19·0
1871	38·9	1885	17·1
1872	40·1	1886	16·9
1873	34·9	1887	16·3
1874	31·7	1888	18·8
1875	28·4	1889	15·1
1876	24·6	1890	13·9
1877	28·3	1891	13·4
1878	27·1	1892	9·8
1879	23·7	1893	10·1
1880	25·1	1894	10·2
1881	18·5		

The quantity of freight carried by the canals and railways was less in 1894 by 5,036,821 tons than the quantity carried in 1893 and an increase of 25,463,238 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	42,953,233	·1009
1894	37,916,412	·1024

Average freight rates, grain, Chicago to Buffalo:—

Year.	Wheat.	Year.	Wheat.
1878	3·1	1888	2·7
1879	4·7	1889	2·5
1880	5·7	1890	1·9
1881	3·2	1891	2·5
1882	2·5	1892	2·2
1883	3·5	1893	1·6
1884	2·1	1894	1·2
1885	2·0		
1886	3·6	Average seventeen years.	2·9
1887	4·1		

Comparative Statement of the Amount and Value of Commerce through Saint Mary's Falls Canal, Mich., for the seasons of 1893 and 1894.

—	Quantity.		Increase.		Decrease.		Price per Unit.	Total Valuation.	
	1893.	1894.	Amount.	Per cent.	Amount.	Per cent.		1893.	1894.
							$ cts.	$ cts.	$ cts.
*Vessels ..... Number.	12,008	14,491	2,483	21					
Lockages ..... "	5,553	6,431	878	16					
Tonnage, registered ..... Net tons.	9,849,754	13,110,366	3,260,612	33					
do freight ..... "	10,796,572	13,195,860	2,399,288	22					
Passengers ..... Number.	18,869	27,236	8,367	44					
Coal (hard) ..... Net tons.	3,008,120	532,870			210,936	7	4 75	10,528,420 00	2,531,132 50
do (soft) ..... "		2,264,314					2 50		5,660,785 00
Flour ..... Barrels.	7,420,674	8,965,773	1,545,099	21			3 75	29,682,696 00	33,621,648 75
Wheat ..... Bushels.	43,481,652	34,869,483			8,612,169	20	0 64	32,611,239 00	22,316,469 12
Grain (other than wheat) ..... "	2,405,344	1,545,008			860,336	36	0 50	1,346,992 64	772,504 00
Manufactured iron ..... Net tons.	57,046	60,659			37,793	32	50 00	2,852,300 00	1,805,350 00
Pig iron ..... "	32,406						13 50	550,902 00	331,452 00
Salt ..... Barrels.	228,730	237,461	8,731	4			1 00	228,730 00	237,461 00
Copper ..... Net tons.	87,530	99,573	12,043	14			200 00	17,506,000 00	19,914,600 00
Iron ore ..... "	4,014,556	6,548,876	2,534,320	63			2 60	14,050,946 00	17,027,077 60
Lumber ..... M ft., B.M.	588,545	722,788	134,243	23			16 00	10,593,810 00	11,564,608 00
Silver ore and bullion ..... Net tons.	2,470	412			2,058	83	112 00	379,861 30	46,144 00
Building stone ..... "	19,426	21,417	1,991	10			10 00	194,260 00	214,170 00
†Unclassified freight ..... "	415,180	451,185	36,005	9			60 00	24,910,800 00	27,071,100 00
Totals								145,436,956 94	143,114,501 97

*Steamers 10,208
Sails 3,676
Unregistered craft 607

Total 14,491

†Included in unclassified freight for 1893.

Wool ..... 327 tons.
Hides ..... 212 do

1894.

Wool ..... 1,468 tons.
Hides ..... 382 do

Total valuation of produce and merchandise carried through the canal is estimated as follows for the years named :

Valuation for	1885	$	53,413,472 13
do	1886		69,080,071 95
do	1887		79,031,757 78
do	1888		82,156,019 97
do	1889		83,732,527 15
do	1890		102,214,948 70
do	1891		128,178,208 51
do	1892		135,117,267 10
do	1893		145,436,956 94
do	1894		143,114,501 97

The canal was open to navigation during the season of		1889	234	days
do	do	1890	228	do
do	do	1891	225	do
do	do	1892	233	do
do	do	1893	219	do
do	do	1894	234	do

The average number of vessels passing per day for the whole season of 1894 was 62.

R. DEVLIN,
Compiler of Canal Statistics.

Department of Railways and Canals.

EXPORTS by Lake from the port of Chicago during 1894.

	UNITED STATES VESSELS.		FOREIGN VESSELS.		TOTALS.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		$ cts.		$ cts.		$ cts.
Corn ..... Bush.	1,649,408	721,554 21	.....	.....	1,649,408	721,554 21
Wheat ..... "	1,505,733	871,111 23	38,729	19,864 50	1,544,462	890,975 73
Flour..... Brls.	.....	.....	4,440	10,000 00	4,400	10,000 00
Beef..... "	.....	.....	2	60 00	2	60 00
Merchandise..... Pkgs.	3	8 10	2	40 00	5	48 10
Totals	.....	1,592,673 54	.....	29,964 50	.....	1,622,638 04

SHIPMENTS of Grain (in Transit and Export) by Lake from Chicago during 1894.

	CORN, BUSHELS.			OATS, BUSHELS.	WHEAT, BUSHELS.	TOTALS.
	Transit.	Export.	Total.	Transit.	Export.	
Christiansand, Norway.....	.....	.....	.....	.....	10,000	10,000
Collingwood, Ont.....	.....	.....	.....	45,024	.....	45,024
Kingston, Ont	.....	1,443,870	1,443,870	.....	1,534,462	2,978,332
Midland, Ont	52,512	104,485	156,997	420,237	.....	577,234
Point Edward, Ont.....	560,952	.....	560,952	62,812	.....	623,764
Prescott, Ont.....	.....	65,053	65,053	.....	.....	
Sarnia, Ont.....	44,682	.....	44,682	486,454	.....	531,136
Walkerville, Ont.....	.....	36,000	36,000	.....	.....	
Totals.....	658,146	1,649,408	2,307,554	1,014,527	1,544,462	4,866,543

GRAIN FREIGHT BY LAKE AND ERIE CANAL.

The following were the current rates of freight on wheat and corn from Chicago to Buffalo, Ogdensburg or Kingston, and to Montreal (steam); also to New York by Lake and Erie Canal, for each week during the season of navigation in 1894 (from Report, Board of Trade Chicago):—

1894.	To Buffalo.		To Kingston.		To Montreal, (Steam.)		Erie Canal, Buffalo to New York		Chicago to New York, Lake and Canal, Including Buffalo Charges.	
	Wheat per Bushel	Corn per Bushel	Wheat per Bushel	Corn per Bushel	Wheat per Bushel	Corn per Bushel	Wheat per Bushel.	Corn per Bushel.	Wheat per Bushel.	Corn per Bushel.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
April 7...	1½	1¼	3¼	3	5¾	5¼	.....	.....	.....	.....
do 14...	1½	1¼	.....	.....	.....	.....	.....	.....	.....	.....
do 21...	1⅜	1	3	5½	.....	.....	.....	.....	.....	.....
do 28...	1⅜	1	3	5½	.....	.....	.....	.....	.....	.....
May 5...	1½	1¼	3⅛	2½	5⅝	4⅜	3¼	3	5⅝	5⅛
do 12...	1¼	1	.....	2½	.....	4⅜	3	2⅝	5¼	4⅝
do 19...	1¼	1	.....	2½	.....	4⅜	3	2⅝	5¼	4⅝
do 26...	1¼	1	.....	2½	.....	4⅜	3	2⅝	5⅛	4⅝
June 2...	1½	1¼	.....	2½	.....	4⅜	3	2⅝	5⅝	4⅝
do 9...	1⅜	1⅛	.....	.....	.....	.....	3	2⅝	5⅝	5
do 16...	1½	1⅛	.....	2½	.....	4⅜	2⅞	2½	5¼	4⅝
do 23...	1⅜	1	.....	.....	.....	.....	2¾	2½	4⅝	4⅝
do 30...	1¼	1⅛	2½	.....	5	.....	3	2¾	5⅛	4⅝
July 7...	1	1	2½	.....	5	.....	3	2¾	4⅝	4⅝
do 14...	1	1	.....	.....	.....	.....	3¼	3	5¼	4⅝
do 21...	1	1	2⅛	.....	4⅝	.....	3¼	3	5⅛	4⅝
do 28...	1	1	2⅛	.....	4⅝	.....	3⅜	3¼	5⅝	5⅛
Aug. 4...	1	1	2⅛ to 2¼	2¼	4⅝ to 4¾	.....	3⅜	3¼	5⅝	5
do 11...	1	⅞	2⅛	.....	4⅝	.....	3½	3¼	5⅝	4⅞
do 18...	1	1	2⅛	.....	4⅝	.....	3¾	3	5⅛	4⅝
do 25...	1¼	1	2¼	.....	4¾	.....	3¼	3	5⅝	5⅛
Sep. 1...	1⅜	1¼	2½ to 2⅝	.....	5 to 5¼	.....	3¼	3	5⅛	5⅛
do 8...	1½	1¼	2⅝	.....	5⅛	.....	3⅜	3¼	5⅝	5⅝
do 15...	1½	1¼	2⅝	.....	5⅛	.....	4	3⅜	6⅛	5⅞
do 22...	1½	1¼	2¼	.....	5¼	.....	3½	3¼	5¾	5⅝
do 29...	1½	1⅜	2⅞	.....	5⅜	.....	3	2⅞	5⅝	5¼
Oct. 6...	1⅜	1¼	.....	.....	.....	.....	2⅞	2⅝	5¼	4⅝
do 13...	1½	1¼	.....	2½	.....	4⅜	2⅝	2⅜	5	4⅜
do 20...	1	1	.....	2⅜	.....	4⅛	3	2¾	4¾	4⅝
do 27...	1	1	.....	2¼	.....	4⅛	3	2¾	4⅝	4⅝
Nov. 3...	⅞	⅞	.....	2½	.....	4⅜	3	2¾	4⅝	4½
do 10...	1	1	.....	.....	.....	.....	3	2¾	4¾	4⅝
do 17...	1	1	.....	.....	.....	.....	3	2¾	4⅝	4⅝
do 24...	1⅛	1⅛	.....	.....	.....	.....	3	2¾	5⅛	5⅛
Dec. 1...	2¾	2½	.....	.....	.....	.....	3	2¾	6⅝	6⅛
do 8...	3¼	3	.....	.....	.....	.....	.....	.....	.....	.....
do 15...	3¼	3	.....	.....	.....	.....	.....	.....	.....	.....

Lake Freights from Chicago to Buffalo on Wheat and Corn; (as reported by the Secretary of the "Merchants' Exchange," Buffalo, N.Y.)

STATEMENT showing the dates of the changes in the ruling rates of lake freights, on wheat and corn from Chicago to Buffalo, during 1894.

1894.	Wheat, bush.	Corn, bush.	1894.	Wheat, bush.	Corn, bush.
Opening.	Cts.	Cts.	Opening.	Cts.	Cts.
April 2		1⅜	Aug. 23	1	1
do 13		1¼	do 24	1⅛ to 1¼	1 to 1¼
do 16		1	do 26	1⅜	1¼
do 25	1¼	1	Sept. 6	1¼	1¼ to 1⅜
do 26	1⅜ to 2	1 to 1⅛	do 8	1⅜	1¼
do 27	1½ to 1¾	1¼ to 1½	do 15	1⅜	1¼
do 30	1¼	1¼	do 17	1½	1¼
May 5	1⅜	1⅜	do 18		1¼
do 7	1¼	1	do 20	1⅜	1¼
do 8	1½	1¼	do 21	1⅜	1¼
do 9	1¼	1	do 26	1⅜	1⅜
do 10	1¼	1⅛	Oct. 3	1⅜	1¼
do 11	1¼	1	do 5	1¾	1⅛
do 16	1½	1¼	do 6		1¼
do 17		1 to 1¼	do 8	1⅜	1¼
do 18		1¼	do 13	1⅜	1
do 19	1⅜	1¼	do 17	1	1
do 23	1½	1¼	do 25		⅞
do 24		1¼	do 26	⅞	⅞
do 29		1⅜	do 27		⅞
June 5		1¼ to 1⅜	do 29	1 to ⅞	1 to 1⅛
do 6		1⅜	do 30	⅞	⅞
do 14	1¼	1 to 1⅛	Nov. 3	⅞ to 1	⅞ to 1
do 16		1	do 5		1
do 18	1¼	1	do 13		1¼
do 21		1 to 1⅛	do 16	1¼	1¼
do 23	1⅛ to 1¼	1	do 19		1⅜
do 25	1⅜	1	do 21		1½ to 1⅝
do 29	1	1	do 23	1½	1½
July 13	⅞	⅞	do 28	2 bid	2 bid
do 31	⅞ to 1	⅞ to 1	Dec. 1		2½
Aug. 9	1	1	do 3		3
do 10	⅞ to 1	⅞	do 4 to close	3	3
do 14	⅞				
do 15	1				
do 16	⅞ to 1	⅞ to 1			
do 17	⅞ to 1	⅞			
do 18	⅞				
do 22	1¼	1			

NOTE.—Oats ranged from ¾ cent to 1¼ cents per bushel. Corn from Chicago to Kingston ranged from 2½ to 3 cents and wheat from 2⅞ to 3 cents per bushel during the season. Corn to Port Huron, October 6th at 1½ cents and to Ogdensburg in November, 3½ to 4½ cents per bushel. Rates 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 ten years, the highest and lowest rate on wheat in each year, and the average rate on wheat each year, in cents, per bushel:—

(Per Report of the Secretary of Merchants' Exchange, Buffalo).

	Grain, Bushels.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1885	Wheat	2·1	1·3	1·3	1·8	1·6	3·1	3·2
	Corn	1·8	1·2	1·1	1·5	1·4	2·2	2·8
Highest rate, wheat, 1885, 3¾c.; lowest, 1·1c.; average for the season, 2c.								
1886	Wheat	3·1	2·7	2·7	3·2	4·5	4·8	4·3
	Corn	2·8	2·5	2·5	2·9	4·2	4·6	4·0
Highest rate, wheat, 1886, 5⅜c.; lowest, 2c.; average for the season, 3·6c.								
1887	Wheat	3.4	5·1	3·8	3·5	4·1	4·7	3·9
	Corn	3·1	4·7	3·5	3·3	3·8	4·4	3·6
Highest rate, wheat, 1887, 6c.; lowest, 3c.; average for the season, 4·1c.								
1888	Wheat	2·1	1·9	2·2	3·2	3·5	2·4	2·5
	Corn	1·8	1·7	1·9	2·9	3·2	2·1	2·3
Highest rate, wheat, 1888, 4c.; lowest, 2c.; average for the season, 2·7c.								
1889	Wheat	2·2	2·0	2·1	2·7	3·0	3·0	2·5
	Corn	2·0	1·8	1·9	2·4	2·7	2·7	2·3
Highest rate, wheat, 1889, 3·6c.; lowest, 2c.; average for the season, 2·5c.								
1890	Wheat	1·8	2·2	2·3	1·5	2·0	1·8	2·0
	Corn	1·6	2·0	2·0	1·3	1·8	1·6	1·8
Highest rate, wheat, 1890, 2½c.; lowest, 1·5c.; average for the season, 1·9c.								
1891	Wheat	1·4	1·2	2·1	2·7	3·3	2·2	4·1
	Corn	1·2	1·1	2·0	2·5	3·0	2·1	3·8
Highest rate, wheat, 1891, 5¼c.; lowest, 1c.; average for this season, 2·4c.								
1892	Wheat	1·9	1·8	2·0	2·3	2·3	2·3	2·6
	Corn	1·7	1·6	1·8	2·1	2·1	2·1	2·3
Highest rate, wheat, 1892, 3c.; lowest, 1c.; average for the season, 2·2c.								
1893	Wheat	1·3	1·8	1·2	1·3	1·7	2·1	2·0
	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.								
1894	Wheat	1·4	1·2	0·9	1·0	1·4	1·1	1·3
	Corn	1·2	1·1	0·9	0·9	1·3	1·0	1·3
Highest rate, wheat, 1894, 3c.; lowest, ⅞c.; average for the season, 1·2c.								

Lake Freights from Duluth to Buffalo on Wheat (as reported by the Secretary of the Merchants' Exchange, Buffalo, N.Y.)

The following statement shows the weekly ruling lake freight rates on wheat from Duluth to Buffalo, during the season of 1894:—

1894.	Wheat. Bushels.	1894.	Wheat. Bushels.
	Cents.		Cents.
April 1 to 21	Not quoted.	Week ending Aug. 11	1½
Week ending April 28	2	do do 18	1½
do May 5	2¼	do do 25	2
do do 12	1¾ to 2¼	do Sept. 1	2¼
do do 19	2¼	do do 8	2¼ to 2½
do do 26	2¼	do do 15	2¼
do June 2	2¼ to 2½	do do 22	2¼
do do 9	2¼ to 2⅝	do do 29	2⅜
do do 16	2¼	do Oct. 6	2⅜
do do 23	1⅝	do do 13	2¾ to 3
do do 30	1½ to 1⅝	do do 20	2⅜
do July 7	1¼	do do 27	2⅜
do do 14	1¼	do Nov. 3	3
do do 21	1¼ to 1⅜	do do 10	2¼
do do 28	1⅜	do do 17	2⅝
do Aug. 4	1½	do do 24 to close	1¾

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; and in 1894, 1¼ to 3 cents a bushel.

Wheat was shipped to Kingston, Ontario, per bushel during the season of 1887 at 6¼ to 7¾ cents; in 1888, at 4 to 5 cents; in 1889, at ————; in 1890, 5¾, 5½, 4½, 4¼, 4 cents; in 1891, during May, 3¾, 3½, 3, 2½ cents, during June, 3 cents, and on July 25th, 2½ cents; in 1892, 5 cents, in April, 5, 5¼ cents, in May, 4 cents, in June, 4½ cents, in July, 3 cents, in August, 6 cents, in October, 6¼ cents; in 1893, ranged from 5½ to 4½ cents in April, 4½ to 4¾ cents, in May, 4 to 3½ cents, in June, 2¾ to 3 cents, in July, 3½ to 3⅜ cents, in September, no figures quoted after that date; and in 1894, ranged from 3¼ to 3½ cents in May; 3½ cents in June; 2½ cents in July; 2½ to 3¼ cents in August; 4 cents in September; and 4¼ cents in October. On August 25th and November 3rd, 1894, wheat to Ogdensburg at 3¼ cents and 4½ cents, respectively.

The first arrivals or departure by lake at Duluth in 1894, on April 20th; in 1893, on May 8th; in 1892, on April 21st; in 1891, on April 30th; in 1890, on April 23rd; in 1889 on April 20th; in 1888, on May 12th; in 1887, on May 8th; and in 1886, on May 4th.

LAKE FREIGHT RATES FROM TOLEDO TO BUFFALO ON WHEAT.

The following statement shows the ruling rates of lake freights on wheat from Toledo to Buffalo during the season of 1894, on the dates specified; (as reported by the Secretary of the Merchants' Exchange, Buffalo):—

Date, 1894.	Wheat, bush.	Date, 1894.	Wheat, bush.
	Cts.		Cts.
Opening to May 10	1½	September 14th to November 16th	1¼
May 10th to July 11th	1½	November 17th to close	2
July 12th to September 13th	1		

The range for 1886 was 1¾ to 3 cts.; for 1887, 2¼ to 3 cts.; for 1888, 1½ to 2⅛ cts.; for 1889, 1¾ to 2 cts.; for 1890, 1½ to 2 cts.; for 1891, 1 to 3 cts.; for 1892, 1½ to 2⅛ cts.; for 1893, 1 to 2 cts.; and for 1894, 1 to 2 cts. per bushel.

From Toledo to Ogdensburg, wheat and corn shipped at 6 to 7 cents in 1887; at 4½ to 6 cents for wheat, and 5 cents for corn in 1888; and 5 to 5⅞ cents for wheat in 1889, per bushel. From Toledo, on October 8th, 1887, corn shipped to Kingston at 3½ cents, and on November 12, at 4½ cents per bushel. In 1888, corn, Toledo to Kingston at 4½ to 3 cents, and in 1891, rye, Toledo to Kingston, at 3 cents per bushel. From Toledo on June 2nd, 1887, wheat shipped to Montreal by propeller, at 6½ cents; on June 14th, corn at same price; but on September 26th, the rate on corn was only 5 cents per bushel. In 1888, corn, Toledo to Montreal at 6 to 5⅝ cents, and wheat at 5½ cents per bushel. From 1889 to 1894, no shipments to Montreal or other places in Canada reported.

CANAL FREIGHTS FROM BUFFALO TO NEW YORK.

The following table shows the changes in the ruling rates of freight to New York from Buffalo, on the days specified in 1894:—(As reported by the Secretary, Merchant's Exchange, Buffalo.)

Date.	Wheat, bush.	Corn, bush.	Date.	Wheat, bush.	Corn, bush.
1894.	Cts.	Cts.	1894.	Cts.	1894.
May 1	3¼	3	Sept. 24	3¼	3
do 10	3	2⅞	do 26	3	2⅞
June 15	2⅞	2⅞	Oct. 1	3	2⅞
do 27	3	2⅞	do 2	3 to 2⅞	2⅞ to 2⅝
July 9	3¼	3	do 5	2⅞	2⅝
do 26	3¼	3¼	do 8	2⅞	2½
Aug. 15	3¼	3	do 10	2¾ to 2⅝	2½ to 2⅝
Sept. 8	3¼	3¼	do 12	2⅝	2⅝
do 12	3¾ to 4	3½ to 3¾	do 18	2⅝ to 3	2⅝ to 2½
do 13	4	3¾	do 19 to close	3	2⅝
do 19	3¾	3½			

Freight on oats varied from 1¾ to 2¾ cents per bushel.

Pine lumber, per 1,000 feet, was carried from Buffalo and Tonnawanda to New York as follows: Opened at $2.00; changed on May 3rd to $1.90; October 2nd, $1.75; and November 7th to close, $2.00. Rates to Albany, 50 cents per 1,000 feet, less than preceding figures.

AVERAGE CANAL FREIGHTS.

BUFFALO TO NEW YORK.

The following statement shows the average rates of canal freights on wheat and corn between Buffalo and New York during each month in the past ten years, and the highest and lowest rates on wheat, and average rate on wheat in each:—

	Grain.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
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, 4·6c.								
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, 3·4c.								
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 rate, wheat, 1889, 5c.; lowest, 3·7c.; average for the season, 4·8c.								
1890	Wheat	3·9	3·8	3·6	3·8	3·9	4·0	3·5
	Corn	3·5	3·4	3·2	3·4	3·5	3·6	3·1
Highest rate, wheat, 1890, 4·2c.; lowest, 3c.; average for the season, 3·8c.								
1891	Wheat	2·8	2·9	2·8	3·8	4·2	4·6	4·0
	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, 5c.: lowest, 3·6c.; average for the season, 4·6c.								
1894	Wheat	3·1	2·9	3·3	3·4	3·6	2·9	3·0
	Corn	2·8	2·6	3·0	3·1	3·3	2·6	2·7
Highest rate, wheat, 1894, 4c.; lowest, 2·6c.; average for the season, 3·2c.								

NOTE.—Canal free of tolls.

FREIGHT, 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 year:—(as reported by Secretary, Merchants' Exchange, Buffalo.)

Year.	Grain received.	Average Canal Freight on Wheat.	Tolls on Wheat.	Elevating, including Storage.
	Bush.	Cts.	Cts.	Cts.
1870	32,208,039	11·2	3·1	1¼
1871	61,319,313	12·6	3·1	1¼
1872	58,703,666	13·0	3·1	1¼
1873	65,498,955	11·4	3·1	1¼
1874	55,660,198	10·0	3·1	1¼
1875	52,833,451	7·9	2·0	1
1876	44,207,121	6·6	2·0	1
1877	61,822,292	7·4	1·0	1
1878	78,828,443	6·0	1·0	1
1879	75,089,768	6·8	1·0	1
1880	105,133,009	6·5	1·0	1
1881	56,389,827	4·7	1·0	¾
1882	51,501,503	5·4	1·0	¾
1883	65,722,080	4·9	None.	¾
1884	58,011,800	4·2	do	¾
1885	52,671,090	3·8	do	¾
1886	75,570,850	5·0	do	¾
1887	87,073,570	4·6	do	¾
1888	73,977,390	3·4	do	¾
1889	92,290,550	4·8	do	¾
1890	91,994,680	3·8	do	¾
1891	135,315,510	3·5	do	¾
1892	138,872,560	3·5	do	¾
1893	140,796,410	4·6	do	¾
1894	105,435,577	3·2	do	¾

NOTE.—Prior to 1870 tolls 6·21 cents per bushel, and the elevating charge 2 cents per bushel.

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
1894	*b* ·0493	·0650	·1232	*b* ·0511	·0700	·1320

a To Buffalo only. *b* Including charges and tolls.

FOREIGN FREIGHT RATES.

ANNUAL average 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.

Shipped to	Articles.	1894.	1893.	1892.
		$	$	$
Liverpool	Grain	3250	3410	3287
do	Sacked flour	3316	3513	3625
do	Provisions	4406	4547	4575
Glasgow	Grain	3463	3585	3550
do	Sacked flour	3503	3625	3906
do	Provisions	4659	4828	4969
London	Grain	3288	3760	3462
do	Sacked flour	3493	3794	3681
do	Provisions	4575	4828	4688
Antwerp	do	4688	4828	5025
Hamburg	do	5000	5250	5000
Amsterdam	do	5000	5000	5500
Rotterdam	do	5000	5000	5500
Copenhagen	do	5531	5531	6094
Stockholm	do	6656	6656	7219
Stettin	do	5531	5531	6094
Bordeaux	do	6250	6000	6200

LAKE FREIGHTS ON COAL FROM BUFFALO TO CHICAGO AND OTHER PORTS.

The following statement shows the ruling freight rates on coal per net ton, in cents, from Buffalo to the Ports named, during the season of 1894, for the week ending on the dates specified.

1894 Week ending.	Chicago.	Milwaukee.	Duluth and Superior Ports.	Green Bay.	Gladstone.	Sheboygan.	Toledo.	Detroit.	Racine.	Saginaw.	Bay City.	Washburn.	Ashland.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
April 7		25					25						
do 14	25	25	25		25		25						
do 21	25	25	25		25		25						
do 28	25	25	15		15		25						
May 5	25	25	15		15		25		30		25		
do 12	35	35	15		15		25		35				
do 19	35 to 40	35	15		15	35			35	35	25		
do 26	40 to 45	40	15	40	15		25	25		35			
June 2	45	40	15 to 25	40	15 to 25	40	25	25	45	35	25		
do 9	45	40	15 to 25	40	15 to 25		25	25	45	35	25		
do 16	45	40	25		25		25	25	45	35	30		
do 23	45	40	25		25		25	25	45				
do 30	45	40	25	40	25	40	25			35	35		
July 7	45	40	25	40	25		25		45		35		
do 14	45	40	25		25		25	25		35	35		
do 21	45	40	25		25		25		45	35	35	25	
do 28	45	40	25	40			25	25					25
Aug. 4	45 to 50	40 to 50	25 to 30		30		25				35		
do 11	50	50	30	50	30		25		55	35	35		
do 18	50	50	30	50	30		25				35		
do 25	50	50	30		30		25	25			35		
Sept. 1	50	50	30	50			25		50		35		
do 8	50	50	30		30		25		55	35			
do 15	50	50	30		30		25	25		35	35		
do 22	50 to 55	50	30	50	30			25	60		35		
do 29	55	50	30		30		25		60				
Oct. 6	55	50	30		30		25						
do 13	55 to 60	50 to 55	20	50	20		25		60		35		
do 20	60 to 70	55 to 65	20		20		25	25			30		20
do 27	70	65	30		30		25		75	40			30
Nov. 3	70 to 60	65 to 55	30		30		25			40			

LAKE FREIGHTS ON COAL FROM BUFFALO TO CHICAGO AND OTHER PORTS.

The following statement shows the ruling freight rates on coal per net ton, in cents, from Buffalo to the Ports named, during the season of 1894, for the week ending on the dates specified.—*Concluded.*

1894 Week ending.	Chicago.	Milwaukee.	Duluth and Superior Ports.	Green Bay.	Gladstone.	Sheboygan.	Toledo.	Detroit.	Racine.	Saginaw.	Bay City.	Washburn.	Ashland.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Nov. 10	60	55	30		30		25		75	40	40		
do 17	60	55	30		30		25		75				
do 24	60	55	30		30		25				40		
Dec. 1	60 to 75	55 to 75	35		35		25						
do 8 to close.	75 to 60	75 to 60					25						

NOTE.—All coal carried on the lakes is loaded and unloaded free of expense to the vessel.

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 1894 inclusive.

YEAR ENDING 30TH JUNE.	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
1894	1,070,676	15,649,881	348,069	273,467	17,342,093	1,831,417	17,880,688	463,471	6,640	20,182,216

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 1894 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	17,114,747	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
1894....	19,641,622	3,717,740	17,342,093	1,858,367	9,916,742	19,031,011	18,394,865	11,154,933	20,182,216	4,543,455	2,586,919	16,645,187	71,507,575

FOREIGN CARRYING TRADE.

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessel and in foreign vessels during each Fiscal Year, from 1857 to 1894 inclusive, with the percentage carried in American vessel (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

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, etc.—*Continued.*

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.	
	$	$	$	$	$	$	$	$	$	$	
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	87,984,041	197,765,507	1,428,316,568	1,626,082,075	12·2
1894	29,623,095	121,561,193	503,810,334	49,221,427	73,707,023	769,212,122	78,844,522	195,268,216	1,273,022,456	1,468,290,672	13·3

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 1894.

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
1891	18,065,925	1,714,545	19,780,470	25,185,706	2,697,317	27,883,023
1892	21,346,413	2,581,842	23,928,255	23,989,746	2,714,368	26,704,114
1893	13,807,662	4,077,911	17,885,573	20,151,432	2,568,679	22,720,111
1894	13,501,664	3,840,429	17,342,093	17,974,332	2,207,884	20,182,216

NOTE.—This movement forms no part of the import and export trade.

C.—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	20,656
1894	2,909	903,361	275,377	89,700	100,874	5,288	22,620

all Canals in the State of New York, during a series of Twenty-six 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	114,079	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
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,523,358
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150
937,999	524	40,073	93,216	832,397	136,612	1,102,822
1,450,116	536	25,204	52,094	741,934	102,275	922,043
1,400,129	267	22,614	70,353	609,368	37,641	740,243

D.—TABLE showing the Tonnage of the undermentioned Articles, moved through

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	45,674	313,825	120,599	20,951	.....	904	1,937
1872.....	26,651	239,998	254,902	6,035	7,752	64	2,745
1873.....	30,665	355,847	180,169	8,225	1,194	3	3,777
1874.....	24,019	413,212	181,151	18,871	5,954	513	8,677
1875.....	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877.....	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878.....	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879.....	10,710	274,570	144,506	4,655	1,239	440	2,444
1880.....	12,679	242,020	163,738	17,772	477	1,016	1,480
1881.....	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882.....	12,261	215,056	54,799	20,126	611	3,226	403
1883.....	13,471	152,794	182,269	10,436	731	1,642	10,983
1884.....	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885.....	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886.....	19,474	154,169	219,442	1,595	4,911	564	14,657
1887.....	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888.....	16,983	160,963	194,886	5,906	26,629	811	13,608
1889.....	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890.....	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891.....	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892.....	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893...	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894.....	33,628	270,993	169,233	28,353	27,962	567	60,673

*Fiscal. † Apples, meal, all kinds, pease, potatoes.

the Welland Canal, during a series of Twenty-four Years ended 31st Dec., 1894.

	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
591,409	.....	3,072	159	977	203,608	... .	207,816

E.—TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of twenty-six 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	424	1,086,834	240,767	38,986	21,981	6,156	243	1,395,391	77·43	
1894	327	887,908	265,947	69,707	99,898	5,191	2,123	1,331,101	69·26	

STATEMENT to Table E showing the shipments at Oswego during the same period.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815	.....	.. ..
1870	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	....	11·06
1871	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11·05	.....
1872	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818	.....	36·59
1873	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765	.....	50·80
1874	.....	108,288	46,127	77,007	1,103	7,053	3,747	245,325	.....	9·14
1875	1,728	32,690	3,034	75,083	3,308	4,989	5,931	126,763	.....	52·67
1876	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62·67
1877	855	28,955	3,308	80,306	316	6,603	6 556	126,899	.....	52·61
1878	1,394	24,171	1,383	50,381	.....	10,598	5 222	93,149	.....	65·21
1879	734	25,740	9,268	71,693	.....	16 623	3,110	127,168	....	52·51
1880	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.	49·43
1881	758	25,352	8,064	62,793	200	14,444	4 027	115,638	.....	56·82
1882	813	20,274	4,401	70,862	416	22,265	7,773	126,804	....	52·65
1883	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77·62
1886	737	9,579	154	42,261	.....	1,671	4,814	59,216	.....	77·88
1887	790	675	2	44,580	.....	710	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
1894	8	10,293	10,514	17,160	.....	.....	2,609	40,584	....	84·84

F.—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty-four Years, ended 31st December, 1894.

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	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
1894	33,628	270.514	169,233	28,353	27,962	.....	60,587	590,277

* Fiscal.

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Twenty-four Years, ended 31st December, 1894.

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
1894	17,795	53,846	10,539	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818

H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Twenty-four Years, ended 31st December, 1894.

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	5,913,913	870,570	18,558	244,550
1893	1,452,563	805,250	5,107,426	1,395,391	17,620	311,389
1894	1,400,129	590,409	4,281,056	1,331,101	40,584	293,148

Department of Railways and Canals.

1.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893 and 1894.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	174	62,665	432	121,150	41	17,482	329	97,257	976	298,554
	Tons.		Tons.		Tons.		Tons.		Tons.	
1882.										
Wheat		60,535		46,201		5,203		87,213		199,152
Corn		7,431		6,075		3,468		38,360		55,334
Rye								1,954		1,954
Coal		1,673		51,127		112		27,968		80,880
Miscellaneous merchandise		2,939		3,744		1,553		2,605		10,841
Lumber.....Ft. B.M.		1,021,957		1,943,568		3,969,790		17,327,483		24,262,798
Timber.....Cub. ft.		125,960		2,847,066				13,500		3,013,526
Staves.....No.		59,600		1,065,233				104,000		1,228,833
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	180	68,850	468	130,844	111	68,609	417	127,616	1176	365,929
	Tons.		Tons.		Tons.		Tons.		Tons.	
1883.										
Wheat		32,761		29,385		5,928		76,715		144,789
Corn		25,651		21,073		36,146		99,272		182,142
Barley								735		735
Rye								518		518
Oats						731				731
Coal		8,398		48,329		835		40,388		97,950
Miscellaneous merchandise		5,238		3,590		13,195		2,299		24,322
Lumber.....Ft. B.M.		2,102,292		3,455,590		5,287,386		15,143,274		25,988,542
Timber.....Cub. ft.		83,700		3,514,944				70,500		3,669,144
Staves.....No.		32,876		1,038,349				90,000		1,161,225
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	173	68,250	285	73,057	99	67,637	364	97,794	921	306,738
	Tons.		Tons.		Tons.		Tons.		Tons.	
1884.										
Wheat		38,859		11,618		5,461		75,474		131,412
Corn		10,841		13,609		26,452		67,909		118,811
Barley		90								90
Rye		477								477
Oats		872				7,963		1,911		10,746
Coal		497		28,275		301		10,154		39,227
Shingles, firewood and woodenware		548		2,538		49		30		3,165
Miscellaneous merchandise		2,073		3,804		11,793		428		18,103
Lumber.....Ft. B.M.		3,393,351		1,680,976		8,987,558		18,126,215		32,188,100
Timber.....Cub. ft.		437,356		2,107,780				159,647		2,704,783
Staves.....No.				75,000		33,741		301,267		410,008

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.		UNITED STATES 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.										

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.
	193	100,107	143	58,652	390	375,682	236	122,326	962	656,767
1893.	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.		.....		.....		.....		.....		.....

I.—STATEMENT showing the Quantity of through Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Season of Navigation, in 1894.

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	104,649	112	57,668	287	279,621	144	63,770	742	505,708
1894.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		98,586		54,444		78,715		37,095		268,840
Corn		10,368		5,614		122,211		31,040		169,233
Barley		258		.....		28,095		.....		28,353
Oats		175		107		27,621		.....		27,903
Pease		.....		.....		.....		.....		.....
Rye		.....		.....		.....		.....		.....
Coal		1,483		1,892		61		11,109		14,545
Miscellaneous merchandise		16,949		664		83,198		1,977		102,788
Shingles, woodenware, &c		22		.....		.....		.....		22
Sawed lumber .....Ft. B.M.		8,423,295		279,330		11,719,664		31,891,456		52,313,745
Square timber.....Cub. ft.		771,328		1,578,981		.....		.....		2,350,309
Staves.....No.		.....		.....		.....		.....		.....
Firewood.....Cords.		.....		.....		.....		.....		.....

STATEMENT showing the Quantity of Through Freight passed up the Welland Canal in Canadian and United States Vessels, entering the Canal at Port Dalhousie, during the Season of Navigation in 1894.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	194	102,251	111	56,969	274	272,994	150	67,295	729	499,509
1894.	Tons.		Tons.		Tons.		Tons.		Tons.	
Class 3.										
Cement and water lime	2,281		Nil.						2,281	
Fish	3				778				781	
Iron, pig	20				17				37	
Iron, all other	212				327				539	
Salt	856								856	
Steel	248								248	
Articles not enumerated	914				428				1,342	
Class 4.										
Crockery and earthenware	107				3				110	
Marble					847				847	
Manilla	11				89				100	
Nails	535								535	
Paint	18								18	
Pitch and tar	265								265	
Sugar	2,733				1,234				3,967	
Tin	327								327	
Merchandise not enumerated	1,999				39,268		1		41,268	
Class 5.										
Produce of wood	58				89				147	
Special Class.										
Coal	635				136,345		52,083		189,063	
Ice	200								200	
Stone							661		661	
Total tons	11,422				179,425		52,745		243,592	

	Tons.
Canadian steam vessels carried	11,422
do sailing do	
United States do	179,425
do sailing do	52,745

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 1894, is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	11,422	
do sail do		
Total quantity in Canadian vessels		11,422
In United States steam vessels	179,425	
do sail do	52,745	
Total in United States vessels		232,170
Grand total quantity of freight passed up the Welland Canal in Canadian and United States vessels		243,592

SUMMARY of the quantity of through freight passed on the Welland Canal during the season of Navigation in 1894.

Summary.	Tons.	Tons.
In Canadian steam vessels, up	11,422	
do do down	157,320	
Total in Canadian steam vessels		168,742
In Canadian sail vessels, up		
do do down	94,784	
Total in Canadian sail vessels		94,784
Total quantity in Canadian vessels		263,526
In United States steam vessels, up	179,425	
do do down	359,444	
Total quantity in United States steam vessels		538,869
In United States sail vessels, up	52,745	
do do down	134,394	
Total quantity in United States sail vessels		187,139
Total quantity in United States vessels		726,008
Total in Canadian and United States vessels		489,534
	East-bound.	West-bound.
In Canadian vessels	252,104	11,422
In United States vessels	493,838	232,170
Total	745,942	243,592

—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 1894.

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.	Barley.	Oats.	Rolling freight	Wheat.	Corn.	Barley.	Oats.	Wheat.	Corn.	Barley.	Oats.
1894.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.
Sept. 26	Algonquin	1,172	245	40 0	20 0	14 3	14 5	65,330					3,099				93			
do 29	Rosedale	977	254	35 0	22 6	12 10	13 9	58,523					5,048				152			
Oct. 22	do	977	254	35 0	22 6	12 11	13 11	63,000					5,295				159			
do 27	Algonquin	1,172	245	40 0	20 0	14 6	14 7	70,000					7,004				211			
Nov. 8	Rosedale	977	254	35 0	22 6	13 1	13 3	61,500					4,425				133			
do 29	Algonquin	1,172	245	40 0	20 0	14 2	14 7	67,442					8,041				242			
do 30	Rosedale	977	254	35 0	22 6	13 0	14 6	61,425					5,241				158			
	Total							447,220					38,153				1,148			

UNITED STATES STEAM VESSELS.

April 19	Columbia	1,053	235	35 6	18 9	14 3	15 6		63,345					10,223				287		
do 20	F. H. Prince	1,548	240	42 0	16 8	13 10	15 0		70,000			145		13,440				376		
do 23	H. R. James	1,553	240	42 0	16 8	15 3	15 9	32,150	27,227			353	11,437	2,309			344	65		
do 27	J. R. Langdon	1,550	240	42 1	16 8	13 10	15 0		55,729			420		9,218				258		
do 28	Egyptian	1,206	232	36 2	22 0	13 10	14 7		50,000					2,942				83		
May 7	A. McVittie	1,553	240	42 0	16 8	14 2	14 10		32,000		28,235	412		4,300				121		
do 7	Wm. A. Haskill	1,441	265	37 0	16 6	14 10	15 22	29,606	23,882			308	4,312	5,423			130	152		
do 9	Jno. Duncan	997	225	37 8	16 7	15 1	14 11	38,026	23,118				5,810	3,609			180	102		
do 9	Oregon	846	197	33 0	13 0	15 3	16 3		49,966					10,609				298		
do 12	F. H. Prince	1,548	240	42 0	16 8	14 1	14 9	24,717	25,000			516	1,725	4,065			52	114		
do 12	Pueblo	1,054	225	36 0	19 0	14 0	14 0		53,000					1,184				34		

do	15	W. J. Averill	1,425	265	36	6	16	5	14	11	15	4		49,791			452		10,357				291		
do	26	J. R. Langdon	1,550	240	42	0	16	8	14	5	14	6		43,383		25,411	315		6,050		4,294		170		73
do	27	Wm. A. Haskill	1,441	265	37	0	16	6	14	8	14	8		35,790		23,058	365		6,384				179		
do	30	A. McVittie	1,553	240	42	0	16	8	15	4	15	9		46,085			821		15,428				433		
June	1	F. A. Prince	1,548	240	42	0	16	8	14	8	14	11		29,658		37,647	500		4,209		7,059		118		120
do	3	W. J. Averill	1,425	265	36	6	16	5	14	7	14	9		29,791		28,235	455		7,105				199		
do	14	J. R. Langdon	1,550	240	42	0	16	8	14	7	15	0		34,463			995		12,543				352		
do	21	A. McVittie	1,553	240	42	0	16	8	14	1	15	0		38,289			794		5,810				163		
do	23	Dewar	1,029	222	37	0	19	0	14	11	14	6		55,014					4,999				140		
do	24	F. H. Prince	1,548	240	42	0	16	8	14	2	15	0		43,590			730		7,034				197		
do	25	W. J. Averill	1,425	265	36	6	16	5	14	4	14	7		25,888			937		4,910				138		
do	28	H. R. James	1,553	240	42	0	16	8	15	0	15	5		55,183			497		11,655				327		
July	6	J. R. Langdon	1,550	240	42	0	16	8	14	4	15	3	16,203	40,000			407	2,349	9,652			71	271		
do	11	A. McVittie	1,553	240	42	0	16	8	14	5	15	6		70,000					9,702				272		
do	18	Escanaba	915	201	35	6	20	1	15	1	14	8	50,000					5,543				167			
do	31	Gov. Smith	1,547	240	42	0	16	8	13	7	15	0		40,106			704		4,205				118		
Aug.	1	J. R. Langdon	1,550	240	42	0	16	8	12	1	14	6		36,595			554		2,438				69		
do	9	F. H. Prince	1,548	240	42	0	16	8	14	3	14	7		60,101			172		4,822				136		174
do	21	J. R. Langdon	1,550	240	42	0	16	8	14	0	14	3				74,647	531				10,235				161
do	23	Wm. A. Haskill	1,441	265	37	0	16	6	14	9	14	8	12,000	20,184		28,235	355				9,471				
Sept.	2	Escanaba	918	201	35	6	20	0	14	11	14	4	50,000					6,835				206			
do	5	Wm. J. Averill	1,425	265	36	6	16	5	14	8	15	1	12,000	32,367			464	3,124	5,565			94	156		
do	9	F. H. Prince	1,548	240	42	0	16	8	14	4	14	7				87,882	409				9,411				160
do	13	Jas. R. Langdon	1,550	240	42	0	16	8	13	11	15	6	55,000				270	10,993				330			
do	14	W. A. Haskill	1,441	265	37	0	16	6	14	8	15	0		31,850		23,058	487		4,461		3,588		125		61
do	18	A. McVittie	1,553	240	42	0	16	8	13	6	15	3	11,012			61,471	407				7,412				126
do	24	Gov. Smith	1,547	240	42	0	16	8	15	1	15	5	12,74	44,786			426		13,154				369		
do	30	H. K. James	1,553	240	42	0	16	8	13	11	14	3				47,058	928				1,823				31
Oct.	4	Jas R. Langdon	1,550	240	42	0	16	8	12	8	14	10				47,058	998				4,882				83
do	10	A. McVittie	1,553	240	42	0	16	8	13	7	14	3		14,855			1,299		2,257				64		
do	18	F. A. Prince	1,548	240	42	0	16	8	13	3	14	11		45,325			514		3,967				112		
do	25	Jas. R. Langdon	1,550	240	42	0	16	8	13	3	14	7		24,201			1,092		3,928				110		
Nov.	7	A. McVittie	1,553	240	42	0	16	8	13	6	14	4	25,000				972	3,782				114			
do	18	H. R. James	1,553	240	42	0	16	8	14	8	14	6		30,000			1,049		6,662				187		
do	22	Omaha	940	215	34	6	18	9	14	8	14	6		58,303					6,314				177		
do	25	A. G. Lindsay	1,111	198	37	6	23	0	14	0	13	11		50,000					4,912				138		
Dec.	1	Escanaba	918	201	35	6	20	0	14	0	14	0		47,000					6,697				188		
do	1	A. McVittie	1,553	240	42	0	16	8	14	3	14	10		35,000	3,000	22,058	459		6,009		5,235		169		89
do	1	Josephine	617	165	31	6	19	0	14	0	14	0		41,000					2,106				59		
		Total											368,459	1,681,865	3,000	534,058	21,512	55,910	260,657		63,410	1,688	7,317		1,078

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 1894—*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.	Barley.	Oats.	Wheat.	Corn.	Barley.	Oats.	Rolling freight			From.	To	
1894.		Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			Cts.	H. M.
Sept. 26	Algonquin	62,231				1,867					1,867	13 11	F't William.	Ogdensburg.	2	7 0
do 29	Rosedale	53,475				1,604					1,604	12 8	do	Kingston	2	2 30
Oct. 22	do	57,705				1,732					1,732	12 9	do	do	2	2 20
do 27	Algonquin	62,996				1,890					1,890	13 10	do	do	2	5 49
Nov. 8	Rosedale	57,075				1,713					1,713	12 8	do	do	2	1 50
do 29	Algonquin	59,401				1,783					1,783	13 5	do	do	2	6 20
do	Rosedale	56,184				1,686					1,686	12 8	do	do	2	2 15
	Total	409,067				12,275					12,275					

UNITED STATES STEAM VESSELS—*Continued.*

April 19	Columbia		53,122				1,487				1,487	13 8	Chicago	Ogdensburg.	2	3 50
do 20	F. H. Prince		56,560				1,584			145	1,729	13 10	do	do	2	4 20
do 23	H. R. James	20,713	24,918			622	698			353	1,673	13 10	do	do	2	4 15
do 27	J. R. Langdon		46,511				1,303			420	1,723	13 7	do	do	2	3 0
do 28	Egyptian		47,058				1,318				1,318	13 10	do	Kingston	2	1 0
May 7	A. McVittie		27,700		28,235		776		480	412	1,668	13 11	do	Ogdensburg.	2	2 45
do 7	Wm. A. Haskill	25,294	18,459			759	517			308	1,584	13 11	do	do	2	3 15
do 9	Jno. Duncan	32,216	19,509			967	547				1,514	14 10	do	Kingston	2	3 40
do 9	Oregon		39,357				1,102				1,102	14 0	do	Ogdensburg.	2	3 30
do 12	F. H. Prince	22,992	20,935			690	587			516	1,793	13 11	do	do	2	2 15
do 12	Pueblo		51,816				1,451				1,451	13 10	do	do	2	2 20

do	15	W. J. Averill		39,434				1,105			452	1,557	14	0	do	do	2	3	40
do	26	J. R. Langdon		37,333		21,117		1,046		359	315	1,720	14	0	do	do	2	2	10
do	27	Wm. A. Haskill		29,406		23,058		824		392	365	1,581	14	0	do	do	2	3	25
do	30	A. McVittie		30,657				859			821	1,680	14	0	do	do	2	4	50
June	1	F. A. Prince		25,449		30,588		713		520	560	1,733	13	11	do	do	2	2	40
do	3	W. J. Averill		22,686		28,235		636		480	455	1,571	14	0	do	do	2	2	10
do	14	J. R. Langdon		21,920				614			995	1,609	13	6	do	do	2	2	50
do	21	A. McVittie		32,479				910			794	1,704	14	0	do	do	2	2	0
do	23	Dewar		50,015				1,401				1,401	14	0	do	do	2	1	40
do	24	F. H. Prince		36,556				1,024			730	1,754	13	11	do	do	2	2	0
do	25	W. J. Averill		20,978				588			937	1,525	14	0	do	do	2	2	30
do	28	H. R. James		43,528				1,219			497	1,716	14	0	do	do	2	3	0
July	6	J. R. Langdon	13,854	30,348			416	850			407	1,673	13	6	do	do	2	4	0
do	11	A. McVittie		60,298				1,689				1,689	14	0	do	do	2	3	10
do	18	Escanaba	44,457				1,334					1,334	14	0	do	Kingston	2	4	45
do	31	Gov. Smith		35,901				1,006			704	1,710	13	9	do	Ogdensburg	2	1	30
Aug.	1	J. R. Langdon		34,157				957			554	1,511	13	2	do	do	2	2	0
do	9	F. H. Prince		55,279				1,548			172	1,720	14	0	do	do	2	2	45
do	21	J. R. Langdon				64,412				1,095	531	1,626	13	6	do	do	2	3	15
do	23	Wm. A. Haskill	12,000	20,184		18,764	360	566		319	355	1,600	14	0	do	do	2	3	45
Sept.	2	Escanaba	43,165				1,295					1,295	14	0	Chicago	Kingston	2	3	0
do	5	Wm. J. Averill	8,876	26,802			267	751			464	1,482	13	11	do	Ogdensburg	2	3	0
do	9	F. H. Prince				78,471				1,334	409	1,743	14	0	do	do	2	7	0
do	13	Jas. R. Langdon	44,007				1,321				270	1,591	13	6	do	do	2	4	0
do	14	W. A. Haskill		27,389		19,470		767		331	487	1,585	14	0	do	do	2	2	0
do	18	A. McVittie	11,012			54,059	331			919	407	1,657	13	10	do	do	2	2	35
do	24	Gov. Smith	12,745	31,632			383	886			426	1,695	13	11	do	do	2	3	40
do	30	H. K. James				45,235				769	928	1,697	14	0	do	do	2	2	30
Oct.	4	Jas. R. Langdon				42,176				717	998	1,715	13	0	do	do	2	2	30
do	10	A. McVittie		12,598				353			1,299	1,652	13	10	do	do	2	2	0
do	18	F. A. Prince		41,358				1,159			514	1,673	13	8	do	do	2	2	30
do	25	Jas. R. Langdon		20,273				568			1,092	1,660	13	5	do	do	2	1	40
Nov.	7	A. McVittie	21,218				637				972	1,609	13	7	Duluth	do	2	2	0
do	18	H. R. James		23,338				654			1,049	1,703	13	11	Chicago	do	2	3	0
do	22	Omaha		51,989				1,456				1,456	13	8	do	do	2	4	20
do	25	A. G. Lindsay		45,088				1,263				1,263	13	5	Toledo	do	2	6	00
Dec.	1	Escanaba		40,303				1,129				1,129	13	0	Chicago	do	2	2	45
do	1	A. McVittie		28,991	30,000	16,823		812	72	286	459	1,629	13	7	do	do	2	7	10
do	1	Josephine		38,894				1,090				1,090	13	8	do	do	2	9	20
		Total	312,549	1,421,208	30,000	470,643	9,382	39,813	72	8,001	21,512	78,780							

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 1894—*Continued.*

UNITED STATES SAILING 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.	Barley.	Oats.	Rolling freight	Wheat.	Corn.	Barley.	Oats.	Wheat.	Corn.	Barley.	Oats.
1894.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Bush.	Tons.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Tons.	Tons.
May 3	M. C. Bell	742	180	33 4	11 6	14 6	14 9	45,380					3,639				110			
June 21	E. C. Hutchinson	700	195	34 0	14 0	15 0	15 0	50,000					7,125				214			
	Total							95,380					10,764				324			

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

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 1894—*Concluded.*

UNITED STATES SAILING VESSELS.

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.	Barley.	Oats.	Wheat.	Corn.	Barley.	Oats.	Rolling freight			From	To		
1894.		Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			Cts.	H. M.
May 3	M. C. Bell	41,741				1,253					1,253	14 0	Chicago	Ogdensburg.	2	1 0
June 21	E. C. Hutchinson	42,875				1,287					1,287	13 11	Duluth	Oswego	2	4 0
	Total	84,616				2,540					2,540					

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

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 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893 and 1894.

Articles.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Iron, pig	459									371			195
do all other	9	5		7	15		418						1
Stone for cutting	2												
Apples	1			513	49	33					54		50
Barley	259		38									600	258
Corn	17,474	109,191	55,552	44,401	116,517	24,609	66,443	195,350	139,798	52,539	53,689	278,564	60,661
Flour	5,920	5,089	9,659	2,874	2,934	6,140	3,865	6,841	3,065	3,324	2,874	5,514	16,503
Meal, all kinds		1,188		16	125	87	100	148	222	67	16		4
Oats			872					320	479			9,761	175
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	161,692	76,379	84,822	52,157	86,815	160,063	93,915	70,815	75,515	159,785	194,281	209,212	212,557
All other agricultural products, vegetable	1			1		17		798	3	2			29
Hides, skins, horns and hoofs		77									20		
Horses	1			2	1	1	2	2	3	2	2	1	1
Lard and lard oil	206	6			22		54			100			
Pork	278	212	318	30	936	418	265	1,220	221	201			717
All other agricultural products, animals				4	68	29	39	32	117		103		
Total, Class 3	187,609	193,393	152,171	100,058	208,148	191,759	165,113	276,813	220,545	281,762	260,757	507,321	291,151
Class 4.													
Ashes	10	3	36	97	44	113	85	107	70	40	17	23	19
Furniture	12	6	10	5	6	9	2		1	2	1		2
Glass, all kinds	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.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
	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	484	269	317			12							
Turpentine	2		1										
Whisky, beer, and other spirits	25	35			8		3	20	26	105	6	1	
Merchandise not enumerated	105	53	37	29	100	72	105	193	142	278	36	4	330
Total, Class 4	1,092	412	480	138	193	236	198	324	246	426	60	28	351
Class 5.													
Barrels, empty	3		37	128	6	88	40				1		
Sawed lumber	3,639	6,311	7,531	19,945	18,707	7,001	5,175	6,118	3,579	3,908	1,678	667	683
Staves, pipe and barrel	2,359	2,024	200	856	332	184	139				8		
do West India and pipe	1,130	451	863		287	131	1,623	270			200		
Timber, square, in vessels	1,574	290		639	1,330								
do rafts	1,149	2,314	7,365	11,128	15,410	14,390	11,586	9,302		5,680	400		
Woodenware	205	199	68	76	101	45	25		1				6
Total, Class 5	10,059	11,589	16,064	32,772	36,173	21,839	18,588	15,690	3,580	9,588	2,327	667	689
Special Class.													
Coal	75												
Grand total	198,835	205,394	168,715	132,968	244,514	213,834	183,899	292,827	224,371	291,776	263,144	508,016	292,191

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 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893 and 1894.

Articles.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks	96	78	200	44	66	3	187	84	252	469			1
Cement and water lime	533	508	219	117	498	1,740	1,177	823	62	2,380	1,570	3,169	2,281
Clay, lime and sand	56	56			1	134	95	3	8	206	240		253
Fish	406				1	95	1	80	26	7	426	465	512
Gypsum				13									
Iron, railway	11,246	8,725	2,031	12,356	6,629	153	9,148	15,513	20,003	2,855	1,171	6,576	20
do pig	3,575	2,460	43	23	10	368	573	250	20	112	74	25	
do all other	686	528	366	290	76	1,997	297	290	584	595	387	543	114
Salt	1,820	5,324	802	1,574	5,609	4,197	3,599	4,216	7,440	4,391	2,034	995	843
Stone for cutting				7					12		145		
Flour		21							48			3	
Meals		5					31						15
Oats		264											
Potatoes	23					4							
Seeds, all kinds	14						24	215	100				33
Agricultural products not enumerated, vegetables		25	1	1			35	19		52			5
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			10
Total Class 3	18,460	17,994	3,707	14,428	12,896	8,702	15,244	21,495	28,674	11,071	6,076	11,776	4,087
Class 4.													
Ashes, pot and pearl				226	20				10	31	88		
Crockery and earthenware	116	137	47	10	40	164	336	112	11	251	8	98	107
Dye woods, &c		2			1	4							
Furniture	4	4	1		9	1	1			1	3		
Glass, all kinds	359	156	160	32	39	53	77	71	23	30	152	365	175
Manilla	5	5	17		7	5	1						11
Molasses	58	3			23	1	7	56			32	43	42

L.—Statement showing the Quantity of Freight passed westward from Montreal, &c.—*Continued.*

Articles.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	189.	1891.	1892.	1893.	1894.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Concluded.													
Nails	576	1,085	160	205	389	147	578	736	453	560	276	472	500
Oil, in barrels	119	122	80	10	82	28	22	9	11	64	2	44	8
Paint	124	103	161	24	36	80	59	49	24	61	15	70	8
Pitch and tar		50	1		5	1			13	22	15	26	152
Rosin	11	21							1				
Soda, ash	1,040	1,801	1,427	164	975	1,116	1,196	766	554	377	352	68	94
Steel		3	142		1	423	3	3	1		269	426	248
Stone, wrought		2										14	
Sugar	465	375	290	64	316	207	98	7	551	412	1,320	2,218	2,724
Tin	641	1,669	1,832	10	549	2,225	198	480	40	23	27	34	327
Turpentine		1	1		1	1	1	1	2				
White lead	14		3		3	4	2	4	19	3	6	35	2
Whiting	5	19		9		7		33	34	50	71	31	1
Whiskey, beer, &c	564	791	364	259	174	287	228	124	350	294	220	26	53
Merchandise not enumerated	1,992	2,608	1,001	712	1,008	619	1,259	1,422	1,180	810	538	799	900
Total, class 4	6,093	8,957	5,687	1,725	3,678	5,373	4,066	3,873	3,277	2,989	3,394	4,769	5,352
Class 5.													
Barrels, empty	130	179			227			2					
Lumber, sawn, in vessels	175	318											
Woodenware	23		3	2									
Total, class 5	328	497	3	2	227								
Special Class.													
Coal		40	28										
Grand Total	24,881	27,488	9,425	16,155	16,801	14,075	19,310	25,370	31,951	14,060	9,470	16,545	9,439

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 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893 and 1894.

Articles.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks	3				41				4				
Cement and water lime	2				31		4						
Fish		1				2				1		5	5
Iron, railway		142											
do all other	114	90	40		45			520	1	10	1	102	
Salt		8			1					494			
Stone for cutting		38	15										
Apples	8												
Barley	537	735				1,709	2		6,519	8,113	6,433	16,751	28,095
Corn	32,433	66,128	53,707	63,229	93,503	83,431	102,974	147,045	180,842	127,494	131,222	198,777	105,329
Flour	107	2,041	1,715	124	7,591	11,780	8,563	5,017	9,204	6,802	11,018	6,588	17,795
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	60,390
Oil cake		1											29
Oats		731	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823	36,935	23,870	27,621
Potatoes	1							1	1				
Rye	684						179					864	
Seeds, all kinds		662	511		236	44	48	151	135	256	50	16	
Wheat	30,227	54,282	40,956	53,235	53,258	37,678	39,999	39,229	31,527	32,097	26,950	28,187	53,846
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	4
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	56
Sheep			1										
Wool		95			1,125	86	18	452		1,237	70	80	1,486
Total, Class 3	64,129	133,782	115,092	117,470	174,359	157,820	189,986	237,188	275,893	255,553	244,433	311,647	294,654
Class 4.													
Agricultural implements		1				9							
Crockery and earthenware	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.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons	Tons.	Tons.	Tons.
Class 4—Concluded.													
Glass, all kinds	66		1		2					1			
Nails	7	51	26		4								57
Oil, in barrels	995	206	255		6	8				1			
Paint	3	6							3		44		
Soda, ash	7												
Steel	1						3				1		
Stone, wrought	33	87	7		38			2					
White lead	6	5							1				
Whisky, beer and all other spirits	12	156	26		21	63	151	190	228	167	46	83	
Merchandise, not enumerated	91	941	481	2	824	469	1,453	1,679	1,822	1,865	1,331	1,693	2,976
Total, Class 4	1,237	1,479	812	2	916	573	1,638	1,902	2,075	2,041	1,422	1,782	3,033
Class 5.													
Empty barrels												9	
Lumber, sawn, in vessels	34,182	34,189	43,713	44,668	43,776	29,845	28,333	55,074	38,030	45,504	54,173	68,985	62,905
Hoops		26											
Shingles	9	9	76	111	463		6	51				13	
Staves, barrel		25					82						
Woodenware, &c	43	30	11		2	26	141	333	8	4	54		
Total, Class 5	34,234	34,279	43,800	44,779	44,241	29,871	28,562	55,458	38,038	45,508	54,227	69,007	62,905
Special Class.													
Coal	10,686	5,372	4,293	4,974	5,400	1,163	878	1,124	615	1,382	651	2,123	727
Stone, not suitable for cutting								1,681	18				
Kryolite									1,620	1,773			
Total, Special Class	10,686	5,372	4,293	4,974	5,400	1,163	878	2,805	2,253	3,155	651	2,123	727
Grand Total	110,286	174,912	163,997	167,225	224,916	189,427	221,064	297,353	318,259	306,257	300,733	384,559	361,319

N.—STATEMENT showing the Number of Vessels and their Cargoes of Wheat, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1894.

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"	660	175	485
do do	600	135	465
do do	510	.....	510
do "Arabian"	1,230	675	555
do do	1,230	689	541
do do	1,230	690	540
do do	1,246	720	526
do do	1,207	712	495
do "Cuba"	660	268	392
do "Lake Michigan"	504	177	327
do do	510	213	297
do do	390	193	197
do "St. Magnus"	1,005	584	421
do do	990	569	421
do do	934	633	301
Norwegian steamer "Craggs"	300	.....	300
Canadian sailing vessel "Kildonan"	1,110	240	870
Total	14,316	6,673	7,643

Number of cargoes of wheat	17	
Quantity through Welland Canal to Kingston	14,316	Tons.
do transhipped at Kingston	6,673	"
do taken to Montreal in vessels in which it arrived at Kingston	7,643	"

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo, through the St. Lawrence Canals, during the Season of Navigation in 1894.

Names of Vessel.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Arabian"	1,153	618	535
do "Cuba"	644	291	353
do "Lake Michigan"	484	175	309
Canadian sailing vessel "Winnipeg"	1,498	784	714
Total	3,779	1,868	1,911

Number of cargoes of corn	4	
Quantity through the Welland Canal to Kingston	3,779	Tons.
do transhipped at Kingston	1,868	"
do taken to Montreal in vessels in which it arrived at Kingston	1,911	"

RECAPITUATION of the Number of Vessels passed down the Welland Canal, with Cargoes of Grain to Kingston, the Quantity transhipped, and the Quantity taken to Montreal for the Season of 1894.

—	Number of Cargoes.	Total.
Wheat	17	
Corn	4	
Total	.....	21
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal	14,316	
do corn do do	3,779	
Total through Welland Canal	.....	18,095
Quantity of the above transhipped at Kingston, viz.:—		
Wheat	6,673	
Corn	1,868	
Total quantity transhipped	.....	8,541
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz.:—		
Wheat	7,643	
Corn	1,911	
Total quantity to Montreal	.....	9,554
Total	.....	18,095

O.—STATEMENT showing the quantity of Grain passed down the Welland Canal to Kingston, in Canadian and United States Vessels, entering the Canal at Port Colborne during the season of navigation in 1894.

—	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	86	61,651	39	28,930	60	49,582	24	15,155	209	155,318
	Tons.		Tons.		Tons.		Tons.		Total Tons.	
Barley		258								258
Corn		10,368		5,614		30,232		17,690		63,904
Oats		175		107						282
Wheat		90,750		51,873		45,880		12,434		200,937
Totals		101,551		57,594		76,112		30,124		265,381

86 cargoes in Canadian steam vessels; total quantity ..... 101,551 tons.
39 do do sail do ..... 57,594 do
60 do United States steam vessels; total quantity ..... 76,112 do
24 do do sail do ..... 30,124 do

P.—TOTAL quantity of Grain arrived at Kingston in Vessels which passed down the Welland Canal during the season of 1894.

Summary.	Tons.	Tons.
Canadian steam vessels—86 cargoes of grain	101,551	
do sailing do 39 do	57,594	
Total in Canadian vessels		159,145
United States steam vessels—60 cargoes of grain	76,112	
do sailing do 24 do	30,124	
Total in United States vessels		106,236
Total in Canadian and United States vessels		265,381
Distributed as follows :—		
21 cargoes arrived at Kingston in Canadian vessels with an aggregate quantity of	18,095	
Transhipped at Kingston	8,541	
Quantity taken to Montreal in vessels in which it arrived in Kingston		9,554
Vessels arrived in Kingston and discharged all their cargoes as follows :—		
104 cargoes in Canadian vessels 141,050		
84 do United States vessels 106,236		
Aggregate quantity discharged	247,286	
Quantity transhipped to Montreal	232,016	
Total quantity transhipped from Kingston to Montreal		240,557
Quantity to Ogdensburg and transhipped to Montreal		576
do transhipped to Cardinal		3,888
do remaining at Kingston		10,806
Total		265,381

Q.—COMPARATIVE Statement of the quantity of Grain passed down the Welland Canal to Kingston for the season of 1893 and 1894.

	1893.		1894.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels....	146	148,962	125	159,145
do do United States vessels	257	328,269	84	106,236
Total.....	403	477,231	209	265,381
Quantity transhipped at Kingston in Canadian vessels for Montreal.....	.....	413,933	.....	240,557
Quantity taken to Montreal in vessels in which it arrived at Kingston.....	.....	15,828	.....	9,554
Quantity remaining at Kingston.....	.....	19,616	.....	10,806
do transhipped to Cardinal.....	.....	2,893	.....	3,888
do taken to elevators at Ogdensburg, N.Y., and transhipped to Montreal.....	.....	.....	.....	576
Quantity transferred to elevators at Ogdensburg, N.Y., 24,961.....	.....	.....	.....	.....
Quantity of the above transhipped to Montreal.....	.....	22,840		
do remaining in Ogdensburg.....	.....	2,121		
Total.....	.....	477,231	.....	265,381

Two vessels took their cargoes through to Montreal intact in 1894 against none in 1893.

Nineteen vessels discharged part of their cargoes in 1894 against 34 in 1893.

One hundred and eighty-eight vessels discharged all of their cargoes in 1894 against 369 in 1893.

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1894 inclusive, and the amount of Tolls collected thereon, is as follows:—

Year.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls Paid. — Rate 20 cents a ton.
	Up.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.		$ 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
1894		187,794	727	1,269	13,947	203,737	40,789 93

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, 1893 and 1894 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 1894 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.	$ c.
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
1894	16,213	169,552	185,765	25,432 80

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 1894, inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1883.	Tons.	Tons.	Tons.
Ashes, pot and pearl	3	2	
Agricultural products, not enumerated, vegetable		3	3
do do animal		6	
Agricultural implements			1
Barley			735
Coal		89,344	5,372
Corn	109,191	6,815	66,128
Crockery and earthenware			1
Fish			1
Flour	5,089		2,041
Furniture	6	8	25
Glass	1	9	
Horses			6
Hides and skins	77	26	60
Iron, railway			142
do all other	5	39	90
Lard and lard oil	6	1	5
Meal, all kinds	1,188	138	8,579
Meats, other than pork		2	12
Manilla			4
Molasses	43	4	1
Nails			51
Oats			731
Oil, in barrels		300	206
Oil cake			1
Pease	726		
Pork	212	13	163
Paint			6
Rags			271
Rye	518		
Salt			8
Stone, intended for cutting		2,584	38
do wrought	269	353	87
Seeds, all kinds	2		662
Steel	1		
Sugar	2		
Spirits, beer, &c.	35	98	156
Tobacco, raw		5	
Tallow		2	
Wheat	76,379	3,835	54,282
White lead			5
Wool			95
All other merchandise, not enumerated	52	109	665
Barrels, empty		4	
Firewood, in vessels		930	
Hoops			26
Lumber, sawn, in vessels	6,311	792	34,732
Staves and headings, barrel		31	
do pipe	2,024	2,738	
do West India	451	1,946	
Staves, salt barrel			25
Shingles			9
Split posts and fence rails, in vessels		1	
Timber, square	2,604	74,329	
Woodenware and wood, partly manufactured	199	35	30
Total	205,394	184,502	175,455

U.—Comparative Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1884.	Tons.	Tons.	Tons.
Ashes, pot and pearl	36	10	.....
Agricultural products, not enumerated, vegetable	.....	7	.....
do do animal	.....	2	.....
Agricultural implements	.....	9	.....
Barley	38	52	.....
Coal	.....	32,598	4,293
Corn	55,552	9,552	53,707
Cattle	.....	1	.....
Fish	.....	13	.....
Flour	9,659	.....	1,715
Furniture	10	17	16
Glass, all kinds	.....	10	1
Hay, pressed	.....	.....	13
Horses	.....	2	6
Hides, horns and hoofs	.....	.....	73
Iron, all other	.....	8	40
Kryolite and chemical ore, and other ore, except iron	.....	10	.....
Lard and lard oil	.....	2	7
Meal, all kinds	.....	5	8,170
Meats other than pork	.....	28	4
Marble	.....	.....	1
Nails	1	.....	26
Oats	872	.....	9,874
Oil, in barrels	78	354	255
Pease	433	.....	.....
Pork	318	.....	.....
Rye	477	.....	.....
Salt	.....	364	.....
Stone, intended for cutting	.....	2,059	15
do wrought	317	190	7
Seeds, all kinds	.....	111	511
Sheep	.....	.....	1
Spirits, beer, &c	.....	11	26
Turpentine	1	.....	.....
Wheat	84,822	2,549	40,975
All other goods and merchandise not enumerated	37	104	480
Barrels, empty	37	3	1
Firewood, in vessels	.....	930	.....
Lumber, sawn, in vessels	7,531	85	45,239
Staves and headings, barrel	.....	22	.....
do pipe	200	487	.....
do West India	863	406	.....
Shingles	.....	7	76
Timber, square	7,365	50,414	.....
Woodenware and wood, partly manufactured	68	3	11
Total	168,715	100,425	165,543

A refund of 10 cents per ton was allowed on wheat, corn, oats, barley and rye passed down to Montreal, per O. C. 28th May, 1884.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1885.	Tons.	Tons.	Tons.
Ashes, pot and pearl	97		
Apples	513		
Agricultural products, not enumerated, vegetable	1		
do do animal	2		
Barley			228
Coal		31,350	4,974
Corn	44,401	9,906	63,229
Crockery and earthenware	1		
Flour	2,874		124
Furniture	5	11	
Horses	2	1	
Iron, pig		100	
do all other	7		
Iron ore			987
Lard and lard oil		2	
Meal, all kinds	16		
Oats			882
Oil, in barrels	7	568	
Pease	11		
Paint		68	
Pork	30		
Salt		407	
Stone for cutting		3,749	
do wrought		8	
Seeds, all kinds	42	10	
Spirits, beer, &c		25	
Tallow	2	4	
Wheat	52,157	2,003	53,235
All other merchandise, not enumerated	28	8	2
Barrels, empty	128	8	
Firewood, in vessels		540	
Lumber, sawn	19,945	6,774	49,561
Staves and headings	856	604	
Shingles			111
Timber, square	11,767	69,616	
Woodenware	76		
Total	132,968	125,762	173,333

A refund of 10 cents per ton was allowed on wheat, corn, oats, pease, barley and rye passed down to Montreal, per O.C. 17th June, 1885, and a refund of 18 cents per ton from 1st July, 1885, per O.C. 4th July, 1885.

U.—Comparative Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed 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, &c			414
Iron, pig		617	43
do all other	15	12	1
Lard and lard oil	22	9	13
Meal, all kinds	125	18	13,201
Meats, other than pork	67	64	1
Marble		2	
Molasses	28	7	
Nails			4
Oats		41	4,790
Oil	6	28	6
Pease	608		
Pork	936	407	106
Paint	1	1	
Rags			13
Salt		29	1
Stone for cutting		4,314	
do wrought		103	38
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	101	45	2
Total	244,514	118,127	234,254

A refund of 18 cents per ton was allowed on wheat, corn, oats, pease, barley and rye, passed down to Montreal, per O.C. 21st April, 1886.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1887.	Tons.	Tons.	Tons.
Ashes, pot and pearl	113		
Apples	33		
Agricultural products not enumerated, vegetable			2
Agricultural implements			9
Barley			1,709
Coal		25,968	1,163
Corn	24,609	6,898	83,431
Fish			2
Flour	6,140		11,780
Furniture	9	9	24
Horses	1	1	2
Hides, skins, &c			170
Iron, pig		1,137	
do all other		7	
Lard and lard oil		6	14
Meal, all kinds	87	42	10,726
Meats, other than pork	29	15	18
Nails	1		
Oats			12,050
Oil	14	190	8
Oil cake	17		
Pease	362		
Pork	418	86	108
Stone, for cutting		3,531	
do wrought	12	543	
Seeds		4	44
Sugar	15		1
Spirits		99	63
Wheat	160,063	4,940	37,678
Wool			86
All other merchandise, not enumerated	72	123	468
Barrels, empty	88		24
Lumber, sawn	7,001	1,816	44,733
Staves and headings, barrel		27	
do pipe	184		
do West India	131	838	
Timber, square	14,390	21,351	
Woodenware and wood partly manufactured	45	1	2
Total	213,834	67,632	204,315

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O.C. 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
Wood			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 orts.
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
Kryolite		1,280	1,620
Lard and lard oil		5	30
Meal	222		20,482
Meats			15
Oats	479	73	27,030
Oil, in barrels	6		
Oil cake	2		
Paint			3
Pease			14
Pork	221	19	88
Potatoes			1
Rye	1,120	1	
Salt		701	
Stone, for cutting		5,761	
do wrought		639	18
Seeds, all kinds	2		135
Spirits, &c.	26		228
Tallow	54		
Wheat	75,515	5,241	31,527
White lead			1
Merchandise	142	32	1,822
Barrels, empty			7
Firewood, in vessels		1,398	
Lumber, sawn, in vessels	3,195	3,767	47,590
do rafts	384		
Staves and headings, pipe		187	
do 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 Orders in Council 26th February and 5th May, 1890

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1891.	Tons.	Tons.	Tons.
Ashes	40		
Agricultural products	2		42
Barley			8,113
Corn	52,539	5,144	127,494
Coal		20,698	1,382
Flour	3,324		6,802
Fish			1
Furniture	2	2	7
Glass	1		1
Horses	2	2	3
Hay		21	
Iron, pig	371	128	
do all other		1,036	10
Lard and lard oil	100	16	10
Meal, all kinds	67		26,096
Meats, other than pork		1	2
Molasses		20	18
Oats			52,823
Oil			1
Pease	390		
Pork	201		73
Rags			60
Rye	64,978	969	
Seeds, all kinds	2		256
Salt		1,861	494
Stone for cutting		6,602	
do wrought		7	
Tobacco	1		
Tallow		9	8
Wheat	159,785	692	32,097
Staves, pipe		8	
Whisky and all other liquors	105	57	167
Wool			1,237
Merchandise	278	6	1,779
Kryolite		1,098	1,773
Lumber, in vessels	2,991	1,300	56,456
do in rafts	917		
Timber, square, in rafts	5,680	14,638	
Barrels			4
	291,776	54,315	317,209
Corn 12,169			
Wheat 5,648			
	17,817		*17,817
Total	309,593	54,315	299,392

* This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal.

A refund of 18 cents a ton Welland Canal tolls on wheat, Indian corn, pease, barley, rye and (for export) oats, originally shipped for Montreal or some port east of Montreal, per Order in Council, 25th March, 1891.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1892.	Tons.	Tons.	Tons.
Ashes, pot and pearl	17	2	
Apples	54		
Barley			6,433
Corn	53,689	7,637	131,222
Coal		14,839	651
Flour	2,874		11,018
Fish	9		
Furniture	1		7
Hides and skins	20		
Horses	2		
Iron, railway		100	
do all other		765	1
Meal, all kinds	16		31,724
Meats, other than pork	94		29
Oats			36,935
Oil		7	
Pease	524		
Potatoes			1
Pork			44
Rye	9,119	273	
Salt		865	
Seeds, all kinds	75		50
Steel			1
Stone for cutting		1,264	
Sugar			20
Wheat	194,281	5,373	26,950
Whisky, beer, spirits, &c	6	15	46
Wool			70
Merchandise not enumerated	36	13	1,304
Barrels, empty	1		29
Lumber, sawn, in vessels	1,678	150	83,403
Square timber	440	42,768	440
Staves and headings, pipe	8	80	
do do West India	200	76	
Shingles			25
Total	263,144	74,227	330,403
*Wheat	+4,341	—4,341	
Total	267,485	69,886	330,403

*This quantity of wheat was taken from Kingston to Ogdensburg and stored in elevators, and subsequently transhipped to Montreal.

A refund of 18 cents a ton, Welland Canal tolls, was allowed on wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, which passed down the whole length of the Welland and St. Lawrence Canals, to Montreal, or any port east of Montreal, and such products exported out of the country, and in such cases only.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity 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
Whiskey, 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.—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 1894.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1894.	Tons.	Tons.	Tons.
Apples	50		
Ashes	19		
Barley	258		28,095
Bricks		552	
Coal		13,818	727
Corn	60,661	3,243	105,329
Dye woods and dye stuffs		4	2
Fish			5
Flour	16,503	41	16,880
Furniture	2	3	
Horses	1	2	4
Iron, pig	195	2,170	
do all other	1	183	
Meals	4		60,390
Nails			57
Oats	175	107	27,621
Oil cake	29		
Oil, in barrels		27	
Pork	717		56
Salt		133	
Spirits, beer, &c.		3	
Sugar			52
Wheat	212,557	13,349	42,934
White lead	16		
Wool			1,484
Merchandise not enumerated	314		2,889
Barrels, empty		16	
Sawn lumber, in vessels	683		86,545
Square timber do		47,030	
Woodenware	6		
Total	292,191	80,68.	373,070

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1894.

The tolls were, however, reduced by Order in Council of 16th April, 1894, as follows:—"For the season of 1894, the canal tolls 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	9,996	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.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1888	Tons.	Tons.	Tons.
Barley	.....	.....	2
Corn	66,443	25,469	102,974
Oats	.....	.....	26,510
Pease	.....	54	.....
Rye	.....	632	179
Wheat	93,915	14,365	39,999
Total Grain	160,358	†40,520	169,664
Other Articles	23,541	73,281	68,803
Total	183,899	113,801	238,467
1889.			
Barley	.....	.....	.....
Corn	195,350	11,200	147,045
Oats	320	.....	27,492
Pease	.....	.....	.....
Rye	1,284	634	.....
Wheat	70,815	7,241	39,229
Total Grain	267,769	19,075	213,766
Other Articles	25,158	111,509	99,808
Total	292,927	130,584	313,574
1890.			
Barley	.....	.....	6,519
Corn	150,999	11,584	180,842
Oats	879	73	27,030
Pease	.....	.....	14
Rye	1,120	1	.....
Wheat	75,515	5,241	31,527
Total Grain	228,513	16,899	‡245,932
Other Articles	7,459	127,402	81,901
Total	235,972	144,301	327,833
1891.			
Barley	.....	.....	8,113
Corn	52,539	5,144	127,494
Oats	.....	.....	52,823
Pease	390	.....	.....
Rye	64,978	969	.....
Wheat	159,785	692	32,097
Total Grain	277,692	6,805	220,527
Transhipped at Ogdensburg to Montreal	† 17,817	.....	– 17,817
Total	295,509	.....	202,710
Other Articles	14,084	47,510	96,682
Grand Total	309,593	54,315	299,392

* Owing to a break in the Cornwall Canal, 14,921 tons of the above quantity of grain were transhipped to Montreal via Canadian Pacific and Grand Trunk Railways, and the refund of 18 cents per ton allowed

† Of this quantity of grain, 16,433 tons were transhipped at Ogdensburg to Montreal.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Concluded.*

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
1894.			
Barley	258	.....	28,095
Corn	60,661	3,243	105,329
Oats	175	107	27,621
Pease	.....	.....	.....
Rye	.....	.....	.....
Wheat	212,557	13,349	42,934
Total grain	273,651	16,699	203,979
Other Articles	18,540	63,982	169,091
Grand total	292,191	80,681	373,070

*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.
	Tons.	Tons.
1892.		
Grain	8,942	201,540
Other 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
1894.		
Grain	16,699	203,979
Other articles	63,982	169,091
Grand Total	80,681	373,070

* 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 seasons of navigation of 1893 and 1894.

CANAL REVENUE

CANAL

COMPARATIVE STATEMENT for Years

—	January.	February.	March.	April.	May.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland Canal, 1893	5 00			6,826 13	29,142 22
do 1894	84 00		10 00	11,124 51	27,769 61
Increase	79 00		10 00	4,298 38	
Decrease					1,372 61
St. Lawrence Canals, 1893	800 00			259 96	9,487 81
do 1894			0 75	1,355 23	11,962 36
Increase			0 75	1,095 27	2,474 55
Decrease	800 00				
Chambly Canal, 1893				8 99	3,575 95
do 1894				21 67	3,308 79
Increase				12 68	
Decrease					267 16
Rideau Canal, 1893	2 00			2 00	660 00
do 1894					1,161 39
Increase					501 39
Decrease	2 00			2 00	
Ottawa Canals, 1893				0 70	6,122 68
do 1894				200 58	6,202 29
Increase				199 88	79 61
Decrease					
St. Peter's Canal, 1893	7 01			7 40	270 42
do 1894	14 33		1 50	1 80	211 57
Increase	7 32		1 50		
Decrease				5 60	58 85
Trent Valley Canals, 1893				2 78	58 07
do 1894				11 53	136 82
Increase				8 75	78 75
Decrease					
Murray Canal, 1893				17 80	72 22
do 1894				35 07	62 58
Increase				17 27	
Decrease					9 64
Total, increase			12 25	5,624 63	1,426 04
Total, decrease	715 68				

REVENUE.

ended 31st December, 1893 and 1894.

June.	July.	August.	September.	October.	November.	December.	Total.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
28,648 81	28,622 51	27,195 41	26,217 82	28,351 53	15,134 58	3,296 76	193,440 77
22,789 22	19,813 54	21,801 35	18,645 67	21,551 61	13,887 54	2,414 14	159,891 19
5,859 59	8,808 97	5,394 06	7,572 15	6,799 92	1,247 04	882 62	33,549 58
12,732 45	14,919 33	14,160 79	14,018 44	12,188 01	7,557 91	77 27	86,201 97
13,427 32	14,728 85	12,227 60	10,042 17	11,212 49	6,415 97	490 76	81,864 50
694 87						413 49	
	190 48	1,933 19	3,975 27	975 52	1,141 94		4,337 47
3,531 07	3,328 03	3,592 08	3,332 95	3,212 98	2,077 10		22,659 15
3,458 66	3,966 07	2,621 22	2,638 31	3,784 31	1,398 45		21,197 48
	638 04			571 33			
72 41		970 86	694 64		678 65		1,461 67
1,096 56	1,155 60	1,209 61	885 92	679 30	438 18		6,129 17
1,020 94	910 90	1,238 62	882 20	563 30	522 30		6,299 65
		29 01			84 12		170 48
75 62	244 70		3 72	116 00			
5,642 55	4,490 96	4,764 76	5,302 63	5,564 04	3,423 23		35,311 55
5,405 16	5,255 10	5,233 52	4,465 67	4,935 44	2,369 02		34,066 78
	764 14	468 76					
237 39			836 96	628 60	1,054 21		1,244 77
342 61	422 12	392 96	353 88	353 09	346 59	168 00	2,664 08
338 04	353 15	378 19	382 21	401 43	372 22	182 70	2,637 14
			28 33	48 34	25 63	14 70	
4 57	68 97	14 77					26 94
100 59	168 00	204 09	182 89	159 48	93 57		969 47
175 53	241 98	209 02	218 43	105 13	13 29		1,111 73
74 94	73 98	4 93	35 54				142 26
				54 35	80 28		
115 63	102 79	102 75	110 69	61 36	47 43	5 17	635 84
120 57	141 45	120 90	86 43	102 25	86 70	0 25	756 20
4 94	38 66	18 15		40 89	39 27		120 36
			24 26			4 92	
5,474 83	7,798 30	7,792 03	13,043 13	7,913 83	4,053 10	459 35	40,187 33

Total for Year 1893	348,012 00
Total for Year 1894	307,824 67

COMPARATIVE Statement showing the quantity of Vegetable Food and Lumber passed through the Canals during the Years ended 31st December, 1893 and 1894.

	VEGETABLE FOOD.							LUMBER.	TOTAL.
	FLOUR.	WHEAT.	CORN.	BARLEY.	OATS.	RYE.	ALL OTHER.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland Canal, 1893	15,235	258,392	441,092	18,599	31,283	3,671	36,981	129,295	934,548
do 1894	33,628	270,993	169,233	28,353	27,962	567	60,673	88,546	679,955
Increase	18,393	12,601		9,754			23,692		
Decrease			271,859		3,321	3,104		40,749	254,593
St. Lawrence Canals, 1893	13,889	236,010	287,783	2,547	28,343	5,841	42,700	47,108	664,221
do 1894	23,135	219,240	65,624	525	2,094	673	30,739	42,293	384,323
Increase	9,246								
Decrease		16,770	222,159	2,022	26,249	5,168	11,961	4,815	279,898
Chambly Canal, 1893	480			98	1,141		832	72,386	74,937
do 1894	567			68	633		1,321	64,765	67,354
Increase	87						489		
Decrease				30	508			7,621	7,583
Rideau Canal, 1893	369	182	17	18	289	34	160	34,487	35,556
do 1894	427	1,346	80	11	11	10	205	39,843	41,933
Increase	58	1,164	63				45	5,356	6,377
Decrease				7	278	24			
Ottawa Canals, 1893	14	8	2		2,309	70	571	382,442	385,416
do 1894	27			2	428	22	521	401,526	402,526
Increase	13			2				19,084	
Decrease		8	2		1,881	48	50		17,110

St. Peter's Canal, 1893	1,541							4,831	6,372
do 1894	2,242							6,269	8,511
Increase	701							1,438	2,139
Decrease									
Trent Valley Canals, 1893		5						1,153	1,158
do 1894								1,870	1,870
Increase								717	712
Decrease		5							
Murray Canal, 1893	55	414		38	16	19	1,508	987	3,037
do 1894	228	698	3	657	6	205	2,057	370	4,224
Increase	173	284	3	619		186	549		1,187
Decrease					10			617	
Total increase	28,671			8,316			12,764		
Total decrease		2,734	493,954		32,247	8,158		27,207	514,549

Total for year 1893	2,105,245
do 1894	1,590,696

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

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 1894.

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		2						11		13	13		2 60	2 60
Apples		143	13		70			50	83	193	276	12 45	13 58	26 03
Agricultural products, not enumerated, vegetable	2	160	5	400					7	560	567	1 05	24 00	25 05
Agricultural products, not enumerated, animal														
Agricultural implements		22	1						1	22	23	0 15	0 55	0 70
Barley		258				28,095				28,353	28,353		2,835 30	2,835 37
Bricks	50							552	50	552	602	4 87	110 40	115 27
Bones														
Brimstone														
Cement and water lime	1,225								1,225		1,225	106 37		106 37
Clay, lime and sand		75								75	75		3 75	3 75
Coal					187,794	727	1,269	13,947	189,063	14 674	203,737	37,812 60	2,977 33	40,789 93
Corn						105,329		63,904		169,233	169,233		16,923 30	16,923 30
Cattle	1	1							1	1	2	0 02	0 02	0 04
Cotton, raw					1				1		1	0 15		0 15
Crockery and earthenware					3				3		3	0 45		0 45
Dye wood and dye stuffs			3			2		4	3	6	9	0 45	1 20	1 65
Fish		1			269	5			269	6	275	40 35	1 13	41 48
Flax and hemp		12								12	12		0 30	0 30
Flour		407				17,795		15,426		33,628	33,628		6,689 91	6,689 91
Furniture	1	1	8		2			5	11	6	17	1 60	1 18	2 78
Gypsum														
Glass, all kinds			2						2		2	0 30		0 30
Hay, pressed														
Hogs														
Horses	20	6	1		2	4		3	23	13	36	0 85	1 57	2 42
Hides and skins, horns and hoofs					88				88		88	13 20		13 20
Ice			200						200		200	10 00		10 00

Iron, railway														
do pig					17			2,365	17	2,365	2,382	2 55	473 00	475 55
do all other	67	71	144		280			128	491	199	690	65 01	37 18	102 19
do ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil														
Meal, all kinds						60,390	1	4	1	60,394	60,395	0 15	12,078 80	12,078 95
Meats, other than pork														
Marble					847				847		847	127 05		127 05
Manilla	25				64				89		89	13 35		13 35
Molasses	1		2		79				82		82	12 30		12 30
Nails	60		10			57			70	57	127	5 93	11 40	17 33
Oats		341				27,621				27,962	27,962		2,800 71	2,800 71
Oil, in barrels	7		3		91			27	101	27	128	14 24	5 40	19 64
Oil cake						29				29	29		5 80	5 80
Pease														
Potatoes					2				2		2	0 30		0 30
Pork			6			56		717	6	773	779	0 90	154 60	155 50
Paint	3		10						13		13	1 56		1 56
Pitch and tar			113						113		113	16 95		16 95
Rags														
Rye	567								567		567	85 05		85 05
Rosin														
Salt	21	133						5	21	138	159	2 10	27 10	29 20
Stone intended for cutting														
do wrought														
do not suitable for cutting, unwrought	308				661				969		969	85 33		85 33
Seeds, all kinds														
Sheep														
Soda ash					29			6	29	6	35	4 35	1 20	5 55
Steel														
Sugar	320		9		1,234	52			1,563	52	1,615	193 52	10 40	203 92
Spirits, beer, &c	1	1	29		11			2	41	3	44	6 15	0 60	6 75
Tobacco, raw			1						1		1	0 15		0 15
Tallow					259				259		259	38 85		38 85
Tin														
Turpentine			1						1		1	0 15		0 15
Wheat	479	106,072		11,989		53,846		98,607	479	270,514	270,993	9 26	26,996 21	27,005 47
White lead														
Whiting	14	18							14	18	32	0 27	0 45	0 72
Wool					5	1,484			5	1,484	1,489	0 75	296 80	297 55
All other goods and merchandise not enumerated	1,091	633	544		39,051	2,922		294	40,686	3,849	44,535	5,983 16	666 86	6,650 02
Bark														
Barrels, empty		12	12					15	12	27	39	2 40	4 10	6 50
Boat knees														
Floats														
Firewood, in vessels	24	5,973							24	5,973	5,997	0 20	312 89	313 09

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.
Firewood, in rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels		1,294	24	23,641		62,905		682	24	88,522	88,546	4 20	15,827 69	15,831 89
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels			38	120					38	120	158	3 75	5 88	9 63
do rafts														
Saw-logs	2,169	919		560					2,169	1,479	3,648	98 80	70 37	169 17
Staves and headings, barrel		182		200						382	382		31 05	31 05
do pipe														
do W. India														
Staves, salt barrel														
Shingles		23								23	23		10 35	10 35
Split posts and fence rails, in vessels		4								4	4		0 78	0 78
Split posts and fence rails, in rafts														
Timber, square, in vessels		1,100	17					45,930	17	47,030	47,047	2 50	7,050 49	7,052 99
do rafts	124								124		124	3 49		3 49
Traverses														
Woodenware and wood partly manufactured		3	5		89			3	94	6	100	37 60	2 40	40 00
Total freight paying tolls.	6,580	117,867	1,201	36,910	290,948	361,319	1,270	242,687	239,999	758,783	998,782	44,827 18	96,468 63	141,295 81
Articles having paid full tolls on the St. Lawrence Canals, free:—														
Agricultural products, vegetable	4		1						5		5			

Bricks	1								1		1
Brimstone	2								2		2
Cement and water lime	125		2,156						2,281		2,281
Clay, lime and sand			253						253		253
Crockery and earthenware			107						107		107
Fish			512						512		512
Glass, all kinds			175						175		175
Iron, pig	20								20		20
do all other	12		102						114		114
Meal, all kinds			15						15		15
Meats, other than pork			7						7		7
Manilla	11								11		11
Molasses			42						42		42
Nails	41		459						500		500
Oil, in barrels	4		4						8		8
Paint	3		5						8		8
Pitch and tar	2		150						152		152
Salt	8		835						843		843
Seeds, all kinds			33						33		33
Sheep	1								1		1
Soda ash	3		91						94		94
Spirits, beer, &c	5		48						53		53
Steel			248						248		248
Sugar	467		2,257						2,724		2,724
Tin			327						327		327
White lead			2						2		2
Whiting	1								1		1
Merchandise	333		567						900		900
Grand total freight	7,623	117,867	9,597	36,910	230,948	361,319	1,270	242,687	249,438	758,783	1,008,221

337

Total tolls on vessels			8,930 34
do passengers			186 10
do free goods	$1,415 85		
Total tolls		53,943 62	105,750 57
Fines			
*Damages			
Other receipts			
Total revenue, exclusive of hydraulic rents			

9,087 96	18,018 30	
193 98	380 08	
159,694 19		
	99 00	
	98 00	
	159,891 19	

*Amount of damages not included in above $1,027 47

R. DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

APPENDIX A—*Continued.*

No. A (2).—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal and the Amount of Tolls collected during the Season of Navigation in 1894.

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		2						11		13	13		2 60	2 60
Apples			13		70			50	83	50	133	12 45	10 00	22 45
Agricultural products not enumerated, vegetable	2		5						7		7	1 05		1 05
Agricultural products not enumerated, animal														
Agricultural implements			1						1		1	0 15		0 15
Barley		258				28,095				28,353	28,353		2,835 30	2,835 30
Bricks								552		552	552		110 40	110 40
Bones														
Brimstone														
Cement and water lime														
Clay, lime and sand														
Coal					187,794	727	1,269	13,818	189,063	14,545	203,608	37,812 60	2,961 20	40,773 80
Corn						105,329		63,904		169,233	169,233		16,923 30	16,923 30
Cattle														
Cotton (raw)					1				1		1	0 15		0 15
Crockery and earthenware					3				3		3	0 45		0 45
Dye wood and dye stuffs			3			2		4	3	6	9	0 45	1 20	1 65
Fish					269	5			269	5	274	40 35	1 00	41 35
Flax and hemp														
Flour		203				17,795		15,426		33,424	33,424		6,684 80	6,684 80
Furniture			6		2			5	8	5	13	1 20	1 00	2 20
Gypsum														
Glass (all kinds)			2						2		2	0 30		0 30
Hay (pressed)														
Hogs														
Horses			1		2	4		3	3	7	10	0 45	1 40	1 85
Hides and skins, horns and hoofs					88				88		88	13 20		13 20

Ice			200						200		200	10 00		10 00
Iron, railway														
do pig					17			2,365	17	2,365	2,382	2 55	473 00	475 55
do all other	1	56	144		280			128	425	184	609	63 75	36 80	100 55
Iron ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil														
Meal, all kinds						60,390	1	4	1	60,394	60,395	0 15	12,078 80	12,078 95
Meats, other than pork														
Marble					847				847		847	127 05		127 05
Manilla	25				64				89		89	13 35		13 35
Molasses	1		2		79				82		82	12 30		12 30
Nails	25		10			57			35	57	92	5 25	11 40	16 65
Oats		282				27,621				27,903	27,903		2,790 30	2,790 40
Oil (in barrels)			3		91			27	94	27	121	14 10	5 40	19 50
Oil cake						29				29	29		5 80	5 80
Pease														
Potatoes					2				2		2	0 30		0 30
Pork			6			56		717	6	773	779	0 90	154 60	155 50
Paint			10						10		10	1 50		1 50
Pitch and tar			113						113		113	16 95		16 95
Rags														
Rye	567								567		567	85 05		85 05
Rosin														
Salt	13	133							13	133	146	1 95	26 60	28 55
Stone intended for cutting														
do wrought														
do not suitable for cutting, unwrought					661				661		661	66 10		66 10
Seeds, all kinds														
Sheep														
Soda ash					29			6	29	6	35	4 35	1 20	5 55
Steel														
Sugar			9		1,234	52			1,243	52	1295	186 45	10 40	196 85
Spirits, beer, &c	1	1	29		11			2	41	3	44	6 15	0 60	6 75
Tobacco (raw)			1						1		1	0 15		0 15
Tallow					259				259		259	38 85		38 85
Tin														
Turpentine			1						1		1	0 15		0 15
Wheat	2	105,274		11,113		53,846		98,607	2	268,840	268,842	0 30	26,884 00	26,884 30
White lead														
Whiting														
Wool					5	1,484			5	1,484	1,489	0 75	296 80	297 55
All other goods and merchandise not enumerated	167	3	514		39,051	2,922		294	39,732	3,219	42,951	5,959 80	643 80	6,603 60
Bark														
Barrels, empty		1	12					15	12	16	28	2 40	3 00	5 40
Boat knees														

No. (A) 2.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	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														
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels			24	23,641		62,905		682	24	87,228	87,252	4 20	15,694 12	15,698 32
do rafts														
Masts, spars, and telegraph poles, in vessels														
Mats, spars, and telegraph poles, in rafts														
ailway ties, in vessels														
do rafts														
Saw-logs														
Staves and headings, barrel														
do do pipe														
do do West India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		1,100	17					45,930	17	47,030	47,047	2 50	7,050 49	7,052 99
do rafts														
Traverses														
Woodenware and wood partly manufactured		3	5		89			3	94	6	100	37 60	2 40	40 00
Total freight paying tolls	804	107,316	1,131	34,754	230,948	361,319	1,270	242,553	234,153	745,942	980,095	44,547 70	95,701 71	140,249 41

Articles having paid full tolls on the St. Lawrence Canals, free:—											
Agricultural products, vegetable	4		1					5		5	
Bricks	1							1		1	
Brimstone	2							2		2	
Cement and water lime	125		2,156					2,281		2,281	
Clay, Lime and sand			253					253		253	
Crockery and earthernware			107					107		107	
Fish			512					512		512	
Glass, all kinds			175					175		175	
Iron pig	20							20		20	
Iron, all other	12		102					114		114	
Meal, all kinds			15					15		15	
Meats, other than pork			7					7		7	
Manilla	11							11		11	
Molasses			42					42		42	
Nails	41		459					500		500	
Oil, in barrels	4		4					8		8	
Paint	3		5					8		8	
Pitch and tar	2		150					152		152	
Salt	8		835					843		843	
Seeds, all kinds			33					33		33	
Sheep	1							1		1	
Soda ash	3		91					94		94	
Spirits, beer, &c	5		48					53		53	
Steel			248					248		248	
Sugar	467		2,257					2,724		2,724	
Tin			327					327		327	
White lead			2					2		2	
Whiting	1							1		1	
Merchandise	333		567					900		900	
Grand total freight	1,847	107,316	9,527	34,754	230,948	361,319	1,270	242,553	243,592	745,942	989,534

Total tolls on vessels	8,516 45	8,676 94	17,193 39
do passengers	57 50	74 25	131 75
do free goods	$1,415 85		
Total through tolls	53,121 65	104,452 90	157,574 55

R. DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

APPENDIX A—*Continued.*

No. (A) 3.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected during the Season of Navigation in 1894.

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		143								143	143		3 58	3 58
Agricultural products not enumerated, vegetable		160		400						560	560		24 00	24 00
Agricultural products not enumerated, animal										22	22		0 55	0 55
Agricultural implements		22												
Barley									50		50	4 87		4 87
Bricks	50													
Bones														
Brimstone									1,225		1,225	106 37		106 37
Cement and water lime	1,225									75	75		3 75	3 75
Clay, lime and sand		75						129		129	129		16 13	16 13
Coal														
Corn									1	1	2	0 02	0 02	0 04
Cattle	1	1												
Cotton, raw														
Crockery and earthenware														
Dye wood and dye stuffs										1	1		0 13	0 13
Fish		1								12	12		0 30	0 30
Flax and hemp		12								204	204		5 11	5 11
Flour		204							3	1	4	0 40	0 18	0 58
Furniture	1	1	2											
Gypsum														
Glass, all kinds														
Hay, pressed														
Hogs									20	6	26	0 40	0 17	0 57
Horses	20	6												
Hides and skins, horns and hoofs														

Ice													
Iron, railway													
do pig													
do all other	66	15						66	15	81	1 26	0 38	1 64
do ore													
Kryolite chemical ore and other ore, except iron													
Lard and lard oil													
Meal, all kinds													
Meats, other than pork													
Marble													
Manilla													
Molasses													
Nails	35							35		35	0 68		0 68
Oats		59							59	59		10 41	10 41
Oil, in barrels	7							7		7		0 14	0 14
Oil cake													
Pease													
Potatoes													
Pork													
Paint	3							3		3	0 06		0 06
Pitch and tar													
Rags													
Rye													
Rosin													
Salt	8						5	8	5	13	0 15	0 50	0 65
Stone intended for cutting													
do wrought													
do not suitable for cutting, unwrought	308							308		308	19 23		19 23
Seeds, all kinds													
Sheep													
Soda ash													
Steel													
Sugar	320							320		320	7 07		7 07
Spirits, beer, &c													
Tobacco, raw													
Tallow													
Tin													
Turpentine													
Wheat	477	798		876				477	1,674	2,151	8 96	112 21	121 17
White lead													
Whiting	14	18						14	18	32	0 27	0 45	0 72
Wool													
All other goods and merchandise not enumerated	924	630	30					954	630	1,584	23 36	23 06	46 42
Bark													
Barrels, empty		11							11	11		1 10	1 10
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														
Firewood, in vessels	24	5,973							24	5,973	5,997	0 20	312 89	313 09
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels		1,294								1,294	1,294		133 57	133 57
do do rafts														
Masts, spars, and telegraph poles, in vessels														
Masts, spars, and telegraph poles, in rafts														
Railway ties, in vessels			38	120					38	120	158	3 75	5 88	9 63
do rafts														
Saw-logs	2,169	919		560					2,169	1,479	3,648	98 80	70 37	169 17
Staves and headings, barrel		182		200						382	382		31 05	31 05
do pipe														
do W. India														
Staves, salt barrel														
Shingles		23								23	23		10 35	10 35
Split posts and fence rails, in vessels		4								4	4		78	78
Split posts and fence rails, in rafts														
Timber, square, in vessels														
do rafts	124								124		124		3 49	3 49
Traverses														
Woodenware and wood partly manufactured														
Total freight paying tolls	5,776	10,551	70	2,156				134	5,846	12,841	18,687	275 85	770 55	1,046 40

Total way tolls on vessels	413 89	411 02	824 91
do passengers	128 60	119 73	248 33
Total way tolls	818 34	1,301 30	2,119 64

R. DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

APPENDIX A—*Continued.*

No. (A) 4.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1894.

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	10	50							10	50	60	0 50	10 00	10 50
Apples	19	3,032						5	19	3,037	3,056	1 65	418 91	420 56
Agricultural products not enumerated, vegetable	311	259							311	259	570	45 49	38 02	83 51
Agricultural products not enumerated, animal	31	1,659	1				10	925	42	2,584	2,626	3 32	370 92	374 24
Agricultural implements	94	110							94	110	204	13 19	22 00	35 19
Barley	48	67						152	48	219	267	1 63	9 65	11 28
Bricks	7,962	501					347		8,309	501	8,810	326 46	50 91	377 37
Bones		83								83	83		10 43	10 43
Brimstone	767								767		767	74 91		74 91
Buckwheat		2,885								2,885	2,885		118 02	118 02
Cement and water lime	6,034	84	1,903						7,937	84	8,021	1,014 40	4 74	1,019 14
Clay, lime and sand	18,815	6,650			14		3,818		22,647	6,650	29,297	898 74	387 95	1,286 69
Coal	10	18,332	30		20	1,360		170,884	70	190,576	190,636	2 25	26,748 52	26,750 77
Corn	1	3,945				10		1,007	1	4,962	4,963	0 08	206 25	206 33
Cattle	54	214							54	214	268	3 28	16 13	19 41
Cotton (raw)														
Crockery and earthenware	139	43	107						246	43	289	46 76	5 00	51 76
Dye wood and dye stuffs	132	27					29		161	27	188	14 95	2 75	17 70
Fish	221	27	509				7		737	27	764	93 48	2 23	95 71
Flax and hemp														
Flour	1,540	4,258						834	1,540	5,092	6,632	85 89	454 33	540 22
Furniture	337	789							337	789	1,126	52 12	119 85	171 97
Gypsum	2,072	37		82					2,072	119	2,191	26 33	15 75	42 08
Glass (all kinds)	327	100	202						529	100	629	104 77	10 85	115 62
Hay (pressed)	240	747							240	747	987	12 91	47 01	59 92
Hogs		41								41	41		4 41	4 41
Horses	202	321							202	321	523	12 19	20 05	32 24
Hides and skins, horns and hoofs		19		5						24	24		2 35	2 35

Ice															
Iron, railway	190	24							190	24	214	20 61	0 92	21 53	
do pig	807	14	120						927	14	941	105 68	0 53	106 21	
do all other	13,456	2,285	129				1,915	1	15,500	2,286	17,786	887 54	120 87	1,008 41	
Iron ore															
Kryolite chemical ore and other ore, except iron															
Lard and lard oil	77	257							77	257	334	10 80	19 22	30 02	
Meal, all kinds	94	884	20					15	114	899	1,013	10 05	55 39	65 44	
Meats, other than pork	2	20						3	2	23	25	0 20	3 01	3 21	
Marble	1								1		1	0 19		0 19	
Manilla	39	1	11						50	1	51	9 86	0 20	10 06	
Molasses	345	66	42				165	70	552	136	688	64 52	17 30	81 82	
Nails	1,262	1,190	410		1				1,673	1,190	2,863	323 15	61 75	384 90	
Oats	649	1,268							649	1,268	1,917	16 24	45 87	62 11	
Oil (in barrels)	512	238	2				48	17	562	255	817	88 45	36 00	124 45	
Oil cake	6								6		6	0 48		0 48	
Pease	259	26,255							259	26,255	26,514	6 49	1,368 72	1,375 21	
Potatoes	31	71							31	71	102	2 48	8 39	10 87	
Pork	211	54							211	54	265	20 95	7 44	28 39	
Paint	182	320	7				1		190	320	510	34 60	21 10	55 70	
Pitch and tar	158	69	150				142		450	69	519	59 95	8 40	68 35	
Rags	194	142							194	142	336	31 30	27 10	58 40	
Rye		673								673	673		50 50	50 50	
Rosin	48	34					2,152		2,200	34	2,234	113 84	1 70	115 54	
Salt	3,719	75	925						4,644	75	4,719	513 38	2 85	516 23	
Stone intended for cutting	96								96		96	4 21		4 21	
do wrought	242	3					629		871	3	874	43 55	0 15	43 70	
do not suitable for cutting, unwrought	105	1,074							105	1,074	1,179	2 10	21 45	23 55	
Seeds, all kinds	4,437	44	45						4,482	44	4,526	177 45	5 07	182 52	
Sheep	1	170							1	170	171	0 15	13 83	13 98	
Soda ash	363	8	118						481	8	489	87 96	0 40	88 36	
Steel	938	260	248						1,186	260	1,446	173 72	37 02	210 74	
Sugar	4,274	33	2,903				9,161		16,338	33	16,371	1,834 46	1 65	1,836 11	
Spirits, beer, &c	311	408	56		1			15	368	423	791	60 27	81 15	141 42	
Tobacco (raw)	1	1						1	1	2	3	0 10	0 30	0 40	
Tallow	23						1		24		24	0 95		0 95	
Tin	330	24	380						710	24	734	135 59	3 30	138 89	
Turpentine	5	40					1		6	40	46	0 94	2 00	2 94	
Wheat	164	5,925						594	164	6,519	6,683	11 11	485 98	497 09	
White lead	55		2						57		57	10 77		10 77	
Whiting	232	3	12						244	3	247	48 22	0 15	48 37	
Wool															
All other goods and merchandise not enumerated	5,914	3,415	798	135	182	384	864	66	7,758	4,000	11,758	1,158 04	592 60	1,750 64	
Bark															
Barrels, empty	262	181			6				268	181	449	33 76	12 16	45 92	
Boat knees															

No. (A) 4.—STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, 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	4,240	3,584							4,240	3,584	7,824	74 20	62 72	136 92
Firewood, in vessels	1,140	8,217	909						2,349	8,217	10,566	89 95	155 76	245 71
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	22,517	13,978	3,745			34		837	26,262	14,849	41,111	818 38	708 45	1,526 83
do rafts	34	132							34	132	166	1 50	6 01	7 51
Masts, spars and telegraph poles, in vessels	38	38							38	38	76	0 95	0 95	1 90
Masts, spars and telegraph poles, in rafts	20	18,808							20	18,808	18,828	0 50	470 20	470 70
Railway ties, in vessels		727								727	727		11 26	11 26
do rafts														
Saw logs	926	16,474							926	16,474	17,400	21 18	376 44	397 62
Staves and headings, barrel														
do pipe														
do W. India														
Staves, salt barrel														
Shingles	7	5							7	5	12	1 60	1 50	3 10
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	560	648							560	648	1,208	28 00	8 30	36 30
do rafts	575	6,961							575	6,961	7,536	14 75	169 85	184 60
Traverses	20	8,796							20	8,796	8,816	0 28	22 40	22 68
Woodenware and wood partly manufactured	34	5	1						35	5	40	13 20	2 40	15 60
Total freight paying tolls	109,772	168,182	13,785	222	224	1,788	19,290	175,426	143,071	345,618	488,689	10,003 90	34,207 74	44,211 64

Free articles, having paid full tolls on the Welland Canal:											
Apples							50		50	50	
Ashes		8					11		19	19	
Barley		258							258	258	
Corn		59,146					1,515		60,661	60,661	
Flour		6,652					9,851		16,503	16,503	
Furniture		2							2	2	
Horses		1							1	1	
Iron, pig							195		195	195	
Iron, all other							1		1	1	
Meals, all kinds							4		4	4	
Merchandise		7					307		314	314	
Oats		175							175	175	
Oil, cake							29		29	29	
Pork		212					505		717	717	
Wheat		190,532					22,025		212,557	212,557	
White lead							16		16	16	
Lumber, sawn (in vessels)							683		683	683	
Woodenware		6							6	6	
Coal, free, per Order in Council	74,858		3,822			25,460		104,140		104,140	
Iron ore do	180							180		180	
Articles free for canal construction, Order in Council, 1884:—											
Coal		100							100	100	
Lumber, sawn (in vessels)		333							333	333	
Merchandise		175							175	175	
Stone for cutting	310							310		310	
Square timber, in rafts	660							660		660	
Grand total, freight	185,780	425,789	17,607	222	224	1,788	44,750	210,618	248,361	638,417	886,778

Total tolls on vessels			16,084 34
do passengers	709 94	1,999 51	2,709 45
do free goods			$37,635 13
Total tolls	19,941 52	43,063 91	63,005 43
Fines			140 00
*Damages			
Wharfage and storage			2,259 68
Other receipts			16,445 14
Total revenue, exclusive of hydraulic rents			81,850 25

* Amount of damages not included in above, $1,263.03.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

R. DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1894.

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		42								42	42		8 40	8 40
Apples		2,674						5		2,679	2,679		401 85	401 85
Agricultural products not enumerated, vegetable	292	251							292	251	543	43 80	37 65	81 45
Agricultural products not enumerated, animal		1,466	1					925	1	2,391	2,392	0 15	358 65	358 80
Agricultural implements	1	110							1	110	111	0 20	22 00	22 20
Barley		3								3	3		0 45	0 45
Bricks	50	227							50	227	277	7 50	34 05	41 55
Bones		57								57	57		8 55	8 55
Brimstone	2								2		2	0 30		0 30
Buckwheat		611								611	611		61 10	61 10
Cement and water lime	3,039	2	1,826						4,855	2	4,857	728 25	0 30	728 55
Clay, lime and sand	24	1,230							24	1,230	1,254	3 60	184 50	188 10
Coal		15,825						153,727		169,552	169,552		25,432 80	25,432 80
Corn		328								328	328		32 80	32 80
Cattle	2	6							2	6	8	0 30	0 90	1 20
Cotton (raw)														
Crockery and earthenware	75	19	107						182	19	201	36 40	3 80	40 20
Dye wood and dye stuffs	4	2							4	2	6	0 80	0 40	1 20
Fish	28	7	509						537	7	544	80 55	1 05	81 60
Flax and hemp														
Flour	4	1,356						834	4	2,190	2,194	0 60	328 50	329 10
Furniture	137	522							137	522	659	27 40	104 40	131 80
Gypsum														
Glass (all kinds)	269	29	202						471	29	500	94 20	5 80	100 00
Hay (pressed)														
Hogs		17								17	17		2 55	2 55
Horses	8	26							8	26	34	1 20	3 90	5 10
Hides and skins, horns and hoofs		12								12	12		1 80	1 80

Ice														
Iron, railway	28								28		28	4 20		4 20
do pig	368		120						488		488	73 20		73 20
do all other	1,998	293	129					1	2,127	294	2,421	319 05	44 10	363 15
do ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	65	84							65	84	149	9 75	12 60	22 35
Meal, all kinds	17	150	20					15	37	165	202	5 55	24 75	30 30
Meats, other than pork		16						3		19	19		2 85	2 85
Marble														
Manilla	25	1	11						36	1	37	7 20	0 20	7 40
Molasses	31		42					70	73	70	143	14 60	14 00	28 60
Nails	972	15	410						1,382	15	1,397	276 40	3 00	279 40
Oats		113								113	113		11 50	11 50
Oil (in barrels)	262	138	2					17	264	155	419	52 80	31 00	83 80
Oil cake														
Pease		9,483								9,483	9,483		948 30	948 30
Potatoes	2	41							2	41	43	0 30	6 15	6 45
Pork	3	48							3	48	51	0 45	7 20	7 65
Paint	127	34	7						134	34	168	26 80	6 80	33 60
Pitch and tar	84	33	150						234	33	267	46 80	6 60	53 40
Rags	84	129							84	129	213	16 80	25 80	42 60
Rye		449								449	449		44 90	44 90
Rosin	15								15		15	3 00		3 00
Salt	605		925						1,530		1,530	229 50		229 50
Stone intended for cutting														
do wrought														
do not suitable for cutting, unwrought														
Seeds, all kinds	32	30	45						77	30	107	11 55	4 50	16 05
Sheep	1	11							1	11	12	0 15	1 65	1 80
Soda ash	259		118						377		377	75 40		75 40
Steel	869	242	248						1,117	242	1,359	167 55	36 30	203 85
Sugar	3,391		2,903						6,294		6,294	1,258 80		1,258 80
Spirits, beer, &c	46	385	56					15	102	400	502	20 40	80 00	100 40
Tobacco (raw)		1						1		2	2		0 30	0 30
Tallow														
Tin	202	14	380						582	14	596	116 40	2 80	119 20
Turpentine	3								3		3	0 60		0 60
Wheat	15	3,394						594	15	3,988	4,003	2 25	412 85	415 10
White lead	37		2						39		39	7 80		7 80
Whiting	183		12						195		195	39 00		39 00
Wool														
All other goods and merchandise not enumerated	2,933	2,237	798					66	3,731	2,303	6,034	746 20	460 60	1,206 80
Bark														
Barrels, empty	113	11							113	11	124	21 10	1 82	22 92
Boat knees														
Floats														

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, &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 vessels	282	6	384						666	6	672	44 40	0 40	44 80
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels		3,292	14					837	14	4,129	4,143	1 20	371 25	372 45
do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels														
do rafts														
Saw-logs														
Staves and headings, barrel														
do pipe														
do W. India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels	560								560		560	28 00		28 00
do rafts														
Traverses														
Woodenware and wood partly manufactured	32	5	1						33	5	38	13 20	2 00	15 20
Total freight paying tolls	17,579	45,477	9,412					157,110	26,991	202,587	229,578	4,665 65	29,600 42	34,266 07

Free articles having paid full tolls on the Welland Canal:														
Apples									50		50	50		
Ashes		8							11		19	19		
Barley		258									258	258		
Corn		59,146							1,515		60,661	60,661		
Flour		6,652							9,851		16,503	16,503		
Furniture		2									2	2		
Horses		1									1	1		
Iron, pig									195		195	195		
do all other									1		1	1		
Meals, all kinds									4		4	4		
Merchandise		7							307		314	314		
Oats		175									175	175		
Oil cake									29		29	29		
Pork		212							505		717	717		
Wheat		190,532							22,025		212,557	212,557		
White lead									16		11	16		
Lumber, sawn, in vessels									683		683	683		
Woodenware		6									6	6		
Coal, free, per Order in Council	12,391		3,822							16,213		16,213		
Grand total freight	29,970	302,476	13,234						192,302	43,201	494,778	537,982		

353

Total through tolls on vessels			5,724 02	5,674 68	11,398 70
do passengers			344 60	1,436 10	1,780 70
Total through free goods	$32,603.10				
Total through tolls			10,734 27	36,711 20	47,445 47

R. DEVLIN
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 30th September, 1895.

APPENDIX A—*Continued.*

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1894.

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	10	8							10	8	18	0 50	1 60	2 10
Apples	19	358							19	358	377	1 65	17 06	18 71
Agricultural products not enumerated, vegetable	19	8							19	8	27	1 69	0 37	2 06
Agricultural products not enumerated, animal	31	193					10		41	193	234	3 17	12 27	15 44
Agricultural implements	93								93		93	12 99		12 99
Barley	48	64						152	48	216	264	1 63	9 20	10 83
Bricks	7,912	274					347		8,259	274	8,533	318 96	16 86	335 82
Bones		26								26	26		1 88	1 88
Brimstone	765								765		765	74 61		74 61
Buckwheat		2,274								2,274	2,274		56 92	56 92
Cement and water lime	2,995	82	87						3,082	82	3,164	286 15	4 44	290 59
Clay, lime and sand	18,791	5,420			14		3,818		22,623	5,420	28,043	895 14	203 45	1,098 59
Coal	10	2,507	30		20	1,360		17,157	60	21,024	21,084	2 25	1,315 72	1,317 97
Corn	1	3,617				10		1,007	1	4,634	4,635	10 08	173 45	173 53
Cattle	52	208							52	208	260	2 98	15 23	18 21
Cotton, raw														
Crockery and earthenware	64	24							64	24	88	10 36	1 20	11 56
Dye wood and dye stuffs	128	25					29		157	25	182	14 15	2 35	16 50
Fish	193	20					7		200	20	220	12 93	1 18	14 11
Flax and hemp														
Flour	1,536	2,902							1,536	2,902	4,438	85 29	125 83	211 12
Furniture	200	267							200	267	467	24 72	15 45	40 17
Gypsum	2,072	37		82					2,072	119	2,191	26 33	15 75	42 08
Glass, all kinds	58	71							58	71	129	10 57	5 05	15 62
Hay, pressed	240	747							240	747	987	12 91	47 01	59 92
Hogs		24								24	24		1 86	1 86
Horses	194	295							194	295	489	10 99	16 15	27 14

Hides and skins, horns and hoofs		7		5						12	12		0 55	0 55
Ice														
Iron, railway	162	24							162	24	186	16 41	0 92	17 33
do pig	439	14							439	14	453	32 48	0 53	33 01
do all other	11,458	1,992					1,915		13,373	1,992	15,365	568 49	76 77	645 26
do ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	12	173							12	173	185	1 05	6 62	7 67
Meal, all kinds	77	734							77	734	811	4 50	30 64	35 14
Meats, other than pork	2	4							2	4	6	0 10	0 26	0 36
Marble	1								1		1	0 19		0 19
Manilla	14								14		14	2 66		2 66
Molasses	314	66					165		479	66	545	49 92	3 30	53 22
Nails	290	1,175			1				291	1,175	1,466	46 75	58 75	105 50
Oats	649	1,155							649	1,155	1,804	16 24	34 37	50 61
Oil, in barrels	250	100					48		298	100	398	35 65	5 00	40 65
Oil cake	6								6		6	0 48		0 48
Pease	259	16,772							259	16,772	17,031	6 49	420 42	426 91
Potatoes	29	30							29	30	59	2 18	2 24	4 42
Pork	208	6							208	6	214	20 50	0 24	20 74
Paint	55	286					1		56	286	342	7 80	14 30	22 10
Pitch and tar	74	36					142		216	36	252	13 15	1 80	14 95
Rags	110	13							110	13	123	14 50	1 30	15 80
Rye		224								224	224		5 60	5 60
Rosin	33	34					2,152		2,185	34	2,219	110 84	1 70	112 54
Salt	3,114	75							3,114	75	3,189	283 88	2 85	286 73
Stone intended for cutting	96								96		96	4 21		4 21
do wrought	242	3					629		871	3	874	43 55	0 15	43 70
do not suitable for cutting, unwrought	105	1,074							105	1,074	1,179	2 10	21 45	23 55
Seeds, all kinds	4,405	14							4,405	14	4,419	165 90	0 57	166 47
Sheep		159								159	159		12 18	12 18
Soda ash	104	8							104	8	112	12 56	0 40	12 96
Steel	69	18							69	18	87	6 17	0 72	6 89
Sugar	883	33					9,161		10,044	33	10,077	575 66	1 65	577 31
Spirits, beer, &c	265	23			1				266	23	289	39 87	1 15	41 02
Tobacco, raw	1								1		1	0 10		0 10
Tallow	23						1		24		24	0 95		0 95
Tin	128	10							128	10	138	19 19	0 50	19 69
Turpentine	2	40					1		3	40	43	0 34	2 00	2 34
Wheat	149	2,531							149	2,531	2,680	8 86	73 13	81 99
White lead	18								18		18	2 97		2 97
Whiting	49	3							49	3	52	9 22	0 15	9 37
Wool														
All other goods and merchandise not enumerated	2,981	1,178		135	182	384	864		4,027	1,697	5,724	411 84	132 00	543 84
Bark														
Barrels, empty	149	170			6				155	170	325	12 66	10 34	23 00

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals—*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.
Boat knees														
Floats	4,240	3,584							4,240	3,584	7,824	74 20	62 72	136 92
Fire wood, in vessels	1,158	8,211	525						1,683	8,211	9,894	45 55	155 36	200 91
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	22,517	10,686	3,731			34			26,248	10,720	36,968	817 18	337 20	1,154 38
do rafts	34	132							34	132	166	1 50	6 01	7 51
Masts, spars and telegraph poles, in vessels	38	38							38	38	76	0 95	0 95	1 90
Masts, spars and telegraph poles, in rafts	20	18,808							20	18,808	18,828	0 50	470 20	470 70
Railway ties, in vessels		727								727	727		11 26	11 26
do rafts														
Saw-logs	926	16,474							926	16,474	17,400	21 18	376 44	397 62
Staves and headings, barrel														
do pipe														
do W.India														
Staves, salt barrel														
Shingles	7	5							7	5	12	1 60	1 50	3 10
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		648								648	648		8 30	8 30
do rafts	575	6,961							575	6,961	7,536	14 75	169 85	184 60
Traverses	20	8,796							20	8,796	8,816	0 28	22 40	22 68
Woodenware and wood partly manufactured	2								2		2	0 40		0 40
Total freight paying tolls.	92,193	122,705	4,373	222	224	1,788	19,290	18,316	116,080	143,031	259,111	5,338 55	4,607 20	9,945 57

Free articles, having paid full tolls on the Welland Canal:														
Coal, free, per Order in Council.	62,467	.. ....	.....	.....	....	.....	25,460	.....	87,927	....	87,927			
Iron ore, free, per Order in Council	180	.....	.. . ..	... ..	.....	. .. ..	... .	.....	180	.....	180			
Free articles for canal construction, O.C., 1884:														
Coal	.... ..	100	.....	.....	.....	.....	.....	.....	....	100	100			
Lumber, sawn, in vessels.....	.....	333	.....	... ..	.....	....	.....	.....	....	333	333			
Merchandise.....	.....	175	.....	... .	....	.....	.....	.....	.. ....	175	175			
Stone for cutting.....	310	.....	.....	.....	.....	.... ..	... ..	....	310	.. ..	310			
Square timber, in rafts.....	660	.....	.....	.....	.....	.....	.....	.....	660	.....	660			
Freight, grand total...	155,810	123,313	4,373	222	224	1,788	44,750	18,316	205,157	143,639	348,796			
Total way tolls on vessels.....												3,503 66	1,181 98	4,685 64
do passengers.....												365 34	563 41	928 75
do free goods.....											$5,032 03			
Total way tolls												9,207 55	6,352 41	15,559 96

R. DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

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 1894.

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		6								6	6	1 14
Apples		77								77	77	4 64
Agricultural products, not enumerated, vegetable		14								14	14	1 24
Agricultural products, not enumerated, animal	3	1,247							3	1,247	1,250	115 69
Agricultural implements		8								8	8	1 43
Barley		2								2	2	0 12
Buckwheat		7								7	7	0 69
Bricks												
Bones		9								9	9	0 74
Brimstone												
Cement and water lime		4								4	4	0 22
Clay, lime and sand		6,011								6,011	6,011	171 46
Coal												
Corn												
Cattle	1	431							1	431	432	31 96
Cotton, raw												
Crockery and earthenware		2								2	2	0 38
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour		27								27	27	1 62
Furniture		16								16	16	1 99
Gypsum												
Glass, all kinds		4								4	4	0 76
Hay, pressed		3,234		77						3,311	3,311	330 05
Hogs		43								43	43	3 18
Horses	11	113							11	113	124	5 70
Hides and skins, horns and hoofs		6								6	6	0 60
Ice												
Iron, railway		12								12	12	0 70
do pig												

do all other		13							13	13	1	29
do ore												
Kryolite chemical ore and other ore, except iron												
Lard and lard oil		6							6	6	0	52
Meal, all kinds		7							7	7	0	69
Meats, other than pork												
Marble												
Manilla												
Molasses		1							1	1	0	19
Nails		1							1	1	0	19
Oats	2	426						2	426	428	28	44
Oil (in barrels)		2							2	2	0	29
Oil cake												
Pease		335							335	335	21	67
Potatoes		102							102	102	6	96
Pork		11							11	11	0	66
Paint												
Pitch and tar												
Rags		14							14	14	2	48
Rye		22							22	22	2	15
Rosin	58							58		58	8	12
Salt												
Stone intended for cutting		1							1	1	0	10
do wrought												
do not suitable for cutting, unwrought												
Seeds, all kinds		27							27	27	2	64
Sheep		372							372	372	29	96
Soda ash		4							4	4	0	76
Steel												
Sugar		1							1	1	0	19
Spirits, beer, &c		1							1	1	0	19
Tobacco (raw)												
Tallow		108							108	108	6	83
Tin												
Turpentine												
Wheat												
White lead												
Whiting												
Wool												
All other goods and merchandise not enumerated	14	307						14	307	321	52	48
Bark												
Barrels, empty		63							63	63	7	13
Boat knees												
Floats	30	54,960						30	54,960	54,990	458	41
Firewood, in vessels	150	32,359		1,278				150	33,637	33,787	1,230	29
do rafts												
Hoops		23							23	23	2	07
Hop poles												
Lumber, sawn, in vessels	40	350,902		49,396				40	400,298	400,338	28,021	23
do rafts		188							188	188	3	36

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported, &c., Ottawa Canals—*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		3								3	3	0 25
do do do rafts		1								1	1	0 04
Railway ties, in vessels												
do rafts												
Saw-logs	44	4,163							44	4,163	4,207	88 42
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles		22		608						630	630	178 40
Split posts and fence rails, in vessels		1								1	1	1 10
do do do rafts												
Timber, square, in vessels												
do do rafts		2,800								2,800	2,800	29 44
Traverses		240								240	240	0 60
Woodenware and wood partly manufactured												
Total freight paying tolls	353	458,759		51,359					353	510,118	510,471	30,861 85
Free articles for canal construction per Order in Council, 1884.												
Timber, square, in rafts		180								180	180	
Free per Order in Council, 27th June, 1890.												
Floats		34,900								34,900	34,900	
Lumber, sawn, in vessels		35								35	35	
do do rafts		586								586	586	
Timber, square, in rafts		4,120								4,120	4,120	
Saw-logs		11,678								11,678	11,678	
Traverses		40								40	40	
Freight, grand total	353	510,298		51,359					353	561,657	562,010	

Total tolls on vessels		3,025 15
do passengers		155 78
do Free goods	$617 48	
Fines		16 00
*Damages		
Other receipts		8 00
Total Revenue exclusive of Hydraulic Rents		34,066 78
*Amount of damages not included in above		$20 00

R. DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

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 1894.

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								240		1,108	1,108	106 09
Apples		868								190	190	6 35
Agricultural products not enumerated, vegetable		190							101		101	10 10
do do animal			101									
Agricultural implements										68	68	2 28
Barley		68						400	680	400	1,080	106 40
Bricks	680								232		232	23 20
Bones			232									
Brimstone								163		163	163	16 30
Cement and water lime								5,629	35	5,629	5,664	644 22
Clay, lime and sand	35							75,863	55	76,689	76,744	7,464 83
Coal	55	826										
Corn									22	80	102	3 93
Cattle	22	80										
Cotton, raw										4	4	0 40
Crockery and earthenware		4						11		11	11	1 10
Dye wood and dye stuffs												
Fish												
Flax and hemp									567		567	19 09
Flour	567							2	1	22	23	1 83
Furniture	1	20										
Gypsum												
Glass, all kinds									10,510	3,182	13,692	940 77
Hay, pressed	2,237	3,182	8,273									
Hogs									14	44	58	2 18
Horses	14	44							10		10	1 00
Hides and skins, horns and hoofs			10									
Ice								970		970	970	97 00
Iron, railway												
do pig								1,211		1,211	1,211	121 10
do all other												
Iron ore												

Kryolite chemical ore and other ore, except iron													
Lard and lard oil													
Meal, all kinds													
Meats other than pork													
Marble													
Manilla													
Molasses	2								170	2	170	172	17 07
Nails													
Oats		633									633	633	21 15
Oils, in barrels		3							34		37	37	3 60
Oil cake													
Pease		196									196	196	6 56
Potatoes	17									17		17	0 74
Pork	1									1		1	0 04
Paint													
Pitch and tar									196		196	196	19 60
Rags													
Rye													
Rosin		103							2,304		2,407	2,407	230 42
Salt	216								450	216	450	666	52 22
Stone intended for cutting													
do wrought													
do not suitable for cutting, unwrought									596		596	596	59 60
Seeds, all kinds	2									2		2	0 07
Sheep		124									124	124	4 39
Soda ash									70		70	70	4 67
Steel													
Sugar									11,949		11,949	11,949	1,194 90
Spirits, beer, &c													
Tobacco, raw													
Tallow													
Tin									1		1	1	0 10
Turpentine													
Wheat													
White lead													
Whiting													
Wool													
All other goods and merchandise not enumerated	537	299	3,150						958	3,687	1,257	4,944	435 63
Bark													
Barrels, empty	29									29		29	0 97
Boat knees													
Floats													
Firewood, in vessels	147	1,275	83,218							83,365	1,275	84,640	2,806 89
do rafts													
Hoops													
Hop poles													
Lumber, sawn, in vessels	4,162		60,233							64,395		64,395	3,801 37
do rafts			370							370		370	22 20
Masts, spars and telegraph poles, in vessels	40		187							227		227	10 69
do do 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.
Railway ties, in vessels	989	19	767						1,756	19	1,775	140 69
do rafts			162						162		162	16 20
Saw-logs												
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles	59								59		59	15 57
Split posts and fence rails, in vessels												
do do do rafts												
Timber, square, in vessels			104						104		104	5 20
do rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	9,812	7,934	156,807					101,217	166,619	109,151	275,770	18,438 71
Coal, free per Order in Council	1,559		279						1,838		1,838	
Grand total freight	11,371	7,934	157,086					101,217	168,457	109,151	277,608	

Total tolls on vessels		2,621 08
do passengers		89 86
do free goods	$183.80	
Fines		5 00
*Damages		
Other receipts		42 83
Total revenue, exclusive of hydraulic rents		21,197 48

* Amount of damages not included in above, $10.00.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

R. DEVLIN,
Compiler of Canal Statistics.

No. 9 (A).—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 1894.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl		5								5	5	0 88
Apples	12	151							12	151	163	3 96
Agricultural products not enumerated, vegetable	8	5							8	5	13	0 34
do do animal	28	157							28	157	185	6 52
Agricultural implements	19	50							19	50	69	7 75
Barley		11								11	11	0 29
Bricks	135	38							135	38	173	7 56
Bones	2	6							2	6	8	0 29
Brimstone												
Cement and water lime	617	9							617	9	626	15 10
Clay, lime and sand	106	1							106	1	107	2 59
Coal		3,345						14,081		17,426	17,426	799 08
Corn	10	70							10	70	80	3 17
Cattle	1	1							1	1	2	0 06
Cotton (raw)		2								2	2	0 05
Crockery and earthenware	42	47							42	47	89	8 15
Dye wood and dye stuffs												
Fish	115	6							115	6	121	2 94
Flax and hemp												
Flour	138	289							138	289	427	10 96
Furniture	8	24							8	24	32	2 87
Gypsum												
Glass (all kinds)	20	6							20	6	26	2 32
Hay (pressed)	43	57							43	57	100	2 81
Hogs												
Horses	6	1							6	1	7	0 19
Hides and skins, horns and hoofs	2	1							2	1	3	0 10
Ice												
Iron, railway												
do pig	231	35							231	35	266	8 02
do all other	801	62							801	62	863	24 16

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau 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.
Iron ore												
Kryolite chemical ore and other ore, except iron		920								920	920	46 00
Lard and lard oil	15	42							15	42	57	1 36
Meal, all kinds		2								2	2	0 06
Meats, other than pork	30	1							30	1	31	0 74
Marble	2	1							2	1	3	0 36
Manilla		8								8	8	0 70
Molasses	128	2							128	2	130	11 38
Nails	177	3							177	3	180	17 41
Oats	5	6							5	6	11	0 28
Oil (in barrels)	108	100							108	100	208	19 29
Oil cake		2								2	2	0 05
Pease	18	1							18	1	19	0 45
Potatoes	11	10							11	10	21	0 61
Pork	252	14							252	14	266	6 37
Paint	15								15		15	1 34
Pitch and tar	32								32		32	2 81
Rags		12								12	12	1 78
Rye	6	4							6	4	10	0 24
Rosin	1								1		1	0 09
Salt	1,648	276							1,648	276	1,924	50 76
Stone intended for cutting	1	8							1	8	9	0 23
do wrought												
do not suitable for cutting, unwrought	3	563							3	563	566	14 36
Seeds, all kinds	8	2							8	2	10	0 24
Sheep												
Soda ash	9	3							9	3	12	1 32
Steel	39	31							39	31	70	1 67
Sugar	432	37							432	37	469	42 43
Spirits, beer, &c	68	56							68	56	124	11 10
Tobacco (raw)												
Tallow		5								5	5	0 12
Tin	23								23		23	2 06
Turpentine	1								1		1	0 18
Wheat	28	1,318							28	1,318	1,346	36 61

White lead	23								23		23	2 05
Whiting	12	15							12	15	27	2 45
Wool		1								1	1	0 03
All other goods and merchandise not enumerated	926	427	3					6	929	433	1,362	129 37
Bark	60								60		60	1 43
Barrels, empty	26	16							26	16	42	2 57
Boat knees												
Floats	860								860		860	15 05
Firewood, in vessels	20,385	480							20,385	480	20,865	351 65
do rafts												
Hoops												
Hop poles	56	14							56	14	70	10 00
Lumber, sawn, in vessels	14,414	5,871	18,555	1,003					32,979	6,874	39,843	2,049 81
do rafts												
Masts, spars, and telegraph poles, in vessels	78	222							78	222	300	7 16
do do rafts												
Railway ties, in vessels	1,124	26							1,124	26	1,150	136 01
do rafts												
Saw-logs	147	25							147	25	172	3 92
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	90	202							90	202	292	68 12
Split posts and fence rails, in vessels	6	67							6	67	73	24 92
do do rafts												
Timber, square, in vessels												
do rafts	20	300							20	300	320	5 98
Traverses	628								628		628	7 80
Woodenware and wood partly manufactured		3								3	3	0 29
Total freight paying tolls	44,259	15,475	18,558	1,003				14,087	62,817	30,565	93,382	4,001 17
Coal, free, per Order in Council	1,097								1,097		1,097	
Grand total freight	45,356	15,475	18,558	1,003				14,087	63,914	30,565	94,479	

Total tolls on vessels		1,707 78
do passengers		127 44
do free coal	$ 29 27	
Wharfage and storage		85 62
Other receipts		372 80
Total revenue exclusive of hydraulic rents		6,294 81

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

R. DEVLIN,
Compiler of Canal Statistics.

APPENDIX A.

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 1894.

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	32	2,490							32	2,490	2,522	25 22
Flour	2,242								2,242		2,242	22 42
Coal	169	28,690							169	28,690	28,859	288 59
Lumber	5,548	721							5,548	721	6,269	62 69
Other agricultural products	3,782	7,160							3,782	7,160	10,942	109 42
do merchandise	4,545	81							4,545	81	4,626	46 26
Total freight paying tolls	16,318	39,142							16,318	39,142	55,460	554 60
Total tolls on vessels												2,082 54
*Damages												
Total revenue												2,637 14

* Amount of damages not included in above ..... $ 3 00

R. DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

APPENDIX A—*Continued.*

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Articles transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1894.

Vessels.	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												
Buckwheat												
Bricks		16								16	16	0 32
Bones												
Brimstone												
Cement and water lime												
Clay, lime and sand												
Coal												
Corn												
Cattle												
Cotton (raw)												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour												
Furniture	6								6		6	0 18
Gypsum												
Glass (all kinds)												
Hay (pressed)												
Hogs	17								17		17	0 41
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other												

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley 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.
Iron ore												
Kryolite chemical ore and other ore, except iron		3								3	3	0 09
Lard and lard oil												
Meal, all kinds												
Meats, other than pork												
Marble												
Manilla												
Molasses												
Nails												
Oats												
Oil (in barrels)												
Oil cake												
Pease												
Potatoes												
Pork	5								5		5	0 15
Paint												
Pitch and tar												
Rags												
Rye												
Rosin												
Salt												
Stone intended for cutting	60								60		60	0 28
do wrought												
do not suitable for cutting, unwrought												
Seeds, all kinds												
Sheep	8								8		8	0 18
Soda ash												
Steel												
Sugar												
Spirits, beer, &c		1								1	1	0 03
Tobacco (raw)												
Tallow												
Tin												
Turpentine												
Wheat												

White lead												
Whiting												
Wool												
All other goods and merchandise not enumerated	12	65						12	65	77	2	31
Bark	78							78		78	2	95
Barrels, empty												
Boat knees												
Floats	175	6,047						175	6,047	6,222	18	05
Firewood, in vessels	18,293	2,962						18,293	2,962	21,255	224	33
do rafts		75							75	75	0	75
Hoops												
Hop poles												
Lumber, sawn, in vessels	1,513	357						1,513	357	1,870	48	41
do rafts												
Masts, spars, and telegraph poles, in vessels												
do do rafts	15	461						15	461	476	7	88
Railway ties, in vessels	116							116		116	2	76
do rafts	95							95		95	3	75
Saw-logs	3,749	123						3,749	123	3,872	33	93
Staves and headings, barrel		25							25	25	0	20
do pipe												
do West India												
Staves, salt barrel												
Shingles	120	4						120	4	124	10	43
Split posts and fence rails, in vessels	6	22						6	22	28	1	25
do do rafts												
Timber, square, in vessels												
do rafts		500							500	500	7	50
Traverses		1,340							1,340	1,340	11	00
Woodenware and wood partly manufactured		2							2	2	0	06
Total freight paying tolls	24,268	12,003						24,268	12,003	36,271	377	20

Total tolls on vessels	485 64
do passengers	146 39
Other receipts	102 50
Total revenue exclusive of hydraulic rents	1,111 73

R. DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

APPENDIX A—*Continued.*

No. (A) 12.—GENERAL STATEMEMT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue collected during the Season of Navigation in 1894.

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	193		287						480		480	9 09
Agricultural products, not enumerated, vegetable	66	64							66	64	130	2 50
do do do animal		1								1	1	0 02
Agricultural implements	3	166							3	166	169	4 24
Barley	213	324		120					213	444	657	12 45
Buckwheat	327	441							327	441	768	14 43
Bricks		44								44	44	0 83
Bones	1								1		1	0 02
Brimstone												
Cement and water lime	495		57						552		552	10 39
Clay, lime and sand												
Coal								130		130	130	2 44
Corn	3								3		3	0 05
Cattle	2								2		2	0 04
Cotton, raw												
Crockery and earthenware	39	2	35						74	2	76	1 91
Dye wood and dye stuffs	4								4		4	0 10
Fish												
Flax and hemp												
Flour	3	225							3	225	228	4 30
Furniture	143	45	5					9	148	54	202	5 23
Gypsum												
Glass, all kinds	60	18	1					1	61	19	80	2 02
Hay, pressed												
Hogs												
Horses	17	6	2					1	19	7	26	0 52
Hides and skins, horns and hoofs		49								49	49	0 95
Ice			250						250		250	6 25
Iron, railway	8								8		8	0 15

do pig	103		90						193		193	3 62
do all other	273		13					2	286	2	288	5 46
do ore												
Kryolite chemical ore and other ore, except iron												
Lard and lard oil		4								4	4	0 08
Meal, all kinds		9								9	9	0 17
Meats, other than pork		28								28	28	0 53
Marble		2								2	2	0 05
Manilla	2								2		2	0 05
Molasses	6								6		6	0 20
Nails	294	12							294	12	306	7 68
Oats		6								6	6	0 12
Oil, in barrels	80	166							80	166	246	6 17
Oil cake												
Pease	70	1,433	57						127	1,433	1,560	29 32
Potatoes	2	5						1	2	6	8	0 16
Pork		4								4	4	0 08
Paint	14	24							14	24	38	0 96
Pitch and tar	8	2							8	2	10	0 26
Rags	81	14							81	14	95	2 38
Rye	205								205		205	3 86
Rosin												
Salt	100							109	100	109	209	3 95
Stone intended for cutting												
do wrought												
do not suitable for cutting, unwrought	1,652								1,652		1,652	16 52
Seeds, all kinds	14	33							14	33	47	0 90
Sheep												
Soda ash	20								20		20	0 51
Steel			49						49		49	0 92
Sugar	1,153	20	8						1,161	20	1,181	29 71
Spirits, beer, &c	11	210							11	210	221	5 54
Tobacco, raw												
Tallow												
Tin	105								105		105	2 64
Turpentine	2	4							2	4	6	0 15
Wheat	87	611							87	611	698	13 12
White lead	10	4							10	4	14	0 35
Whiting	15								15		15	0 38
Wool			13						13		13	0 24
All other goods and merchandise not enumerated	1,468	931	25					2	1,493	933	2,426	61 55
Bark												
Barrels, empty												
Boat knees												
Floats												
Firewood, in vessels	480		315						795		795	6 63
do rafts												
Hoops												
Hop poles												

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray 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.
Lumber, sawn, in vessels	254	51	65						319	51	370	4 56
do rafts												
Masts, spars and telegraph poles, in vessels												
do do rafts												
Railway ties, in vessels												
do rafts												
Saw-logs												
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel			55						55		55	5 89
Shingles												
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels												
do rafts		7,140								7,140	7,140	89 25
Traverses												
Woodenware and wood partly manufactured								2		2	2	0 10
Total freight paying tolls	8,086	12,098	1,327	120				257	9,413	12,475	21,888	381 99
Total tolls on vessels												236 71
do passengers												137 50
Total revenue exclusive of hydraulic rents												756 20

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

R. DEVLIN,
Compiler of Canal Statistics.

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	431,080	3,962 71	638,966	4,027 81	60,502	196 43
United States vessels, steam	132,955	2,780 79	27,188	192 43	1,270	16 16
Canadian vessels, sail	554,651	8,308 87	920,558	10,819 59	36,005	513 20
United States vessels, sail	134,259	2,965 93	110,525	1,044 51	151,579	1,895 29
Total, class No. 1	1,252,945	18,018 30	1,697,237	16,084 34	249,356	2,621 08
Class No. 2.	No.		No.		No.	
Passengers	30,224	380 08	57,736	2,709 45	5,612	89 86
Class No. 3.	Tons.		Tons.		Tons.	
Bricks	602	115 27	8,810	377 37	1,080	106 40
Brimstone			767	74 91		
Cement and water lime	1,225	106 37	8,021	1,019 14	163	16 30
Clay, lime and sand	75	3 75	29,297	1,286 69	5,664	644 22
Fish	275	41 48	764	95 71		
Gypsum			2,191	42 08		
Iron, railway			214	21 53	970	97 00
do pig	2,382	475 55	941	106 21		
do all other	690	102 19	17,786	1,008 41	1,211	121 10
Steel			1,446	210 74		
Salt	159	29 20	4,719	516 23	666	52 22
Stone, for cutting			96	4 21		
Apples	276	26 03	3,056	420 56	1,108	106 09
Barley	28,353	2,835 30	267	11 28	68	2 28
Buckwheat			2,885	118 02		
Corn	169,233	16,923 30	4,963	206 33		
Cotton, raw	1	0 15				
Flax and hemp	12	0 30				
Flour	33,628	6,689 91	6,632	540 22	567	19 09
Hay, pressed			987	59 92	13,692	940 77
Meals, all kinds	60,395	12,078 95	1,013	65 44		
Oil cake	29	5 80	6	0 48		
Oats	27,962	2,800 71	1,917	62 11	633	21 15
Pease			26,514	1,375 21	196	6 56
Potatoes	2	0 30	102	10 87	17	0 74
Rye	567	85 05	673	50 50		
Seeds, all kinds			4,526	182 52	2	0 07
Tobacco, raw	1	0 15	3	0 40		
Wheat	270,993	27,005 47	6,683	497 09		
All other agricultural products, vegetable	567	25 05	570	83 51	190	6 35
Bones			83	10 43	232	23 20
Cattle	2	0 04	268	19 41	102	3 93
Hogs			41	4 41		
Hides and skins, horns and hoofs	88	13 20	24	2 35	10	1 00
Horses	36	2 42	523	32 24	58	2 18
Lard and lard oil			334	30 02		
Meats, other than pork			25	3 21		
Pork	779	155 50	265	28 39	1	0 04
Sheep			171	13 98	124	4 39
Tallow	259	38 85	24	0 95		
Wool	1,489	297 55				
All other agricultural products, animal			2,626	374 24	101	10 10
Total, class No. 3	600,080	69,857 84	140,233	8,967 32	26,855	2,185 18

Continued.

the Amount of Tolls collected during the Season of Navigation in 1894.

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.
180,624	196 16	136,420	564 30	107,414	750 56	31,653	633 06	44,536	334 39
393	2 25	90	0 60	62,424	776 98	63,311	1,266 22	.....	.....
7,968	35 05	155,416	2,147 42	637	16 25	4,941	98 82	39,072	151 25
159	3 25	13,345	312 83	8,768	163 99	4,222	84 44	.....	.....
189,144	236 71	305,271	3,025 15	179,243	1,707 78	104,127	2,082 54	83,608	485 64
No.		No.		No.		No.		No.	
11,471	137 50	13,914	155 78	5,544	127 44	.....	.....	17,623	146 39
Tons.		Tons.		Tons.		Tons.		Tons.	
44	0 83	.....	.....	173	7 56	.....	.....	16	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
552	10 39	4	0 22	626	15 10	.....	.....	.....	.....
.....	.....	6,011	171 46	107	2 59	.....	.....	.....	.....
.....	.....	.....	.....	121	2 94	2,522	25 22	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	0 15	12	0 70	.....	.....	.....	.....	.....	.....
193	3 62	.....	.....	266	8 02	.....	.....	.....	.....
288	5 46	13	1 29	863	24 16	.....	.....	.....	.....
49	0 92	.....	.....	70	1 67	.....	.....	.....	.....
209	3 95	.....	.....	1,924	50 76	.....	.....	.....	.....
.....	.....	1	0 10	9	0 23	.....	.....	60	28
480	9 09	77	4 64	163	3 96	.....	.....	.....	.....
657	12 45	2	0 12	11	0 29	.....	.....	.....	.....
768	14 43	7	0 69	.....	.....	.....	.....	.....	.....
3	0 05	.....	.....	80	3 17	.....	.....	.....	.....
.....	.....	.....	.....	2	0 05	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
228	4 30	27	1 62	427	10 96	2,242	22 42	.....	.....
.....	.....	3,311	330 05	100	2 81	.....	.....	.....	.....
9	0 17	7	0 69	2	0 06	.....	.....	.....	.....
.....	.....	.....	.....	2	0 05	.....	.....	.....	.....
6	0 12	428	28 44	11	0 28	.....	.....	.....	.....
1,560	29 32	335	21 67	19	0 45	.....	.....	.....	.....
8	0 16	102	6 96	21	0 61	.....	.....	.....	.....
205	3 86	22	2 15	10	0 24	.....	.....	.....	.....
47	0 90	27	2 64	10	0 24	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
698	13 12	.....	.....	1,346	36 61	.....	.....	.....	.....
130	2 50	14	1 24	13	0 34	.....	.....	.....	.....
1	0 02	9	0 74	8	0 29	.....	.....	.....	.....
2	0 04	432	31 96	2	0 06	.....	.....	.....	.....
.....	.....	43	3 18	.....	.....	.....	.....	17	0 41
49	0 95	6	0 60	3	0 10	.....	.....	.....	.....
26	0 52	124	5 70	7	0 19	.....	.....	.....	.....
4	0 08	6	0 52	57	1 36	.....	.....	.....	.....
28	0 53	.....	.....	31	0 74	.....	.....	.....	.....
4	0 08	11	0 66	266	6 37	.....	.....	5	0 15
.....	.....	372	29 96	.....	.....	.....	.....	8	0 18
.....	.....	108	6 83	5	0 12	.....	.....	.....	.....
13	0 24	.....	.....	1	0 03	.....	.....	.....	.....
1	0 02	1,250	115 69	185	6 52	.....	.....	.....	.....
6,270	118 27	12,761	770 52	6,941	188 93	4,764	47 64	106	1 34

No. (A) 13.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Class No. 4.		$ cts.		$ cts.		$ cts.
Ashes, pot and pearl	13	2 60	60	10 50	.....	.....
Agricultural implements	23	0 70	204	35 19	.....	.....
Crockery and earthenware	3	0 45	289	51 76	4	0 40
Dye woods and dye stuffs	9	1 65	188	17 70	11	1 10
Furniture	17	2 78	1,126	171 97	23	1 83
Glass, all kinds	2	0 30	629	115 62	.....	.....
Marble	847	127 05	1	0 19	.....	.....
Manilla	89	13 35	51	10 06	.....	.....
Molasses	82	12 30	688	81 82	172	17 07
Nails	127	17 33	2,863	384 90	.....	.....
Oil, in barrels	128	19 64	817	124 45	37	3 60
Paint	13	1 56	510	55 70	.....	.....
Pitch and tar	113	16 95	519	68 35	196	19 60
Rags	.....	.....	336	58 40	.....	.....
Rosin	.....	.....	2,234	115 54	2,407	230 42
Soda ash	35	5 55	489	88 36	70	4 67
Sugar	1,615	203 92	16,371	1,836 11	11,949	1,194 90
Stone, wrought	.....	.....	874	43 70	.....	.....
Tin	.....	.....	734	138 89	.....	.....
Turpentine	1	0 15	46	2 94	1	0 10
White lead	.....	.....	57	10 77	.....	.....
Whiting	32	0 72	247	48 37	.....	.....
Whisky and all other spirits	45	6 75	791	141 42	.....	.....
Merchandise, not enumerated	44,535	6,650 02	11,758	1,750 64	4,944	435 63
Total, class No. 4	47,728	7,083 77	41,882	5,363 35	19,814	1,909 32
Class No. 5.						
Bark	.....	.....	.....	.....	.....	.....
Barrels, empty	39	6 50	449	45 92	29	97
Boat knees	.....	.....	.....	.....	.....	.....
Floats	.....	.....	7,824	136 92	.....	.....
Firewood, in vessels	5,997	313 09	10,566	245 71	84,640	2,806 89
do rafts	.....	.....	.....	.....	.....	.....
Lumber, sawn, in vessels	88,546	15,831 89	41,111	1,526 83	64,395	3,801 37
do rafts	.....	.....	166	7 51	370	22 20
Hoops	.....	.....	.....	.....	.....	.....
Railway ties, in vessels	158	9 63	727	11 26	1,775	140 69
do rafts	.....	.....	.....	.....	.....	.....
Masts, spars and telegraph poles, in vessels	.....	.....	76	1 90	227	10 69
Masts, spars and telegraph poles, in rafts	.....	.....	18,828	470 70	162	16 20
Square, timber, in vessels	47,047	7,052 99	1,208	36 30	104	5 20
do rafts	124	3 49	7,536	184 60	.....	.....
Woodenware and wood partly manufactured	100	40 00	40	15 60	.....	.....
Shingles	23	10 35	12	3 10	59	15 57
Split posts and fence rails in vessels	4	78	.....	.....	.....	.....
do do rafts	.....	.....	.....	.....	.....	.....
Saw-logs	3,648	169 17	17,400	397 62	.....	.....
Staves and headings, barrel	382	31 05	.....	.....	.....	.....
do do pipe	.....	.....	.....	.....	.....	.....
do do West India	.....	.....	.....	.....	.....	.....
do do salt barrel	.....	.....	.....	.....	.....	.....
Traverses	.....	.....	8,816	22 68	.....	.....
Hop poles	.....	.....	.....	.....	.....	.....
Total, class No. 5	146,068	23,468 94	114,759	3,106 65	151,761	6,819 78

Canals, and the Amount of Tolls collected, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
.....	.....	6	1 14	5	0 88	.....	.....	.....	.....
169	4 24	8	1 43	69	7 75	10,942	109 42	.....	.....
76	1 91	2	0 38	89	8 15	.....	.....	.....	.....
4	0 10	.....	.....	.....	.....	.....	.....	.....	.....
202	5 23	16	1 99	32	2 87	.....	.....	6	18
80	2 02	4	0 76	26	2 32	.....	.....	.....	.....
2	0 05	.....	.....	3	0 36	.....	.....	.....	.....
2	0 05	.....	.....	8	0 70	.....	.....	.....	.....
6	0 20	1	0 19	130	11 38	.....	.....	.....	.....
306	7 68	1	0 19	180	17 41	.....	.....	.....	.....
246	6 17	2	0 29	208	19 29	.....	.....	.....	.....
38	0 96	.....	.....	15	1 34	.....	.....	.....	.....
10	0 26	.....	.....	32	2 81	.....	.....	.....	.....
95	2 38	14	2 48	12	1 78	.....	.....	.....	.....
.....	.....	58	8 12	1	0 09	.....	.....	.....	.....
20	0 51	4	0 76	12	1 32	.....	.....	.....	.....
1,181	29 71	1	0 19	469	42 43	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	2 64	.....	.....	23	2 06	.....	.....	.....	.....
6	0 15	.....	.....	1	0 18	.....	.....	.....	.....
14	0 35	.....	.....	23	2 05	.....	.....	.....	.....
15	0 38	.....	.....	27	2 45	.....	.....	.....	.....
221	5 54	1	0 19	124	11 10	.....	.....	1	0 03
2,426	61 55	321	52 48	1,362	129 37	4,626	46 26	77	2 31
5,224	132 08	439	70 59	2,851	268 09	15,568	155 68	84	2 52
.....	.....	.....	.....	60	1 43	.....	.....	78	2 95
.....	.....	63	7 13	42	2 57	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	54,990	458 41	860	15 05	.....	.....	6,222	18 05
795	6 63	33,787	1,230 29	20,865	351 65	.....	.....	21,255	224 33
.....	.....	.....	.....	.....	.....	.....	.....	75	0 75
370	4 56	400,338	28,021 23	39,843	2,049 81	6,269	62 69	1,870	48 41
.....	.....	188	3 36	.....	.....	.....	.....	.....	.....
.....	.....	23	2 07	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	1,150	136 01	.....	.....	116	2 76
.....	.....	.....	.....	.....	.....	.....	.....	95	3 75
.....	.....	3	0 25	300	7 16	.....	.....	.....	.....
.....	.....	1	0 04	.....	.....	.....	.....	476	7 88
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7,140	89 25	2,800	29 44	320	5 98	.....	.....	500	7 50
2	10	.....	.....	3	29	.....	.....	2	06
55	5 89	630	178 40	292	68 12	.....	.....	124	10 43
.....	.....	1	1 10	73	24 92	.....	.....	28	1 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	4,207	88 42	172	3 92	.....	.....	3,872	33 93
.....	.....	.....	.....	.....	.....	.....	.....	25	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	240	60	628	7 80	.....	.....	1,340	11 00
.....	.....	.....	.....	70	10 00	.....	.....	.....	.....
8,362	106 43	497,271	30,020 74	64,678	2,684 71	6,269	62 69	36,078	373 25

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	203,737	40,789 93	190,636	26,750 77	76,744	7,464 83
Kryolite or chemical ore	.....	.....	.....	.....	.....	.....
Iron ore	.....	.....	.....	.....	.....	.....
Stone, unwrought, not suitable for cutting	969	85 33	1,179	23 55	596	59 60
Ice	200	10 00	.....	.....	.....	.....
Total, Special Class	204,906	40,885 26	191,815	26,774 32	77,340	7,524 43
Total freight and tolls	998,782	159,694 19	488,689	63,005 43	275,770	21,149 65
Timber and other wood, free	.....	.....	1,682	132 90	.....	.....
Wheat, corn, flour, iron, salt, coal, etc., etc., free	9,439	1,455 85	396,407	37,502 23	1,838	183 80
Grand Totals, passengers and tonnage of vessels not included	1,008,221	161,150 04	886,778	100,640 56	277,608	21,333 45

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
130	2 44	.. ..	....	17,426	799 08	28,859	288 59	.....	.....
.....	.....	.....	.....	920	46 00	.....	.....	3	0 09
.....	.....	.....	.....	.. ..	.....	.....	... .	... .	.....
1,652	16 52	.....	.....	566	14 36	....	.....	.....	.....
250	6 25	.....	.....	.....	.....	.....	.....	.....	.....
2,032	25 21	.....	.....	18,912	859 44	28,859	288 59	3	0 09
21,888	756 20	510,471	34,042 78	93,382	5,836 39	55,460	2,637 14	36,271	1,009 23
.....	.....	51,539	617 48	.....	.....	....	.....	.....	.....
.....	.....	.....	.....	1,097	29 27	.....	.....	.....	.....
21,888	756 20	562,010	34,660 26	94,479	5,865 66	55,460	2,637 14	36,271	1,009 23

R. DEVLIN,
Compiler of Canal Statistics.

APPENDIX

No. (A) 14.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during of each description of property passed through

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		cts.
Vessels of all kinds	1,252,945	18,018 30	1,697,237	16,084 34	9,356	2,621 08
	No.		No.		No.	
Passengers	30,224	380 08	57,736	2,709 45	5,612	89 86
Forest, Produce of Wood.	Tons.		Tons.		Tons.	
Bark						
Boat knees						
Floats			7,824	136 92		
do Free						
Firewood	5,997	313 09	10,566	245 71	84,640	2,806 89
Hoops and hop poles						
Lumber, sawed	88,546	15,831 89	41,277	1,534 34	64,765	3,823 57
do Free			1,016			
Masts, spars, &c			18,904	472 60	389	26 89
Railway ties	158	9 63	727	11 26	1,775	140 69
Saw logs	3,648	169 17	17,400	397 62		
do Free						
Staves, all kinds	382	31 05				
Shingles	23	10 35	12	3 10	59	15 57
Split posts and rails	4	0 78				
Timber, square	47,171	7,056 48	8,744	220 90	104	5 20
do Free			660			
Traverses			8,816	22 68		
do Free						
Total	145,929	23,422 44	115,946	3,045 13	151,732	6,818 81
Farm Stock.						
Cattle	2	0 04	268	19 41	102	3 93
Hogs			41	4 41		
Horses	36	2 42	523	32 24	58	2 18
do Free			1			
Sheep			171	13 98	124	4 39
do Free	1					
Total	39	2 46	1,004	70 04	284	10 50
Produce of Animals.						
Bones			83	10 43	232	23 20
Horns and hoofs, hides and skins, raw	88	13 20	24	2 35	10	1 00
Lard and lard oil			334	30 02		
Meats other than pork			25	3 21		
do do Free	7					
Pork	779	155 50	265	28 39	1	0 04
do Free			717			
Tallow	259	38 85	24	0 95		
Wool	1,489	297 55				
Agricultural products not enumerated, animal			2,626	374 24	101	10 10
Total	2,622	505 10	4,098	449 59	344	34 34

A—*Continued.*

the Season of Navigation ended 31st December, 1894, showing the Total Quantity and the Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
189,144	236 71	305,271	3,025 15	179,243	1,707 78	104,127	2,082 54	83,608	485
No.		No.		No.		No.		No.	
11,471	137 50	13,914	155 78	5,544	127 44	.....	.....	17,623	146 39
Tons.		Tons.		Tons.		Tons.		Tons.	
.....	.....	.....	.....	60	1 43	.....	.....	78	2 95
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	54,990	458 41	860	15 05	.....	.....	6,222	18 05
.....	.....	34,900	.....	.....	.....	.....	.....	.....	.....
795	6 63	33,787	1,230 29	20,865	351 65	.....	.....	21,330	225 08
.....	.....	23	2 07	70	10 00	.....	.....	.....	.....
370	4 56	400,526	28,024 59	39,843	2,049 81	6,269	62 69	1,870	48 41
.....	.....	621	.....	.....	.....	.....	.....	.....	.....
.....	.....	4	0 29	300	7 16	.....	.....	476	7 88
.....	.....	.....	.....	1,150	136 01	.....	.....	211	6 51
.....	.....	4,207	88 42	172	3 92	.....	.....	3,872	33 93
.....	.....	11,678	.....	.....	.....	.....	.....	25	0 20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55	5 89	630	178 40	292	68 12	.....	.....	124	10 43
.....	.....	1	1 10	73	24 92	.....	.....	28	1 25
7,140	89 25	2,800	29 44	320	5 98	.....	.....	500	7 50
.....	.....	4,300	.....	.....	.....	.....	.....	.....	.....
.....	.....	240	0 60	628	7 80	.....	.....	1,340	11 00
.....	.....	40	.....	.....	.....	.....	.....	.....	.....
8,360	106 33	548,747	30,013 61	64,633	2,681 85	6,269	62 69	36,076	373 19
2	0 04	432	31 96	2	0 06	.....	.....	.....	.....
.....	.....	42	3 18	.....	.....	.....	.....	17	0 41
26	0 52	124	5 70	7	0 19	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	372	29 96	.....	.....	.....	.....	8	0 18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28	0 56	971	70 80	9	0 25	.....	.....	25	0 59
1	0 02	9	0 74	8	0 29	.....	.....	.....	.....
49	0 95	6	0 60	3	0 10	.....	.....	.....	.....
4	0 08	6	0 52	57	1 36	.....	.....	.....	.....
28	0 53	.....	.....	31	0 74	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	0 08	11	0 66	266	6 37	.....	.....	5	0 15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	108	6 83	5	0 12	.....	.....	.....	.....
13	0 24	.....	.....	1	0 03	.....	.....	.....	.....
1	0 02	1,250	115 69	185	6 52	.....	.....	.....	.....
100	1 92	1,390	125 04	556	15 53	.....	.....	5	0 15

APPENDIX

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.
Agricultural products not enumerated, vegetable	567	25 05	570	83 51	190	6 35
do do Free	5					
Apples	276	26 03	3,056	420 56	1,108	106 09
do Free			50			
Barley	28,353	2,835 30	267	11 28	68	2 28
do Free			258			
Buckwheat			2,885	118 02		
Cotton, raw	1	0 15				
Corn	169,233	16,923 30	4,963	206 33		
do Free			60,661			
Flax and hemp	12	0 30				
Flour	33,628	6,689 91	6,632	540 22	567	19 09
do Free			16,503			
Hay, pressed			987	59 92	13,692	940 77
Meals, all kinds	60,395	12,078 95	1,013	65 44		
do Free	15		4			
Manilla	89	13 35	51	10 06		
do Free	11					
Oats	27,962	2,800 71	1,917	62 11	633	21 15
do Free			175			
Pease			26,514	1,375 21	196	6 56
Potatoes	2	0 30	102	10 87	17	0 74
Rye	567	85 05	673	50 50		
Seeds, flax, clover and grass			4,526	182 52	2	0 07
do do Free	33					
Tobacco, raw	1	0 15	3	0 40		
Wheat	270,993	27,005 47	6,683	497 09		
do Free			312,557			
Total	592,143	68,484 02	351,050	3,694 04	16,473	1,103 10
Manufactures.						
Ashes, pot and pearl	13	2 60	60	10 50		
do do Free			19			
Agricultural implements	23	0 70	204	35 19		
Barrels, empty	39	6 50	449	45 92	29	0 97
Bricks	602	115 27	8,810	377 37	1,080	106 40
do Free	1					
Cement and water lime	1,225	106 37	8,021	1,019 14	163	16 30
do do Free	2,281					
Crockery and earthenware	3	0 45	289	51 76	4	0 40
do do Free	107					
Furniture	17	2 78	1,126	171 97	23	1 83
do Free			2			
Glass, all kinds	2	0 30	629	115 62		
do Free	175					
Iron, railway			214	21 53	970	97 00
Iron, pig	2,382	475 55	941	106 21		
do Free	20		195			
Iron, all other	690	102 19	17,786	1,008 41	1,211	121 10
do Free	114		1			
Molasses	82	12 30	688	81 82	172	17 07
do Free	42					
Nails	127	17 33	2,863	384 90		
do Free	500					
Oil	128	19 64	817	124 45	37	3 60
do Free	8					

A—*Continued.*

during the Season of Navigation ended 31st December, 1894, &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.
130	2 50	14	1 24	13	0 34	10,942	109 42	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
480	9 09	77	4 64	163	3 96	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
657	12 45	2	0 12	11	0 29	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
768	14 43	7	0 69	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	2	0 05	.....	.....	.....	.....
3	0 05	.....	.....	80	3 17	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
228	4 30	27	1 62	427	10 96	2,242	22 42	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	3,311	330 05	100	2 81	.....	.....	.....	.....
9	0 17	7	0 69	2	0 06	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	0 05	.....	.....	8	0 70	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	0 12	428	28 44	11	0 28	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,560	29 32	335	21 67	19	0 45	.....	.....	.....	.....
8	0 16	102	6 96	21	0 61	.....	.....	.....	.....
205	3 86	22	2 15	10	0 24	.....	.....	.....	.....
47	0 90	27	2 64	10	0 24	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
698	13 12	.....	.....	1,346	36 61	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,801	90 52	4,359	400 91	2,223	60 77	13,184	131 84	.....	.....
.....	.....	6	1 14	5	0 88	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
169	4 24	8	1 43	69	7 75	.....	.....	.....	.....
.....	.....	63	7 13	42	2 57	.....	.....	.....	.....
44	0 83	.....	.....	173	7 56	.....	.....	16	0 32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
552	10 39	4	0 22	626	15 10	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
76	1 91	2	0 38	89	8 15	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
202	5 23	16	1 99	32	2 87	.....	.....	6	0 18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80	2 02	4	0 76	26	2 32	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	0 15	12	0 70	.....	.....	.....	.....	.....	.....
193	3 62	.....	.....	266	8 02	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
288	5 46	13	1 29	863	24 16	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	0 20	1	0 19	130	11 38	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
306	7 68	1	0 19	180	17 41	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
246	6 17	2	0 29	208	19 29	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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.
Manufactures—Concluded.		$ cts.		$ cts.		$ cts.
Oil cake	29	580	6	0 48		
do Free			29			
Paint	13	1 56	510	55 70		
do Free	8					
Pitch and tar	113	16 95	519	68 35	196	19 60
do Free	152					
Rosin			2,234	115 54	2,407	230 42
Soda ash	35	5 55	489	88 36	70	4 67
do Free	94					
Spirits, whiskey, &c	44	6 75	791	141 42		
do Free	53					
Steel			1,446	210 74		
do Free	248					
Sugar	1,615	203 92	16,371	1,836 11	11,949	1,194 90
do Free	2,724					
Tin			734	138 89		
do Free	327					
Turpentine	1	0 15	46	2 94	1	0 10
White lead			57	10 77		
do Free	2		16			
Whiting	32	0 72	247	48 37		
do Free	1					
Woodenware	100	40 00	40	15 60		
do Free			6			
Total	14,172	1,143 38	66,655	6,288 06	18,312	1,814 36
Merchandise.						
Brimstone, crude			767	74 91		
do Free	2					
Clay, lime and sand	75	3 75	29,297	1,286 69	5,664	644 22
do Free	253					
Coal	203,737	40,789 93	190,636	26,750 77	76,744	7,464 83
do Free			104,240		1,838	
Dye woods and dye stuffs	9	1 65	188	17 70	11	1 10
Fish	275	41 48	764	95 71		
do Free	512					
Gypsum			2,191	42 08		
Ores, all kinds						
do Free			180			
Marble	847	127 05	1	0 19		
Rags			336	58 40		
Salt	159	29 20	4,719	516 23	666	52 22
do Free	843					
Stone, all kinds	969	85 33	2,149	71 46	596	59 60
do Free			310			
All other goods and merchandise, not enumerated	44,735	6,660 02	11,758	1,750 64	4,944	435 63
do do Free	900		489			
Total	253,316	47,738 41	348,025	30,664 78	90,463	8,657 60
Grand totals, passengers and tonnage of vessels not included	1,008,221	159,694 19	886,778	63,005 43	277,608	21,149 65

Department of Railways and Canals,
Ottawa, 30th September, 1895.

during the Season of Navigation ended 31st December, 1894, &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.
				2	0 05				
38	0 96			15	1 34				
10	0 26			32	2 81				
		58	8 12	1	0 09				
20	0 51	4	0 76	12	1 32				
221	5 54	1	0 19	124	11 10			1	0 03
49	0 92			70	1 67				
1,181	29 71	1	0 19	469	42 43				
105	2 64			23	2 06				
6	0 15			1	0 18				
14	0 35			23	2 05				
15	0 38			27	2 45				
2	0 10			3	0 29			2	0 06
3,831	89 42	196	24 97	3,511	195 30			25	0 59
		6,011	171 46	107	2 59				
130	2 44			17,426	799 08	28,859	288 59		
				1,097					
4	0 10								
				121	2 94	2,522	25 22		
								3	0 09
				920	46 00				
2	0 05			3	0 36				
95	2 38	14	2 48	12	1 78				
209	3 95			1,924	50 76				
1,652	16 52	1	0 10	575	14 59			60	0 28
2,676	67 80	321	52 48	1,362	129 37	4,626	46 26	77	2 31
4,768	93 24	6,347	226 52	23,547	1,047 47	36,007	360 07	140	2 68
21,888	756 20	562,010	34,042 78	94,479	5,836 39	55,460	2,637 14	36,271	1,009 23

R. DEVLIN,
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, 1894.

Canals and Offices.	January	March.	April.	May.	June.	July.	August.	September	October.	November	December.	Total Tolls.
WELLAND CANAL.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Chippawa				1 25	1 77	2 89	3 14	2 50	4 42	5 25		21 22
Colborne			7,240 59	18,142 22	14,188 73	13,216 34	14,918 72	12,565 62	12,785 81	9,520 33	2,116 56	104,694 92
Dalhousie			3,700 84	9,308 65	8,467 29	6,429 55	6,690 17	5,900 71	8,652 06	4,206 12	249 50	53,649 89
Dunnville				67 36	45 68	37 65	43 89	110 13	42 82	77 78		425 31
Maitland				0 43	5 67	5 81		3 36	0 75	1 10		17 12
Robinson			48 19	111 97	23 81	26 16	23 67	2 24	19 23	8 13		263 40
St. Catharines			134 89	137 73	52 27	75 14	86 76	61 11	46 52	24 83	3 08	622 33
Total Welland Canal			11,124 51	27,769 61	22,785 22	19,793 54	21,766 35	18,645 67	21,551 61	13,843 54	2,414 14	159,694 19
ST. LAWRENCE CANALS.												
Beauharnois			100 86	55 32	67 85	83 61	141 41	286 60	503 11	127 52		1,366 28
Cardinal			33 20	221 25	67 45	37 35	72 93	115 15	100 38	99 10	56 80	803 61
Cornwall			328 57	5,043 91	5,323 73	5,260 84	3,972 24	2,830 37	3,891 61	1,531 85	374 41	28,557 53
Kingston			224 74	1,024 95	682 24	1,549 90	572 06	516 38	925 38	1,020 31		6,515 96
Lachine			39 80	318 42	381 42	304 98	874 10	672 16	248 11	196 75		3,035 74
Montreal			508 75	3,198 88	3,712 75	3,894 79	3,559 43	2,759 82	2,734 73	2,328 66	28 50	22,726 31
Total St. Lawrence Canals			1,235 92	9,862 73	10,235 44	11,131 47	9,192 17	7,180 48	8,403 32	5,304 19	459 71	63,005 43
CHAMBLY CANAL.												
Chambly				639 31	1,473 01	1,361 92	1,286 56	1,635 11	1,844 09	769 53		9,009 53
St. Johns				2,588 30	1,862 80	2,496 40	1,276 18	937 79	1,840 40	533 29		11,535 16
St. Ours			21 67	81 18	80 02	107 75	58 48	65 41	94 82	95 63		604 96
Total Chambly Canal			21 67	3,308 79	3,415 83	3,966 07	2,621 22	2,638 31	3,779 31	1,398 45		21,149 65

Ottawa Canals.												
Ottawa			32 62	3,417 61	3,239 43	2,595 17	3,110 27	2,657 78	2,919 03	1,173 08		19,144 99
Carillon				8 69	14 60	108 00	6 21	9 82	7 37	11 08		165 77
Grenville			149 23	2,611 21	1,976 24	2,299 26	1,859 42	1,622 02	1,895 44	1,111 32		13,524 14
St. Anne's			18 73	160 78	166 89	250 67	247 62	176 05	113 60	73 54		1,207 88
Total Ottawa Canals			200 58	6,198 29	5,397 16	5,253 10	5,223 52	4,465 67	4,935 44	2,369 02		34,042 78
Rideau Canal.												
Kingston Mills				269 27	275 31	239 50	350 91	243 85	193 00	43 19		1,615 03
Ottawa				599 23	556 49	494 33	739 34	533 45	269 08	403 96		3,595 88
Smith's Falls				74 59	85 70	110 81	117 95	87 40	92 32	56 71		625 48
Total Rideau Canal				943 09	917 50	844 64	1,208 20	864 70	554 40	503 86		5,836 39
St. Peter's Canal.												
St. Peter's	14 33	1 50	1 80	211 57	338 04	353 15	378 19	382 21	401 43	372 22	182 70	2,637 14
Trent Valley Canals.												
Bobcaygeon			3 85	52 65	106 23	99 47	107 19	84 60	44 45			498 44
Buckhorn				12 0[illegible]	4 36	14 36	17 51	63 85	2 80			114 93
Burleigh			50	7 64	13 02	6 70	14 00	10 05	27 44	0 25		79 60
Fenelon Falls				5 00	1 00	6 75	7 05	9 00	3 10	0 75		32 65
Hastings					1 77	3 02	6 95	3 90	3 25	2 40		21 29
Peterborough			7 18	13 48	44 90	59 68	56 32	47 03	23 84	9 89		262 32
Total Trent Valley Canals			11 53	90 82	171 28	189 98	209 02	218 43	104 88	13 29		1,009 23
Murray Canal.												
Brighton			35 07	62 58	120 57	141 45	120 90	86 43	102 25	86 70	0 25	756 20
Grand Total	14 33	1 50	12,631 08	48,447 48	43,381 04	41,673 40	40,719 57	34,481 90	39,832 64	23,891 27	3,056 80	288,131 01

R. DEVLIN,
Compiler of Canal Statistics.

Department of Railways and Canals,
Ottawa, 30th September, 1895.

APPENDIX A—*Continued.*

No. (A) 16.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1894, 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	1,068	136,858	156,848	70,718	7,219	1,404	.....	5,669	52,364	214,649	216,431	431,080	3,962 71
do sail	405	21,362	27,589	42,918	2,421	654	.....	447	37,564	65,381	67,574	132,955	2,780 79
Total Canadian	1,473	158,220	184,437	113,636	9,640	2,058	.....	6,116	89,928	280,030	284,005	564,035	6,743 50
United States vessels, steam	617	.....	2	26,191	3,374	247,522	225,532	306	51,724	274,019	280,632	554,651	8,308 87
do sail	322	1,130	862	13,926	5,381	48,947	58,299	4,430	21,284	68,433	65,826	134,259	2,965 93
Total United States	939	1,130	864	40,117	8,755	296,469	263,831	4,736	73,008	342,452	346,458	688,910	11,274 80
Grand Total, Welland Canal	2,412	159,350	185,301	153,753	18,395	298,527	263,831	10,852	162,936	622,482	630,463	1,252,945	18,018 30
ST. LAWRENCE CANALS.													
Canadian vessels, steam	3,018	321,791	279,031	23,240	.....	119	.....	.....	14,785	345,150	293,816	638,966	4,027 81
do sail	4,317	470,387	306,058	57,141	.....	.....	.....	.....	86,972	527,528	393,030	920,558	10,819 59
Total Canadian	7,335	792,178	585,089	80,381	.....	119	.....	.....	101,757	872,678	686,846	1,559,524	14,847 40
United States vessels, steam	446	114	276	7,360	117	5,440	5,065	174	8,642	13,088	14,100	27,188	192 43
do sail	764	884	21,983	26,337	751	653	892	31,734	27,291	59,608	50,917	110,525	1,044 51
Total United States	1,210	998	22,259	33,697	868	6,093	5,957	31,908	35,933	72,696	65,017	137,713	1,236 94
Grand Total, St. Lawrence Canals	8,545	793,176	607,348	114,078	868	6,212	5,957	31,908	137,690	945,374	751,863	1,697,237	16,084 34
CHAMBLY CANAL.													
Canadian vessels, steam	371	30,030	30,048	65	.....	.....	.....	.....	359	30,095	30,407	60,502	196 43
do sail	522	9,936	8,995	3,641	.....	.....	5	.....	13,428	13,577	22,428	36,005	513 20
Total Canadian	893	39,966	39,043	3,706	.....	.....	5	.....	13,787	43,672	52,835	96,507	709 63

United States vessels, steam	25	39	.....	844	.....	.....	.....	.....	387	883	387	1,270	16 16
do sail	1,574	5,979	3,277	61,936	.....	.....	.....	.....	80,387	67,915	83,664	151,579	1,895 29
Total United States	1,599	6,018	3,277	62,780	.....	.....	.....	.....	80,774	68,798	84,051	152,849	1,911 45
Grand Total, Chambly Canal	2,492	45,984	42,320	66,486	.....	.... ..	5	.....	94,561	112,470	136,886	249,356	2,621 08
OTTAWA CANALS.													
Canadian vessels, steam	871	42,659	93,471	.....	290	.. ..	.....	.....	.....	42,659	93,761	136,420	564 30
do sail	1,188	4,753	141,682	.....	8,798	.....	.....	183	.....	4,936	150,480	155,416	2,147 42
Total Canadian	2,059	47,412	235,153	.....	9,088	.....	.....	183	.....	47,595	244,241	291,836	2,711 72
United States vessels, steam	1	.....	.....	.....	.....	.....	.....	90	.....	90	.....	90	0 60
do sail	137	1,657	767	.....	10,822	.....	.....	99	.....	1,756	11,589	13,345	312 83
Total United States	138	1,657	767	.....	10,822	.....	.....	189	.....	1,846	11,589	13,435	313 43
Grand Total, Ottawa Canals	2,197	49,069	235,920	.....	19,910	.....	.....	372	.....	49,441	255,830	305,271	3,025 15
RIDEAU CANAL.													
Canadian vessels, steam	1,422	54,299	52,243	162	.....	.....	.....	.....	710	54,461	52,953	107,414	750 56
do sail	876	25,280	27,448	5,123	.....	.....	.....	.....	4,573	30,403	32,021	62,424	776 98
Total Canadian	3,298	79,579	79,691	5,285	.....	.....	.....	.....	5,283	84,864	84,974	169,838	1,527 54
United States vessels, steam	65	105	47	200	.....	.....	.....	.....	285	305	332	637	16 25
do sail	127	974	1,755	2,720	385	.....	.....	.....	2,934	3,694	5,074	8,768	163 99
Total United States	192	1,079	1,802	2,920	385	.....	.....	.....	3,219	3,999	5,406	9,405	180 24
Grand Total, Rideau Canal	3,490	80,658	81,493	8,205	385	.....	.....	.....	8,502	88,863	90,380	179,243	1,707 78
ST. PETER'S CANAL.													
Canadian vessels, steam	222	18,142	13,511	.....	.....	.....	.....	.....	.....	18,142	13,511	31,653	633 06
do sail	1,269	32,208	31,103	.....	.....	.....	.....	.....	.....	32,208	31,103	63,311	1,266 22
Total Canadian	1,491	50,350	44,614	.....	.....	.....	.....	.....	.....	50,350	44,614	94,964	1,899 28
United S. and other foreign vessels, steam.	16	4,732	209	.. ..	.....	.....	.....	.....	.....	4,732	209	4,941	98 82
do do sail	15	2,890	804	.....	.....	.....	.....	528	.....	3,418	804	4,222	84 44
Total U. S. and other foreign.	31	7,622	1,013	.....	.....	.....	.....	528	.....	8,150	1,013	9,163	183 26
Grand Total, St. Peter's Canal	1,522	57,972	45,627	....	.....	.....	.....	528	.....	58,500	45,627	104,127	2,082 54

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	1,224	21,170	23,366	.....	.....	.....	.....	.....	.....	21,170	23,366	44,536	334 39
do sail	586	18,807	20,265	.....	.....	.....	.....	.....	.....	18,807	20,265	39,072	151 25
Total Canadian	1,810	39,977	43,631	.....	.....	.....	.....	.....	.....	39,977	43,631	83,608	485 64
United States vessels, steam	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do sail	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total, Trent Valley Canals.	1,810	39,977	43,631	.....	.....	.....	.....	.....	.....	39,977	43,631	83,608	485 64
Murray Canal.													
Canadian vessels, steam	519	108,015	45,500	14,523	570	.....	.....	75	11,941	122,613	58,011	180,624	196 16
do sail	149	4,095	3,749	104	.....	.....	.....	20	.....	4,219	3,749	7,968	35 05
Total Canadian	668	112,110	49,249	14,627	570	.....	.....	95	11,941	126,832	61,760	188,592	231 21
United States vessels, steam	9	.....	219	100	.....	.....	.....	45	29	145	248	393	2 25
do sail	13	24	.....	106	.....	.....	.....	.....	29	130	29	159	3 25
Total United States	22	24	219	206	.....	.....	.....	45	58	275	277	552	5 50
Grand Total, Murray Canal	690	112,134	49,468	14,833	570	.....	.....	140	11,999	127,107	62,037	189,144	236 71

No. (A) 16.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—*Concluded.*

RECAPITULATION.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
CANADIAN VESSELS. *Steam and Sail.*													$ cts.
Welland	1,473	158,220	184,437	113,636	9,640	2,058		6,116	89,928	280,030	284,005	564,035	6,743 50
St. Lawrence	7,335	792,178	585,089	80,381		119			101,757	872,678	686,846	1,559,524	14,847 40
Chambly	893	39,966	39,043	3,706			5		13,787	43,672	52,835	96,507	709 63
Ottawa	2,059	47,412	235,153		9,088			183		47,595	244,241	291,836	2,711 72
Rideau	3,298	79,579	79,691	5,285					5,283	84,864	84,974	169,838	1,527 54
St. Peter's	1,491	50,350	44,614							50,350	44,614	94,964	1,899 28
Trent Valley	1,810	39,977	43,631							39,977	43,631	83,608	485 64
Murray	668	112,110	49,249	14,627	570			95	11,941	126,832	61,760	188,592	231 21
Total Canadian	19,027	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	29,155 92
UNITED STATES VESSELS. *Steam and Sail.*													
Welland	939	1,130	864	40,117	8,755	296,469	263,831	4,736	73,008	342,452	346,458	688,910	11,274 80
St. Lawrence	1,219	998	22,259	33,697	868	6,093	5,957	31,908	35,933	72,696	65,017	137,713	1,236 94
Chambly	1,599	6,018	3,277	62,780					80,774	68,798	84,051	152,849	1,911 45
Ottawa	138	1,657	767		10,822			189		1,846	11,589	13,435	313 43
Rideau	192	1,079	1,802	2,920	385				3,219	3,999	5,406	9,405	180 24
St. Peter's	31	7,622	1,013					528		8,150	1,013	9,163	183 26
Trent Valley													
Murray	22	24	219	206				45	58	275	277	552	5 50
Total United States	4,131	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	15,105 62
Grand total, Canadian and United States	23,158	1,338,320	1,291,108	357,355	40,128	304,739	269,793	43,800	415,688	2,044,214	2,016,717	4,060,931	44,261 54

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

R. DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 17.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1893 and 1894, 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 Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1893.												$ cts.
Welland	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	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	9,040	11,872	183,284					108,674	192,324	120,546	312,870	22,649 15
Ottawa	1,049	504,955		75,517					1,049	580,472	581,521	35,283 55
Rideau	68,247	15,769	11,406	1,723				7,089	79,653	24,581	104,234	5,773 39
St. Peter's	10,669	35,226		1,220			491		11,160	36,446	47,606	2,664 08
Trent Valley	23,210	8,009							23,210	8,009	31,219	883 22
Murray	5,476	8,026	658	1			374	1,805	6,508	9,832	16,340	635 84
1894.												
Welland	7,623	117,867	9,597	36,910	230,948	361,319	1,270	242.687	249,438	758,783	1,008,221	159,694 19
St. Lawrence	185,780	425,789	17,607	222	224	1,788	44,750	210,618	248,361	638,417	886,778	63,005 43
Chambly	11,371	7,934	157,086					101,217	168,457	109,151	277,608	21,149 65
Ottawa	353	510,298		51,359					353	561,657	562,010	34,042 78
Rideau	45,356	15,475	18,558	1,003				14,087	63,914	30,565	94,479	5,836 39
St. Peter's	16,318	39,142							16,318	39,142	55,460	2,637 14
Trent Valley	24,268	12,003							24,268	12,003	36,271	1,009 23
Murray	8,086	12,098	1,327	120				257	9,413	12,475	21,888	756 20

R. DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

APPFNDIX A—*Continued.*

No. (A) 18.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1894.

WELLAND CANAL.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	4	32	3	24	8	64	3	24
10	6	60	3	30	2	20		
15	2	30			1	15		
20	5	100	1	20	4	80	2	40
25	2	50			1	25		
30	9	270	1	30				
35	6	210			3	105		
40	3	120	5	200			1	40
45	1	45	1	45				
50	1	50	1	50				
55					1	55		
60			1	60				
65	1	65	1	65			1	65
70					1	70		
75	1	75	1	75				
80	1	80						
85	1	85						
90			1	90				
110			1	110			2	220
115					1	115		
120							1	120
135	1	135						
145			2	290				
150			1	150				
160	1	160	1	160				
165	1	165						
185			2	370				
190			2	380	1	190		
200			2	400				
205							1	205
210	1	210						
220	3	660						
235			1	235			1	235
250			1	250				
260	1	260					1	260
265					1	265	2	530
270	1	270					1	270
275					1	275		
280			1	280	2	560	2	560
285			1	285				
290			1	290			3	870
295	1	295	1	295			2	590
300							2	600
305	1	305			1	305	1	305
310			2	620			5	1,550
315	1	315					5	1,575
320			1	320	1	320	1	320
325			2	650			3	975
330			1	330			1	330
335			3	1,005				
340					1	340		
345					1	345	1	345
355							1	355
360	1	360						
365					1	365		

APPENDIX A—*Continued.*

No. (A) 18.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—*Continued.*

WELLAND CANAL—*Continued.*

	CANADIAN.				UNITED STATES.			
	Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
385							1	385
390							1	390
400	1	400			1	400	1	400
405	3	1,215						
415	1	415						
420					1	420		
430							2	860
435							1	435
440	3	1,320					1	440
455	1	455	2	910	2	910		
460			1	460				
465	2	930						
470					1	470		
475							2	950
480							1	480
485							1	485
490	1	490					1	490
495					2	990		
500	1	500	1	500			2	1,000
505								
510	1	510						
515							1	515
520							1	520
530	1	530						
535							1	535
540					2	1,080	1	540
545	1	545	1	545				
550			1	550	1	550		
555					1	555		
560	1	560						
575							1	575
580							1	580
585	1	585					1	585
590	1	590					1	590
595					1	595	1	595
600	1	600			1	600	2	1,200
605					1	605		
615					1	615		
620					1	620		
625					2	1,250		
630							1	630
640					1	640		
643			1	643				
645					1	645		
650					1	650		
655					1	655	1	655
660					2	1,320		
670					1	670		
680							1	680
681			1	681				
690							1	690
695					1	695	1	695
700							1	700
705					1	705		
707							2	1,414
710					1	710		

APPENDIX A.—*Continued.*

No. (A) 18.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—*Continued.*

WELLAND CANAL—*Continued.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
719			1	719				
725					1	725		
735							1	735
738							1	738
740							1	740
742							1	742
748							1	748
760					1	760		
769	1	769						
771	1	771						
775					1	775		
780					1	780		
787					1	787		
796					1	796		
800					1	800		
802			1	802				
830					1	830		
835					1	835		
837					1	837		
846					1	846		
851					1	851		
859							1	859
870							1	870
880					2	1,760		
892					1	892		
904					1	904		
908			1	908				
911					1	911		
917							1	917
918					1	918		
929	1	929						
940					1	940		
950					1	950		
960							1	960
977	1	977						
985					1	985		
990					1	990		
994							1	994
997					1	997		
1,013					1	1,013		
1,022					1	1,022		
1,029					1	1,029		
1,035	1	1,035			1	1,035		
1,041			1	1,041				
1,053					1	1,053		
1,054					1	1,054		
1,111					2	2,222		
1,118					1	1,118		
1,124					1	1,124		
1,160					1	1,160		
1,170					1	1,170		
1,172	1	1,172						
1,180					2	2,360		
1,189					1	1,189		
1,203					1	1,203		
1,206					2	2,412		

APPENDIX A—*Continued.*

No. (A) 18.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—*Concluded.*

WELLAND CANAL—*Concluded.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Number.	Number.	Total Tonnage.	Number.	Total Tonnage.
1,267	1	1,267						
1,319					1	1,319		
1,425					1	1,425		
1,441					1	1,441		
1,547					1	1,547		
1,548					1	1,548		
1,550					1	1,550		
1,553					1	1,553		
Total.....	83	20,972	57	14,868	108	70,280	86	36,701

APPENDIX A—*Continued.*

No. (A) 19.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1894.

ST. LAWRENCE CANALS.

	CANADIAN.				UNITED STATES.			
	Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	30	240	17	136	5	40		
10	14	140	8	80	1	10		
15	9	135	4	60	1	15		
20	6	120	8	160	4	80		
25	13	325	3	75				
30	10	300	3	90	1	30	1	30
35	6	210			2	70		
40	9	360	10	400	2	80	3	120
45	1	45	3	135				
50	5	250	11	550	4	200		
55	5	275	1	55				
60	7	420	15	900			1	60
65	1	65	6	390			2	130
70	3	210	5	350	2	140		
75	3	225	3	225				
80	1	80	10	800			1	80
85	3	255	6	510			6	510
90	3	270	9	810			11	990
95	1	95	14	1,330			44	4,180
100	3	300	29	2,900	1	100	85	8,500
105	5	525	8	840			17	1,785
110	5	550	9	990			7	770
115	2	230	10	1,150	1	115	8	920
120	1	120	8	960			3	360
125	1	125	3	375			1	125
130	2	260	12	1,560				
135			6	810				
140			9	1,260				
145	3	435	12	1,740				
150			18	2,700				
155	1	155	31	4,805				
160	2	320	23	3,680			1	160
165	2	330	14	2,310			1	165
170			7	1,190				
175	1	175	4	700				
180			4	720				
185			3	555				
190			7	1,330	1	190		
195			3	585			1	195
200	4	800	1	200				
205			1	205				
210			2	420				
220			1	220				
225			1	225				
230	1	230	4	920				
235							1	235
250			1	250				
255			1	255				
260			2	520				
265			2	530	1	265		
270			1	270			1	270
280					1	280		
290			3	870				
295							2	590
300			3	900			2	600

APPENDIX A—*Concluded.*

No. (A) 19.—STATEMENT of the Number and Tonnage of all kinds of Vessels, &c.—*Concluded.*

ST. LAWRENCE CANALS—*Concluded.*

	CANADIAN.				UNITED STATES.			
	Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
305	1	305	4	1,220	1	305	1	305
310			3	930				
315			2	630				
320	1	320	3	960			3	960
325	1	325	2	650				
330			1	330				
335	1	335	3	1,005			1	335
340			4	1,360			1	340
345	1	345	5	1,725			1	345
350			2	700				
360	1	360	2	720				
365			3	1,095				
370			2	740				
375			2	750				
390			1	390				
400	1	400						
405	1	405						
415			2	830				
435	1	435	1	435			1	435
440			1	440			1	440
445			1	445				
450			1	450				
455	1	455						
465			1	465				
475			1	475			1	475
490			1	490				
495							1	495
500	1	500	1	500				
510	2	1,020						
520			3	1,560				
545	2	1,090	2	1,090				
570			1	570				
580	1	580						
585			1	585				
590	1	590	1	590				
595	1	595						
600	1	600						
630			1	630				
680	1	680						
685			1	685				
695	1	695						
715	1	715						
775	1	775						
780			1	780				
805			1	805				
1,185	1	1,185						
1,485	1	1,485						
Total..	188	22,770	440	69,031	28	1,920	210	24,905

APPENDIX A—*Continued.*

No. (A) 20.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the season of Navigation in 1894.

RIDEAU, OTTAWA AND CHAMBLY.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
8	45	360	35	280	8	64	2	16
10	10	100	18	180	5	50		
15	11	165	10	150	3	45		
20	9	180	3	60	4	80	1	20
25	8	200	3	75			1	25
30	6	180	1	30				
35	1	35	3	105				
40	5	200	5	200	1	40		
45			1	45				
50	4	200	7	350			2	100
55	3	165	2	110				
60	2	120	5	300			1	60
65							2	130
70			1	70	1	70	1	70
75	4	300	4	300			4	300
80	2	160	6	480			1	80
85	1	85	3	255			8	650
90	1	90	5	450			23	2,070
95			3	285			87	8,265
100	1	100	9	900			164	16,400
105			5	525			36	3,780
110			6	660			20	2,200
115			3	345			15	1,725
120	2	240	3	360			9	1,080
125	1	125	6	750				
130			4	520				
135			2	270				
140	1	140	5	700				
145	2	290	12	1,740				
150			12	1,800				
155	1	155	30	4,650				
160			17	2,720				
165			13	2,145				
170			5	850				
175			2	350				
180			2	360				
185			2	370				
190			1	190				
195			1	195				
200	1	200	1	200				
230	1	230						
260			1	260				
325	1	325						
335	1	335						
345	1	345						
400	1	400						
Total...	126	5,425	257	24,585	22	349	377	37,001

APPENDIX A—*Concluded.*

No. (A) 21.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1894.

WELLAND CANAL.

CANADIAN.								UNITED STATES.							
Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.	Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,267 tons...	33	18,370	1	250 to 1,041 tons..	26	12,084	1	250 to 1,553 tons..	85	69,541	1	250 to 994 tons...	74	35,752
2	200 " 249 " ...	4	870	2	200 " 249 " ..	3	635	2	200 " 249 " ..	.....	.....	2	200 " 249 " ..	2	440
3	150 " 199 " ...	2	325	3	150 " 199 " ..	6	1,060	3	150 " 199 " ..	1	190	3	150 " 199 " ...	.....	.....
4	100 " 149 " ...	1	135	4	100 " 149 " ..	3	400	4	100 " 149 " ..	1	115	4	100 " 149 " ...	3	340
5	50 " 99 " ...	5	355	5	50 " 99 " ..	5	340	5	50 " 90 " ..	2	125	5	50 " 99 " ...	1	65
6	Under 50 " ...	38	917	6	Under 50 " ..	14	349	6	Under 50 " ..	19	309	6	Under 50 " ...	6	104
	Total.....	83	20,972		Total.....	57	14,868		Total.....	108	70,280		Total.....	86	36,701

ST. LAWRENCE CANALS.

1	250 to 1,485 tons...	25	14,195	1	250 to 805 tons...	74	28,625	1	250 to 305 tons...	3	850	1	250 to 495 tons...	16	5,590
2	200 " 249 " ...	5	1,030	2	200 " 249 " ...	10	2,190	2	200 " 249 " ...	.....	.....	2	200 " 249 " ...	1	235
3	150 " 199 " ...	6	980	3	150 " 199 " ...	114	18,575	3	150 " 199 " ...	1	190	3	150 " 199 " ...	3	520
4	100 " 149 " ...	22	2,545	4	100 " 149 " ...	106	12,585	4	100 " 149 " ...	2	215	4	100 " 149 " ...	121	12,460
5	50 " 99 " ...	32	2,145	5	50 " 99 " ...	80	5,920	5	50 " 99 " ...	6	340	5	50 " 99 " ...	65	5,950
6	Under 50 " ...	98	1,875	6	Under 50 " ...	56	1,136	6	Under 50 " ...	16	325	6	Under 50 " ...	4	150
	Total	188	22,770		Total	440	69,031		Total	28	1,920		Total	210	24,905

1	250 to 400 tons....	4	1,405	1	250 to 260 tons...	1	260	1	250 to — tons...	.....	.....	1	250 to — tons...	.....	.....
2	200 " 249 "	2	430	2	200 " 249 " ...	1	200	2	200 " 249 " ...	.....	.....	2	200 " 249 " ...	.....	.....
3	150 " 199 "	1	155	3	150 " 199 " ...	85	13,630	3	150 " 199 " ...	.....	.....	3	150 " 199 " ...	.....	.....
4	100 " 149 "	7	895	4	100 " 149 " ...	55	6,770	4	100 " 149 " ...	.....	.....	4	100 " 149 " ...	244	25,185
5	50 " 99 "	17	1,120	5	50 " 99 " ..	36	2,600	5	50 " 99 " ...	1	70	5	50 " 99 " ...	129	11,755
6	Under 50 "	95	1,420	6	Under 50 " ...	79	1,125	6	Under 50 " ...	21	279	6	Under 50 " ...	4	61
	Total.....	126	5,425		Total	257	24,585		Total	22	349		Total	377	37,001

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1895.

R. DEVLIN,
Compiler of Canal Statistics.

CANALS

CONSOLIDATED

Sec. 1.

No. 22.—RATES OF TOLLS ON THE CANALS OF WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS.

(O. C., April 18, 1873.)

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals, and St. Ann's Lock, each way.	Ottawa to St. Johns each way.	Murray Canal, each way.
Class No. 1.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Vessel, steam.....per ton.	0 01½	0 01½	0 02¼	0 00¾	0 00¾	0 01½	0 00⅝	0 01⅛	0 3/32
do sail and other.....	0 02¼	0 02¼	0 03¾	0 01½	0 01¼	0 02¼	0 01	0 02⅝	0 1/16
Class No. 2.									
Passengers, 21 years of age and upwards....	0 10	0 10	0 20	0 10	0 05	0 08	0 02½	0 09¾	0 1¼
Passengers, under 21 years each.....	0 05	0 05	0 10	0 05	0 02	0 04	0 01¼	0 04½	0 0⅝
Class No. 3.									
Bricks, cement and water lime....									
Clay, lime and sand.....									
Brimstone.....									
Corn.....									
Flour.....									
Iron, railway.....									
do pig.....									
do all other, including steel (O.C., Feb. 1, 1888).....	15	0 20	0 20	0 15	0 10	0 07	0 06	0 19¾	0 1⅞
Plaster, gypsum.....									
Salt.....									
Salt meats or fish, in barrels or otherwise...									
Agricultural products, vegetable, not enumerated.....									
Agricultural products, animal, not enumerated.....									
Stone, for cutting.....									
Wheat.....									
Class No. 4.									
All other articles, not enumerated.....	0 15	0 20	0 20	0 20	0 10	0 26	0 14	0 29	0 2½

REVENUE

TARIFF OF TOLLS

THE DOMINION OF CANADA, 1894.

TRENT VALLEY CANALS.

(O. C., July 25, 1888.)

1st Section.	2nd Section.	3rd Section.	4th Section.	Through.	Peterborough to Hastings, each way.
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	Tolls Chargeable at Peterborough and Hastings.
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Bobcaygeon.	Tolls Chargeable at Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
0 00 3/16	0 00 3/16	0 00 3/16	0 00 3/16	0 00 3/4	0 00 3/16
0 00 1/4	0 00 1/4	0 00 1/4	0 00 1/4	0 01	0 00 1/4
0 01	0 01	0 01	0 01	0 04	0 01
0 00 1/2	0 00 1/2	0 00 1/2	0 00 1/2	0 02	0 00 1/2
0 01	0 01	0 01	0 01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

RATES OF TOLLS

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS.

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. Johns, each way.	Murray Canal, each way.
Class No. 5.									
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19¼	0 01⅞
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03⅓	0 00½
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03½	0 00½
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05	0 17½
Firewood, per cord, in vessels	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23	0 02½
do do rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30¼	0 03⅛
Hoops	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30	0 02½
Masts and spars, telegraph poles, per ton of 40 cubic feet, in vessels	0 15	0 15	0 15	0 05	0 05	0 08	0 07	0 13¼	0 00⅝
Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts	0 20	0 20	0 20	0 10	0 10	0 15	0 10	0 22½	0 01¼
Railway ties, in vessels, each	0 01	0 01	0 01	0 00½	0 00½	0 00¾	0 00⅝	0 01⅜	0 00 1/16
do rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02¼	0 00⅛
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in vessels	0 30	0 30	0 30	0 15	0 10	0 11¼	0 06¾	0 20	0 01⅞
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in rafts	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36½	0 03¾
Square timber, per M. cubic feet in vessels	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69	0 12½
do do rafts	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13	0 25
Wagon stuff, woodenware and wood, partly manufactured, per ton of forty cubic feet	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55	0 05
Shingles, per M	0 06	0 06	0 06	0 06	0 04	0 04½	0 02½	0 08	0 00¾
Split posts and fence rails, per M., in vessels	0 40	0 40	0 40	0 40	0 20	0 23	0 12	0 42	0 05
Split posts and fence rails, per M., in rafts	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77	0 10
Saw-logs, each, standard log	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13	0 01
Staves and headings, barrel, per M.	0 40	0 40	0 40	0 20	0 15	0 15	0 10	0 30	0 02½
do do pipe do	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75	0 12½
do do W. India do	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65	0 07½
do do salt barrel, sawn or cut, per M	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06	0 00½
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67½	0 06¾
Hop poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65	0 25
Special Class.									
Gypsum, crude (per O. C., 28th Oct., 1882)	0 15	0 05	.....	0 05	West	ward.	.....	.....	.....
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17½	0 01⅞
Stone, unwrought, corded, and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37½	0 28	0 24	0 77½	0 07½
Kryolite, iron ore or chemical ore	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 11	0 05

ON THE CANALS—*Continued.*

TRENT VALLEY CANALS.

1st Section.	2nd Section.	3rd Section.	4th Section.	Through.	
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	Peterborough to Hastings, each way.
Tolls Chargeable at Fenelon Falls.	Tolls Chargeable to Bobcaygeon.	Tolls Chargeable to Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Peterborough and Hastings.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00⅛	0 00⅛	0 00⅛	0 00⅛	0 00½	0 00⅛
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05½	0 05½	0 05½	0 05½	0 22	0 05½
0 00½	0 00½	0 00½	0 00½	0 02	0 00½
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03½	0 03½	0 03½	0 03½	0 14	0 03½
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
Free.	Free.	Free.	Free.	Free.	Free.

St. Peter's Canal.

Sec. **2**. On each and every vessel passing through the said canal, two cents per ton on the vessel and one cent per ton on the freight, each way. O.C. June 23, 1883. Con. O.C. Oct. 26, 1889, sec. 109.

SPECIAL REGULATIONS RELATING TO TOOLS ON SOME OF THE CANALS.

Sec. **3**. Coal may pass up all canals, except the Welland Canal, free of toll. O.C. June 6, 1869. Con. O.C. Oct. 26, 1889, sec. 83.

Sec. **4**. Logs, lumber or other produce may pass free of toll down the Chippawa Creek, between the Aqueduct and Port Robinson. O.C. May 18, 1863. Con. O.C. Oct. 26, 1889, sec. 84.

Sec. **5**. (*a*) In view of the dam constructed across the Ottawa River at Carillon whereby the passage of the rapids at that point through the river is rendered difficult and at times impracticable, it appears necessary, owing to the continued difficulty attending passage through the slide built in the dam, that the Canal should be used by rafts, and until otherwise ordered, free passage be given to rafts through the Carillon Canal, subject to such regulations as the Department of Railways and Canals may find necessary in the interest of the traffic of the Canal to adopt. O.C. July 6, 1888.

Sec. **5**. (*b*.) "Save in cases for which special permission may be given the Grenville Canal is closed to the passage of rafts, or of any portion of a raft of any kind whatever." O.C. June 27, 1890.

Sault Ste. Marie Canal.

Sec. **6**. All vessels and freight shall be permitted to pass through the Sault Ste. Marie Canal free of toll upon such vessels and freight, until otherwise ordered.

Sec. **7**. (*a*.) All goods having paid full toll through the whole line of the St. Lawrence Canal, or through the Lachine Canal, Ste. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if tolls have been paid at the Chambly Canal such toll shall be refunded at Montreal or Kingston Mills; and having paid full tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Locks, the Lachine Canal and Chambly Canal; provided always:—That the articles to be entitled to the above exemptions shall go downwards through the whole length of the canal to Montreal or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canals, to Lake Ontario.

(*b*.) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 86.

Sec. **8**. Goods shipped to any port west of the St. Lawrence Canals, tolls upon which have already been paid for passage through such canals, may be re-shipped from such ports and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance. O. C. June 23, 1883. Con. O. C. Oct. 26, 1889, sec. 87.

9. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

10. No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of $30 a season "Let-Pass," which will pass them up and down the canals as often as desired. O. C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 86.

Sec. **11**. All vessels owned or chartered by persons having contracts for the enlargement or repair of any of the canals, and employed by them in removing earth or carrying materials necessary for the prosecution of such works, shall be entitled to pass through such canals free of toll upon such vessel and cargo. O.C. April 22, 1884. Con. O.C. Oct. 26, 1889, sec. 35.

Sec. **12**. Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever. O.C. May 18, 1891.

HARBOUR DUES.

Sec. **13**. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889.

WAY RATES.

Sec. **14**. The following way rates are to be levied on vessels and property passing the several subdivisions of the canals :—

Welland Canal.

	Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way	½
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne	⅝
3. From Dunnville to Port Colborne	½
4. From Thorold to St. Catharines or Port Dalhousie	½
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places	⅜
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson	⅜
7. From Port Robinson to Allanburg or Thorold	⅜
8. From Port Robinson to St. Catharines or Port Dalhousie	½
9. From St. Catharines to Port Dalhousie	⅛
10. From Dunnville to Maitland	¼
11. From Port Robinson through the Lock and Chippawa Cut	¼
12. From Port Colborne to Port Maitland	½
13. From Chippawa Cut through Lock to Port Robinson	¼
14. From Colborne, Dunnville, Maitland and Marshville to Thorold	⅝
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines	⅝
16. Through the Chippawa Cut only	⅛
17. Through the Port Robinson Lock only	⅛

St. Lawrence Canals.

Sec. **15**. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Chambly Canal.

	Rate.
Sec. **16**. Vessels and property passing from Sorel to Chambly, to pay	⅛
Vessels and property passing from Chambly to St. Johns, to pay	⅛

Ottawa Canals.

Sec. **17**. The navigation is divided into three sections, viz., Grenville, Carillon and St. Ann's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Rideau Canal.

Sec. **18**. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds. O. C. April 18, 1873. Con. O. C. Oct. 26, 1889, secs. 77, 78, 79, 80 and 81.

Tay Canal to be part of the Rideau Canal and the following rates of tolls to be levied upon the said Tay Branch of the Rideau Canal system, viz.:—

Perth to Smith's Falls, one section, or one-third of Rideau Canal rates, each way.

Perth to Kingston, 2 sections, two-thirds Rideau Canal rates, each way.

Perth to Ottawa Basin, 2 sections, two-thirds Rideau Canal rates, each way.

Perth to River Ottawa, 3 sections, full Rideau Canal rates, each way. O.C. Sept. 27, 1890.

General.

Sec. **19**. (*a.*) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(*b.*) The passing of saw-logs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management. O.C. April 18, 1873. Con. O.C. Oct. 26, 1889, sec. 82.

Sec. **20**.—STANDARD FOR ESTIMATING WEIGHTS, FOR CANAL TOLLS.

—	Tons.	—	Tons.
2,000 lbs. avoirdupois	1	Stone, 12 cubic feet	1
Per M. is per thousand feet		Stone, 1 cord	7½
Per Mille is per thousand pieces		Whiskey, 4 barrels or 215 gallons	1
Green fruit, 9 barrels are	1	Empty barrels, 10	1
Ashes, 3 barrels are	1	Barrel hoops, 10 mille	1
Bark, 4 cords	1	Board and other sawed lumber, 600 feet board measure	1
Beef, 7 barrels	1	Boat knees, 4	1
Biscuit and crackers, 9 barrels	1	Firewood, 1 cord	3
Bricks, common, 1,000	2	Hop poles, 60 or 40 cubic feet	1
Butter, 22 kegs or 7 barrels	1	Shingles, 12 M. or bundles	1
Cattle, 3	1	Split posts and fence rails, 1 mille	1
Cement and water lime, 7 barrels	1	Staves and headings, pipe, 1 mille	8
Fire bricks, 1,000	3	" " W. India, 1 mille	4
Fish, 7 barrels	1	" " barrel, 1 mille	2½
Flour, 9 barrels	1	" " salt barrel, 1 mille	0½
Gypsum and manganese, 6 barrels	1	Saw-logs, standard, 1	0⅛
Horses, 2	1	Square timber, 50 cubic feet	1
Lard and tallow, 7 barrels or 22 kegs	1	Telegraph poles, 10, or 40 cubic feet	1
Liquors and spirits, 215 gallons	1	Masts and spars, 40 cubic feet	1
Liquors, all others, 215 gallons	1	Railroad ties, 16, or 50 cubic feet	1
Nuts, 9 barrels	1	All other woodenware, or partly manufactured wood, 40 cubic feet as per tariff	1
Oysters, 6 barrels	1	Traverses, 40 cubic feet, or 5 pieces	1
Pork, 7 barrels	1	Floats, 50 lineal feet	1
Salt, 7 barrels	1		
Seeds, 9 barrels	1		
Sheep, 20	1		

NOTE.—By the Weights and Measures Act, chapter 104 of the Revised Statutes of Canada, section 14, all the following named articles are to be estimated by the cental of 100 lbs.

The weight equivalent to a bushel being as follows:—Wheat, 60 lbs.; Indian corn, 56 lbs.; rye, 56 lbs.; pease, 60 lbs.; barley, 48 lbs; oats, 34 lbs.; beans, 60 lbs.; clover seed, 60 lbs.; timothy seed, 48 lbs.; buckwheat, 48 lbs.; flax seed, 50 lbs.; blue grass seed, 14 lbs.; hemp seed, 44 lbs.; malt, 36 lbs.; castor beans, 40 lbs. potatoes, turnips, carrots, parsnips, beets and onions, 60 lbs.; bituminous coal, 70 lbs.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. **21**. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal Basin :—

			Cents.
Wheat and other grain, per week,		per bushel	1
Meal	do	per barrel	4
Pork, beef, butter and lard	do	do	5
Muscovado sugar	do	per hhd., 10 cents, per brl	5
Liquors	do	per pipe, 15 cents, per pun	12
	do	per hhd., 10 do per qr. cask	7
Iron (bars)	do	per ton	24
Iron (pig)	do	do	12
Salt, except at the St. Gabriel sheds	do	per 100 minots	36
Salt at the St. Gabriel sheds, Montreal, after the first 48 hours	do	per bag	½
Bales, crates, cases, &c.	do	per ton weight or measurement	24
Coals	do	per chaldron	12

Sec. **22**. (*a.*) No charge shall be made for property stored in the sheds at the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected :

(*b.*) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(*c.*) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(*d.*) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(*e.*) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(*f.*) All dues for storage shall be paid before the removal of the property. O.C. Aug. 21, 1846, Oct. 28, 1846. Con. O.C. Oct. 26, 1889, sec. 90 and 91.

Flour.

Sec. **23**. (*a.*) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(*b.*) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of exemption.

(*c.*) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(*d.*) Any part of a day shall be considered as one day. O.C. May 31, 1856. Con. O.C. Oct. 26, 1889, sec. 92.

WHARFAGE DUES ON COAL FOR LOCAL CONSUMPTION IN MONTREAL.

Sec. **24**. Coal for local consumption in Montreal, landed on canal property between Montreal harbour and Cote St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal harbour, shall be charged wharfage dues at the rate of five cents a ton.

Coal screenings shall be charged 3 cents a ton. Con. O.C. Oct. 26, 1889, sec. 93. O.C. May 18, 1892.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARFS AND BANKS OF LACHINE CANAL.

Sec. **25**. The following rates of tolls shall be collected as herein mentioned, that is to say:—

(*a.*) Firewood landed on wharfs or banks of the Lachine Canal, or in boats, barges or other craft occupying any of the basins between Wellington Street bridge and Lock No. 3, four cents per cord, and for every day the wood is allowed to remain in either the canal or basin, or on the wharfs or banks after the first five days, an additional charge of four cents per cord. O.C. Aug. 7, 1860. Con. O.C. Oct. 26, 1889, sec. 94.

(*b.*) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharfs at Lachine, and the Lachine Canal and basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul, and at Lachine. O.C. Jan 27, 1862. Con. O.C., 1889, sec. 94.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. **26**. Whereas under existing regulations for the collection of canal tolls, eastern bound vessels having paid the charges one way in full through the Welland Canal are chargeable one section canal toll if re-entering the Lachine Canal;

And whereas vessels loaded with grain destined for the Montreal harbour frequently unload only part of their cargoes on board sea-going vessels in that harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the canal basins;

It is ordered, that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O.C. Aug. 8, 1878. Con. O.C. Oct. 26, 1889, sec. 95.

PHOSPHATES.

Sec. **27**. Whereas vessels laden with grain for delivery in Montreal harbour frequently carry also deck-loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry;

It is ordered, that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal harbour, for the purposes of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section; it being, however, provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessels on their passing out of the canal a second time. O.C. July 12, 1881. Con. O.C. Oct. 26, 1889, sec. 96.

WHARFAGE DUES IN ALL BASINS OF THE LACHINE CANALS ON SEA-GOING VESSELS

Sec. **28**. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basin of said canal, and of the revenue that may be derived from their use.

All property delivered or received by sea-going vessels in the Lachine Canal basins at Montreal (except the old lower basin) shall be charged wharfage dues as follows:—

	Per Ton.
All goods, wares and merchandise, not elsewhere specified	25 cts.
Hay, straw, pig and scrap iron, pot and pearl ashes	20 cts.
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine	15 cts.
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt	10 cts.
Coal and coke, grain and seeds of all kinds	7½ cts.
Special—Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie	Free.
Coal screenings	3 cts.

Each entry shall pay not less than five cents.

All property landed on the canal wharfs for reshipment, or transhipped in canal waters shll pay one wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine Canal, and which is reshipped from the wharfs or vessels into sea-going vessels shall pay wharfage dues equal to one section of canal tolls, viz., 3¾ cents per 1,000 feet board measure. O. C. Jan. 26, 1883. Con. O. C. Oct. 26, 1889, secs. 98, 99, 100 and 101. O. C. May 18, 1892.

Sec. **19.**—*Standard for Estimating Weights.*

Ashes, pot or pearl	3 brls. to 1 ton.
Apples, flour, meal, potatoes	9 do 1 do
Fish, meats, pitch, tar	7 do 1 do
Horses	2 to 1 ton.
Neat cattle	3 to 1 do
Sheep	15 to 1 do
Swine	10 to 1 do

O. C. April 1, 1881. Con. O. C. Oct. 26, 1889, sec. 102.

TOLLS ON FLOATED TIMBER, &C., ENTERING THE BASIN AT LACHINE.

Sec. **30.** The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal :—

Kinds of Timber.	For receiving Timber, &c., to include use of basin and wharf for 1 month.	For each succeeding month during the season of navigation.	For wintering in basin or on wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12 x 12, per M. cubic feet	25	20	35
Timber, round or flatted, of all kinds, under 12 x 12, per M. lineal feet	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M. feet board measure	3	2	3
Saw-logs, 12 feet long, if longer, in same proportion per log	1	½	2
Floats, per 100	10	5	10
Traverses, per 100	10	5	10
Fence posts and rails, per M	10	5	10
Staves, barrel, per M	8	4	8
do pipe do	8	4	8
do West India, per M	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharfs in canal basin at Lachine	3	.....	

Note.

Sec. **31.** (*a.*) No allowance shall be made for fractional parts of a month or winter season.

(*b.*) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintending engineer may direct.

(*c.*) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 8, 1860. Con. O. C. Oct. 26, 1889, secs. 103 and 104.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. **32.** The following rates per ton shall be charged for wintering vessels in the Lachine Canal, viz.: For each boat, barge, scow or other vessels of ten tons measurement or under, seventy cents per vessel for the entire winter, and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879. Con. O. C. Oct. 26, 1889, sec. 97.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. **33.** The winterage dues for vessels wintering in the canal basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows :—

In canal basin, Ottawa,	steamers	per season	.....	$ 8.00
do do	barges	do	.....	4.00
Inside locks do	steamers	do	.....	50.00
do other stations	do	do	.....	15.00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to government property by fire. O. C. March 19, 1887. Con. O. C. Oct. 26, 1889, sec. 105.

CHARGES FOR WINTERING VESSELS IN THE OTTAWA RIVER CANALS AND LOCKS.

Sec. **34.** The charge for vessels wintering on the Ottawa River canals and locks, and the same is hereby prescribed accordingly, namely :—

In Carillon Canal,	steamers, per	season	.....	$ 8.00
do	barges	do	.....	4.00
Grenville Canal,	steamers	do	.....	8.00
do	barges	do	.....	4.00
Inside locks, Ste. Anne, Carillon and Grenville Canals, steamers, per season			.....	25.00
Inside locks, Culbute Canal, per season			.....	15.00

Such security against damage by fire to be taken by way of bond, as in the opinion of the Minister of Railways and Canals may seem desirable. O. C. Oct. 14, 1892.

Sec. **35.** No charges to be made for vessels wintering outside the locks of any government canal. O. C. Dec. 12, 1889.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. **36** (*a.*) Persons using the banks of the Lachine Canal as a site for the repair of their vessels shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be

occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with existing canal regulations.

(*b*) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the Canal Regulations. O. C. March 5, 1880. Con. O. C. Oct. 26, 1889, sec. 106.

Sec. **37.** Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

(*a*) Repairs shall only be executed at such points as may be indicated and approved by the superintending engineer:

(*b*) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month or fraction of a month the vessel may remain.

(*c*) In cases, however, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues), the period covered being from the 1st November to the 1st June, inclusive.

(*d*) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(*e*) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period, pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(*f*) All charges shall be payable at the collector's office in advance on first day of each month.

(*g*) These rules shall be understood as applying to all cases where the canal bank is used in any manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881. Con. O. C. Oct. 26, 1889, sec. 107.

DRY DOCK CHARGES.

Trent Valley Canal.

Sec. **38.** The following tolls and dues shall be charged for the use of the dry dock at Bobcaygeon, and of any of the locks on the Trent Valley Canal, during the winter or other shorter period:—

For Vessels	Wintering.	Per day.	Per week.
Over 15 tons	$30.00	$4.00	$12.00
15 tons and under	$20.00	3.00	10.00

(O. C. Oct. 31, 1890.)

Rideau Canal.

Sec. **39.** The following tariff of tolls and regulations shall be, and the same are hereby established for the use of the dry dock on the Rideau Canal at Ottawa:—

(1) Steamers entering dock	$8.00
Each day or portion of a day after day of entrance	2.50
(2) Barges entering dock	5.00
Each day or portion of a day after day of entrance	2.50
(3) Steam yachts or launches	5.00
Each day or portion of a day after day of entrance	2.50
(4) Boats wintering in the dry dock from the close to the opening of navigation	50.00
For every day such boat remains in the dock after the opening of navigation	8.00

(5) No vessel of any class shall be in the dock over six days after notice is given in writing by the lockmaster that the dock is required for another vessel unless a satisfactory agreement between all parties interested is arrived at.

(6) All entrance and discharge of vessels are covered by entrance fee.

(7) All drying off of vessels of all classes in the locks at Ottawa or Hartwell's during the season of navigation is prohibited unless for special reasons.

The owners of vessels of all classes to render the required assistance to open and close the gate under the supervision of the superintending engineer.

Vessel owners to supply all blocks, &c., to shove their boats up to make the necessary repairs, and all refuse to be properly cleared out to the entire satisfaction of the lockmaster before leaving the dock.

(O.C. Dec. 28, 1893.)

Sec. **40.** The use of horses for towage purposes between the lower entrance of the Cornwall Canal and lock No. 20, be prohibited during the works of enlargement of that portion of the Cornwall Canal.

(O.C. Aug. 20, 1890.)

Sec. **41.** As the prohibition of the use of horses for towing purposes, between the lower entrance of the Cornwall Canal and Lock No. 20 during the progress, of the works of canal enlargement, has entailed the use of tugs and consequently expenses to the parties concerned, that all tugs, used solely for the purpose of towing on the section in question, be permitted to pass free of toll, up and down the canal between the lower entrance of the canal and lock No. 20, until the completion of the enlargement of the works on that section. (O. C. Sept. 27, 1890.)

SPECIAL RATES FOR SEASON OF 1894 ONLY.

Sec. **42.** For season of 1894, the canal tolls for the passage of the following food products:—Wheat, Indian corn, pease, 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 tolls of ten cents per ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals. O. C. April 16 1894.

Sec. **43.** That for the current season of navigation of 1894 only in the case of steamers specially charted for the conveyance of excursion parties going and returning the same day, a reduction amounting to one-half of the usual tolls, be allowed for passage through the government canals. O. C. May 28, 1894.

APPENDIX No. 17.

MEMORANDUM ON RAILWAY PROGRESS IN THE DOMINION OF CANADA AND ITS BENEFICIAL EFFECT ON THE ECONOMIC DEVELOPMENT OF THE COUNTRY, MORE PARTICULARLY IN THE PROVINCES AND TERRITORIES WEST OF LAKE SUPERIOR.

By the Hon. Sir CHARLES TUPPER, Baronet, G.C.M.G., C.B.,

HIGH COMMISSIONER FOR CANADA IN LONDON, FORMERLY MINISTER OF RAILWAYS AND CANALS, MINISTER OF FINANCE OF THE DOMINION OF CANADA, ETC., ETC.

(See the accompanying Map of the Railway System of Canada.)

The endeavour to trace in the history of the development of Canada the proportion of its advance fairly attributable, directly, to the extension of its railway system, is a matter of difficulty, in view of the exceptional facilities for communication by water which the country possesses, and which, even in the present day, must be regarded as a main factor of its commercial prosperity. A water way which extends from the mouth of the River St. Lawrence to Port Arthur at the head of Lake Superior, a distance of 2,260 miles (3,637 kilometres) made navigable by a system of canals, has constituted an independent element of advancement which must be considered in dealing with the general question, while immense internal rivers and innumerable lakes have borne in the past, and still bear, their share in the progress of the country. *The proximity of these water ways, however, formed the limitation to general settlement.*

It is not until the vast extent of territory west of Lake Superior is reached, that the paramount importance of railway communication, if these great fertile plains and valleys are ever to be utilized for the public good, is realized. The extent of this section may be understood from the single statement that it has required the construction of 2,257 miles (3,632 kilometres) of railway to span the distance between Lake Superior and the waters of the Pacific.

But though this generous and ready means of water communication exists, it exists only for the warmer portions of the year, and for the long winter months, from the end of November to the end of March, the whole interior of the country would be in a state of isolation, and trade would be dormant or paralysed were it not for the railways, which now, from east to west, with their ramifications to the north and south, pierce the country in every direction, collecting and distributing the products of the forest, the field, and the factory, through the length and breadth of the land, and giving ready access to and from all the centres of population, without heed to the restrictions and barriers of the winter climate. For Canada, in a greater degree than for any other country, the presence of the railway is for this reason absolutely essential to the maintenance of its prosperity and the continuance of its growth.

Important Epochs.

For the purpose of briefly indicating the beneficial effects produced in this country by railway construction, it will be well, perhaps, to glance at Canada's position at three or four epochs, bearing in mind always that the results shown are not in all cases clearly defined or definable as direct results of railway enterprise,

and that other causes may have been at work contemporaneously to produce them: to the railway nevertheless is unquestionably due a large and perhaps the largest share of the present status.

These epochs may be the following:

1st. The commencement of railway construction in Canada in 1836.

2nd. The completion of the Grand Trunk Railway from Rivière du Loup to Sarnia, in 1860.

3rd. The Confederation of Canada, in 1867.

4th. The completion of the Intercolonial Railway main line from Halifax to Lévis, in 1876.

5th. The commencement, in 1877, and the completion, in 1886, of the Canadian Pacific Railway main line from Montreal to the Pacific.

6th. The present date, 1894-1895.

It must be remembered that Canada, as at present constituted, is of recent birth, the following being the dates of important changes. From 1791 to 1841 four distinct divisions exist with separate governments, laws and archives, viz.:—Nova Scotia, New Brunswick, Lower Canada (now Quebec) and Upper Canada (now Ontario.) In 1841 Upper and Lower Canada were united under the name of the province of Canada, In 1867 the confederation of these four provinces occurred; since which date the gathering of statistical information is less difficult. In 1870 the North-west Territories were acquired and the province of Manitoba was created. In 1871 British Columbia and in 1873 Prince Edward Island joined the Dominion.

First Railway Built.

The first railway enterprise in the country was the construction of a short section of road, 46 miles long, between Laprairie and St. Johns, in what is now the province of Quebec but at that time called Lower Canada. This was opened in July, 1836, with horse traction, locomotive power being adopted the following year. It was part of the Montreal and Champlain Railway, which was completed in 1851, giving communication between Caughnawaga, on the south side of the River St. Lawrence, above Montreal, and Rouse's Point near the boundary line of the United States.

Between 1837 and 1850 but little was done in the direction of railway works, there being in the year 1847 only 54 miles (87 kilometres) of railway in operation, all in Lower Canada. The principal means of communication was by water, which was made available by the construction of the system of canals on the River St. Lawrence, opened in 1848, the Welland Canal, giving access from Lake Ontario to Lake Huron, having been opened in 1829.

Grand Trunk Railway commenced.

The decade between 1850 and 1860, however, was one of considerable activity. It saw the commencement, in 1852, and completion, in 1860, of the Grand Trunk Railway system, a total of 872 miles (1,403 kilometres) in Canada; the main line extending from Rivière du Loup, on the east, to Sarnia on the Detroit River, the western limit.

The portion between Montreal and Toronto was completed and opened by the middle of 1856, while by the construction of the Victoria Bridge over the St. Lawrence, opened in December, 1859, direct railway communication was had with the southern terminus of the line at the harbour of Portland, in the state of Maine, U.S.

Intercolonial Railway surveys.

In the provinces of Nova Scotia and New Brunswick not much, it is true, was actually done in railway construction, but the importance of a line of railway which

should connect the Canadian Atlantic seaboard with Quebec, a scheme first proposed as early as 1832, was so manifest that in 1836-1837, a survey was made of the country between St. Andrews, on the Bay of Fundy, and Lévis, opposite Quebec, towards the expense of which the Imperial Government contributed £10,000 (250,000 francs). In view of the objections of the United States, based on the unsettled boundary between Canada and the state of Maine, the question was not settled until 1842, when the decision was adverse to Canada, and necessitated a new survey, made in 1844, which, by a considerable detour, avoided the territory in dispute, which had been crossed by the original location.

In New Brunswick, in the year 1852, the railway between St. John and Shediac, on the Gulf of St. Lawrence, was commenced, and was opened for traffic in 1860. The length was 108 miles (174 kilometres).

Meantime, in the province of Nova Scotia a line of railway, commenced in 1854 and completed by the close of 1858, had been constructed between Halifax and Truro, 61 miles (98 kilometres).

This was the nucleus of what is now the Intercolonial Railway.

Railway statistics of 1860.

In the year 1860 a systematic attempt was made for the first time by Government to collect and arrange information respecting railway matters. In that year there were 16 railway companies, operating, in the province of Canada, 1,880 miles (3,026 kilometres), or with the addition of the connecting lines owned by them in the United States, a total of 2,107 miles (3,391 kilometres). Of this total, the cost of 1,974 miles (3,176 kilometres), with equipment, was $97,179,641 (485,898,208 francs) towards which the Government had contributed assistance to the extent of $20,246,247 (101,231,235 francs). In the year 1860, 2,030 miles (3,267 kilometres) earned $6,722,666 (33,613,332 francs), the expenses of their operation being $5,675,511 (28,377,557 francs). The number of passengers was 1,825,755, and 1,459,446 tons (1,459,446 tons met.) of freight were carried; as to freight, however, 5 lines of minor importance, comprising 91 miles (146 kilometres), do not make returns. The average speed of express trains was 24·3 miles (39·1 kilometres) per hour, including stops. The total number of persons employed on all the railways was 6,606. At the end of the year 1859 there were on all the railways 384 locomotives. The Grand Trunk Railway owned 217. The rails were of iron, all single track, and the fuel used for the locomotives was wood.

Intercolonial Railway commenced.

By the Act of 1867 confederating the four separate provinces of Canada, it was an express stipulation that the Intercolonial Railway should be built by the Dominion Government to give the desired connection between the Maritime Provinces and central Canada.

The work was accordingly at once taken in hand, and the railway was completed and in July, 1876, was opened as a through line up to Rivière du Loup, where it joined the section of the Grand Trunk running between that point and Lévis opposite Quebec; the Government purchased this section in 1879. Meantime, in 1871, British Columbia, and in 1873, Prince Edward Island, had been admitted into the Dominion.

By the completion of the Intercolonial Railway and the connections thereby made with the existing systems, direct communication was obtained between the two Canadian Atlantic ports of Halifax in Nova Scotia and Saint John, New Brunswick, and a number of lake ports at the head of Lake Ontario, the head of Lake Erie and on Lake Huron, making connection with the American lines from the west and south and tapping the traffic of the great lakes at various points.

The 1st of July, 1876, therefore, marks the beginning of a new epoch in the railway history of the country, and the statistics of the fiscal year 1875-1876, which closed on the 30th of June, 1876, are of importance for purposes of comparison.

Railway statistics for 1875-1876.

The number of railways in operation at that date was 37, including Government roads (the Intercolonial and the Prince Edward Island Railways) with a total length of 5,157 miles (8,299 kilometres), from which is to be deducted for mileage of the Grand Trunk Railway in the United States, 228 miles (367 kilometres), leaving 4,929 miles (7,932 kilometres) operated in Canada. With the exception of 79 miles (127·8 kilometres) of the Great Western, all were single track lines, 2,373 miles (3,819 kilometres) were laid with steel, 2,758 miles (4,438 kilometres) with iron, and, in the case of one line, 25½ miles (41 kilometres) with wooden rails. The total "paid up capital" of railways in operation and under construction amounted to $333,886,047 (1,669,430,238 francs), of which there was expended by the Dominion Government $60,283,026 (301,415,131 francs).

6,331,757 tons (6,433,065 tons met.) of freight and 5,544,814 passengers were carried. The earnings aggregated $19,358,084 (96,790,420 francs) and the cost of operating $15,802,721 (79,013,607 francs). There were 1,000 locomotives, 773 passenger cars, and 13,647 box freight and cattle cars. The above figures do not include certain short lines operated by coal companies for shipping purposes, of which there were in Nova Scotia 15, aggregating 111 miles (178·6 kilometres).

Besides the railways in operation there was much work of construction in progress, both by Government and by private companies. Published official returns for the previous year show that on the 30th of June, 1875, there were under construction, but not opened, 2,275 miles (3,661 kilometres) of road. These included work on the railway in contemplation to connect Canada west of the great lakes with the waters of the Pacific, which ultimately took completed form under the name of the Canadian Pacific Railway.

General position of railway construction in 1876.

Before considering this great work, and the new epoch which its construction inaugurated, it would be well to note to how limited an extent the interior of the country had so far been touched by railways. A map which accompanied the Departmental Report of 1876, shows, indeed, a through line connecting the principal cities of the Dominion and communicating with American lines to the south and west, but this through line bordered closely on the River Saint Lawrence, and with the exception of a line of the Grand Trunk Railway to Ottawa, about 50 miles (80 kilometres) north on the river, and another about 120 miles (193 kilometres) long, from a point on the main line to the River Ottawa at Pembroke, there was practically nothing to pierce the dense forests with which the interior of the country was covered beyond a few more or less difficult and sometimes impassable roads and paths, and these of but limited extent. Quebec had, it is true, communication by ferry, with the railway across the river, but none to the east, west or north. Montreal had no railway to the north or east, though by means of the Victoria bridge she had ample connection with the south.

This condition of things was, however, being rapidly altered. A line of railway was in course of construction on the north side of the Saint Lawrence between Quebec and Ottawa, and the building of a railway to connect the railway systems of eastern and central Canada with the Pacific (expressly stipulated for as a condition of the entry of British Columbia into confederation) was making progress. Surveys of the whole intermediate country had been simultaneously commenced at either end by parties starting in June and July, 1871.

Position of communication west of the Great Lakes prior to the building of the Canadian Pacific Railway.

A brief glance at the position of traffic communication between Canada East and Canada West of Lake Superior prior to the advent of the railway will be of interest.

Up to the head of Canadian waters on Lake Superior, namely, to Prince Arthur's Landing, Thunder Bay, boats and steamers gave access.

Between Prince Arthur's Landing (now Port Arthur) and the Red River settlement at Fort Garry (afterwards known as Winnipeg), the route followed by the *voyageur*, known "as the old canoe route," constituted the sole means of communication. It utilized the most convenient stretches of water navigation afforded by the rivers and lakes of this region, and over the whole distance of 451 miles (726 kilometres) only eleven short portages, of a total of 8 miles (12·9 kilometres), were rendered necessary. Along this route in 1870, the troops under Colonel, now Lord, Wolseley, were forwarded to suppress a Half-breed and Indian rising in Manitoba. This route, however, proved impracticable for the transportation of emigrants and was abandoned.

Surveys for the Canadian Pacific Railway.

The surveys for the Pacific Railway, commenced in 1871, involved an immense amount of work and extended over several years. The data obtained, however, were of great value, and afforded a mass of information as to the capabilities of the country both in the interior and on the Pacific coast, which has been of much service in its subsequent development. In 1877, the railway was commenced as a public work, but it was soon found advisable that it should be constructed by private enterprise, supplemented by Government aid. It was, accordingly, placed in the hands of a company, the Canadian Pacific Railway Company, in 1881, the contract calling for completion in 1891. In aid of the work, the Dominion gave $25,000,000 (125,000,000 francs) in money and 25,000,000 acres (10,116,600 hectares) of land, together with about 640 miles (1,030 kilometres) of completed railway which the Government had then under contract, the cost of which, including the surveys, was some $33,000,000 (165,000,000 francs).

Canadian Pacific Railway commenced and completed.

With this subsidy the company commenced operations, and carried on their works with such energy that the road was built by 1886, five years in advance of the expiry of the time stipulated in the contract, the first through train from Montreal to Vancouver, running in June of that year.

Since that date, the development of railways west of Winnipeg on the part of the company and on the part of other companies, whose enterprises have been rendered possible by the construction of the main line, has been of enormous extent. Far outlying districts in the north and south have been opened up, and the fertile plains of Manitoba and the great North-west, together with the rich valleys and mining districts of British Columbia, have been placed in communication by railway with the Atlantic and Pacific seaboards and with the American railway systems to the south.

Towards this development, and towards the corresponding extension of railway enterprise in the older sections of Canada, the policy of the Dominion, adopted in 1882, of aiding companies by limited grants of money and lands, given under rigid restrictions as to the quality of the work, has largely conduced.

Railway statistics for 1885-1886.

The following general statistics for the year 1885-1886 are full of interest, as marking the position of railway matters in the Dominion at the commencement of the period of through communication from ocean to ocean.

There were 11,523 miles (18,544 kilometres) of track laid, and 10,697 miles (17,215 kilometres) of railway in operation. 10,303 miles (16,581 kilometres) were laid with steel rails. The paid up capital amounted to $653,376,144 (3,266,880,720 francs), in which is included bonuses given and expenditure

made by the Dominion Government to the amount of $124,966,467 (624,832,337 francs). The aggregate of earnings was $33,389,382 (166,946,910 francs), and of working expenses $24,177,582 (120,887,910 francs). The number of passengers was 9,861,024, and of freight 15,670,460 tons (15,921,187 tons met.) were carried.

There were 1,567 locomotives, 1,305 passenger and 23,645 box freight and cattle cars. The lines owned by coal and iron mining companies are not included in the above. Of these, there were in Nova Scotia 113 miles (182 kilometres) owned by 13 companies.

The Canadian Pacific Railway Company, in the year 1886, owned or controlled 4,533 miles (7,295 kilometres) of railway in Canada, of which there were in operation 3,769 miles (6,065 kilometres). The Grand Trunk Railway owned or controlled 2,598 miles (4,181 kilometres).

General position of railway progress from 1886 *to date.*

During the period between 1886 and the present date, railway construction, with all its attendant developments, has actively proceeded year by year. By a tunnel under the River Saint Clair, completed in 1891, the Grand Trunk Company obtained a new link of direct railway communication with the railway systems of Michigan, and by the close of 1890, the government had completed the extension of the Intercolonial to the eastern harbour of Sydney, Cape Breton, increasing to 1,142 miles (1,838 kilometres) the total mileage of that road. By the end of 1888, a direct line of railway had been constructed, giving a shorter route between Montreal and Saint John, New Brunswick, crossing the state of Maine and com municating with Montreal by a new bridge over the Saint Lawrence. This railway is part of the Canadian Pacific Railway system. North from Quebec 242 miles (389 kilometres) of railway have been built, giving access to the fine agricultural district of the Lake Saint John. Northward from Ottawa, another agricultural district of promise is about to be opened up, 56 miles (90 kilometres) of railway having been constructed: further west, a line, of which 25 miles (40·2 kilometres) are built, is about to pierce the district at the head of the River Ottawa: west of Winnipeg, the country to the northward is being opened up by railways touching the main line of the Canadian Pacific. Already one line extends 250 miles (402 kilometres), another 254 miles (409 kilometres), and a third near the eastern slope of the Rocky Mountains, 191 miles (307 kilometres) long, give access to sections of valuable country, while to the south extensive coal districts are being served by more that one road, and connection is made with American railway systems.

In the older provinces of Ontario and Quebec, the southern portions are covered with a network of lines. At the present date six lines of railway centre at Quebec, seven lines at Montreal, seven at Toronto, six at Ottawa, and nine at Winnipeg.

Railway Statistics, 1893–94.

As before observed, the Dominion and Provincial governments and municipalities have largely assisted railway enterprise by grants of money and lands. Up to the end of June, 1894, the Dominion government, apart from the construction of its own roads and aid to the Canadian Pacific, had assisted construction of 71 railways to the extent of over 11¼ million dollars (56,250,000 francs) in cash. The various Provincial governments had assisted railway entreprise to the extent of nearly 30 million dollars (150 million francs) and municipalities nearly 16 million dollars (80 million francs).

In the fiscal year ended on the 30th June, 1894, not including private coal and iron mining companies lines, the number of miles of completed railway was 15,768 (25,376 kilometres), of which 15,368 (25,376) were laid with steel rails: the number of miles in operation was 15,627 (25,250 kilometres). The amount of the paid up capital was 887,975,020 dollars (4,439,875,100 francs). The gross earnings amounted

to $49,552,528 (247,762,640 francs), and the working expenses to $35,218,433 (176,092,165 francs), leaving the net earnings $14,334,095 (71,670,475 francs). The number of passengers carried was 14,462,498 and 20,721,116 tons (21,052,654 tons met.) of freight, about one million tons less than in the previous year. The number of miles run by trains was 43,770,029 (70,439,526 trains-kilometres). The number of controlling companies was 72, besides the two lines, the Intercolonial and the Prince Edward Island owned by the government. The Canadian Pacific Railway Company owned or controlled 6,127 miles (9,860 kilometres), and the Grand Trunk Railway 3,158 miles (5,082 kilometres).

Of the total mileage of track laid, the following shows the share each province had in railway enterprise (omitting fractions of a mile); Ontario, 6,267 miles (10,085 kilometres); Quebec, 3,024 (4,866 kilometres); New Brunswick, 1,396 (2,247 kilometres); Nova Scotia, 825 (1,328 kilometres); Prince Edward Island, 210 (338 kilometres); Manitoba, 1,471 (2,367 kilometres); the Territories, 1,772 (2,852 kilometres), and British Columbia, 800 (1,287 kilometres). Of the freight carried, there were 11,169,833 barrels or 1,112,885 tons (11,306,911 tons met.) of flour, and 100,402,828 bushels or 2,567,594 tons (2,608,676 tons met.) of grain, and 3,609,313 tons (3,667,062 tons met.) of lumber: of live stock 4,245,172 were carried, and 2,921,373 tons (2,968,115 tons met.) of manufactured goods.

The rolling stock operating this traffic comprised 2,002 locomotives, 1,861 passenger cars, 636 baggage mail and express cars, 35,852 freight cars (box and cattle) and 19,603 flat and other cars.

Results of Railway construction.

It remains to indicate, so far as may be done, the effect produced upon the country by the construction of railways throughout its various sections; and for this purpose the statistics afforded by the census returns, those of customs, agriculture, and immigration, the statistics of the post office, of banking institutions, of trade and navigation, and municipal assessments are available. Besides these sources of information, the returns made by the railway companies themselves to the government, already quoted, are of special value.

Census Statistics of 1861 *to* 1891.

First as to the population:

In 1861 the population of Uper Canada (Ontario) was 1,396,091, of Lower Canada (Quebec), 1,111,566, of New Brunswick 252,047, of Nova Scotia 330,857, of Prince Edward Island 80,857. The North-west Territories and British Columbia are not included not being in the Dominion at that date. Manitoba at this time had no separate existence, having been formed out of the North-west Territories in 1870, after their acquisition by the Dominion. Records of population in respect of these three sections of the country are not available but, apart from the Indian tribes, population was practically non existent.

In 1871 the first census of the Dominion was taken.

The population of the country at that time was 3,689,257. It comprised, British Columbia 36,247 (including 25,661 Indians, Manitoba 25,228, New Brunswick 285,594, Nova Scotia 387,800, Ontario 1,620,851, Prince Edward Island 94,021, Quebec 1,191,516, the Territories (covering four districts west from Manitoba to the Rocky Mountains, and embracing an area of 394,981 square miles (763,971 square kilometres), 18,000, the unorganized territories, which comprised 2,076,500 square miles (5,377,927 square kilometres), 30,000.

In 1871, the percentages of the urban and the rural population were as follows: In Ontario, urban 19·4, rural 80·6; Quebec, urban 19·5, rural 80·5; Nova Scotia, urban 14·0, rural 86·0; New Brunswick, urban 24·3, rural 75·7; Manitoba, urban 1·2, rural 98·8; British Columbia, urban 8·9, rural 91·1; Prince Edward Island, urban, 11·5, rural 88·5, the totals for Canada being, urban, 18·8, rural 81·2 the total urban population being 686,019. Of the urban population, Montreal had 107,-

225, Toronto 56,092, Quebec 59,699, Ottawa 21,543. Winnipeg had only 241 inhabitants, and in British Columbia, Victoria had only 3,270, while Vancouver and New Westminster had no existence.

Passing over the census of 1881, that taken in 1891 shows population as follows :—

Total population of Canada 4,833,239, comprising British Columbia, 98,173; Manitoba, 152,506; New Brunswick, 321,263; Nova Scotia, 450,396; Ontario, 2,114,321; Prince Edward Island, 109,078; Quebec, 1,488,535; the four organized districts of "The Territories," 66,799, and the unorganized territories, 32,168. The population is now estimated at 5,000,000.

The percentages of the urban and rural populations in 1891 were as follows :— Ontario, urban 33·2, rural 66·8; Quebec, urban 29·2, rural 70·8; Nova Scotia, urban 21·2, rural 78·8; New Brunswick, urban 19·4, rural 80·6; Manitoba, urban 22·5, rural 77·5; British Columbia, urban 42·5, rural 57·5; Prince Edward Island, urban 13·0, rural 87·0; the Territories, urban 5·6, rural 94·4. For the whole of Canada, urban 28·7, rural 71·3. The aggregate urban population for the whole of Canada was 1,390,910.

Of cities and towns with a population of 100,000 and upwards there were two, Montreal with 216,650, and Toronto with 181,220.

With 25,000 and less than 70,000, there were 7, including Winnipeg, 25,642, a growth of 221·1 per cent for that city in the decade.

With 10,000 and less than 25,000, there were 11, including Vancouver 13,685 and Victoria, 16,841, 184·2 per cent increase for that city.

With 5,000 and less than 10,000 there were 26, including New Westminster, 6,641, 342·7 per cent increase in the decade. There were 46 towns with populations between 3,000 and 5,000, including Springhill, Nova Scotia, 4,813, an increase of 434·7 per cent. Nanaimo, on Vancouver Island, 4,595, an increase of 179·3 per cent. Calgary, Brandon and Portage la Prairie, towns on the western section of the Canadian Pacific Railway had sprung into existence, and had populations respectively of 3,876, 3,778 and 3,363.

Turning to the occupations of the population, there were 408,738 farmers, or with their sons engaged in agriculture, 649,506. This does not include farm labourers.

Of the last total, British Columbia had 5,874, an increase compared with 1881 of 146·7 per cent; Manitoba had 29,014, an increase of 115 per cent; and the Northwest Territories 10,837 as against 1,011 in 1881, an increase of 971·9 per cent.

In 1891 there were 28,537,242 acres (11,547,994 hectares) of improved land against 21,899,180 acres (8,856,763) in 1881, and 17,335,818 acres (7,015,181 hectares) in 1871.

The growth of the industrial interests of the country may be followed in the subjoined table.

	1871.	1881.	1891.
Number of establishments		49,923	75,768
Capital invested	$77,964,020 ($389,820,100 fr.)	$165,302,623 ($826,513,115 fr.)	$353,836,817 ($1,769,184,085 fr.)
Number of employees	187,942	254,935	367,865
Wages paid	$40,851,019 ($204,255,095 fr.)	$59,429,002 ($297,145,010 fr.)	$99,762,441 ($498,812,205 fr.)
Cost of raw material	$124,907,846 ($624,539,230 fr.)	$179,918,593 ($899,592,965 fr.)	$255,983,219 ($1,279,916,095 fr.)
Value of products	$221,617,773 ($1,108,088,865 fr.)	$309,676,068 ($1,548,380,340 fr.)	$475,445,705 ($2,377,228,525 fr.)

In 1891 British Columbia had 770 establishments with an output valued at $11,999,928 (59,999,640 francs); Manitoba 1,031, with an output of $10,155,182 (50,575,910 francs), and the Territories 375, with an output of $1,827,310 (9,136,550 francs).

British Columbia had 59 establishments, each producing to the value of $50,000 (250,000 francs) and over, against 13 establishments in 1881, and 18 producing to the value of $100,000 (500,000 francs) and over against 4 in 1881.

Manitoba had 39 establishments each producing to the value of $50,000 (250,000 francs) and over, against 13 in 1881, and 26 establishments whose output was $100,000 (500,000 francs) and over, against 5 in 1881.

The Territories had 7 establishments each producing to the value of $50,000 (250,000 francs) and over, there having been none in 1881; of these 3 produced to the value of $100,000 (500,000 francs) and over.

Of the total number of establishments in Canada, 1,675 had an output of $50,000 (250,000 francs) and over; 899 of $50,000 to $100,000 (250,000 to 500,000 francs); 776 of 100,000 (500,000 francs), and two produced $1,000,000 (5,000,000 francs) and over.

In 1891 there were 23,552 persons engaged in steam railway employment, of whom 4,201 were locomotive engineers and firemen. There were 13,417 miners, of whom 5,660 were in Nova Scotia, and 4,591 in British Columbia; 12,319 lumbermen and raftsmen, of whom 1,521 were in Nova Scotia, 1,240 in New Brunswick, and 1,119 in British Columbia, and 27,079 fishermen, of whom 14,478 were in Nova Scotia, 2,926 in New Brunswick, and 3,798 in British Columbia.

Statistics of development in other directions can be given for a date considerably more recent than that of the last census, and the following for the year ended on the 30th of June, 1894, will furnish suggestive information almost up to the present date.

Trade and commerce statistics, 1894.

In the year ended on the 30th of June, 1894, the total import and export trade of Canada amounted to (1) $240,999,889 (1,204,999,445 francs), against a total in 1868 of $131,027,532 (655,137,660 francs). Of this the following centres of railway communication had share, in round figures, Halifax, $13,500,000 (67,500,000 francs); St. John, $7,000,000 (35,000,000 francs); Quebec, $8,700,000 (43,500,000 francs); Montreal, $96,400,000 (482,000,000 francs); Toronto, $22,000,000 (110,000,000 francs); Winnipeg (the only entry port of Manitoba) $4,200,000 (21,000,000 francs); Vancouver, $2,100,000 (10,500,000 francs); Victoria, $5,900,000 (29,500,000 francs). The total for the whole of British Columbia in 1894 was $13,412,181 (67,060,905 francs), against a total in 1872 of $3,652,459 (18,262,295 francs) and a total in 1886 of $6,906,915 (34,534,575 francs). In 1872 the total for Winnipeg was only $1,027,788 (5,138,940 francs).

The value of the *interprovincial* trade of the Dominion, that is the products of one province required by another, is now estimated at $100,000,000 (500,000,000 francs). It was only $4,000,000 (20,000,000 francs) in 1868. This development is entirely owing to the railway progress.

In 1893-1894, Canada exported of her coal produce 996,000 tons (1,011,936 tons met.), Nova Scotia sending away 241,000 tons (244,586 tons met.), and British Columbia 716,000 (727,456 tons met.) while the inland coal of the Territories was exported to the extent of 34,000 tons (34,554 tons met.). No great quantity of either iron or copper ore is sent out of the country, but at the newly developed nickel

(1) Values alone do not give the true measure of this increase. Prices have fallen since 1868 fully 33⅓ per cent. On the basis of 1868 the trade returns for 1894 should stand at $305,000,000 (1,525), million francs. The increased *volume* of trade may be inferred from this statement.

mines at Sudbury, on the line of the Canadian Pacific Railway, the ore having been discovered in making a cutting for that railway line, there was produced for export, in 1893-1894, 4,205 tons (4,205 tons met.), the value being $808,799 (3,043,995 francs).

Statistics of urban population and advance in the West.

At the present date, 1895, the following is the estimated population of the principal cities, towns and villages along the line of the Canadian Pacific Railway and its connections, in Manitoba, the Territories, and British Columbia. With populations of from 300 to 1,000 there are 9; from 2,000 to 5,000, 15; while the present estimate of Winnipeg is 30,000, of New Westminster 9,000, and of Vancouver 20,000.

The assessments of certain of these cities for 1893 are as follows:—

Calgary, $1,400,000 (7,000,000 francs); Vancouver, $18,655,000 (93,275,000 francs); New Westminster, $7,504,132 (37,520,660 francs); Winnipeg, $21,692,700 (108,463,500 francs) (in 1882 it was $8,000,000—40,000,000 francs); Brandon, $5,218,838 (15,594,190 francs).

North Bay, Sudbury, Fort William, Rat Portage, Keewatin, Deloraine, Medicine Hat, Regina, Dunmore, Moose Jaw, Edmonton, Prince Albert and a long list of other towns show valuations ranging from $125,000 to $500,000 (625,000 to 2,500,000 francs). While Kamloops, Yale, Port Moody, Nelson, and a dozen other towns in British Columbia swell the figures by millions.

Of the 38 chartered banks of Canada (making, with their several branches, 516 institutions) no less than 10 had branches in Winnipeg, 3 in Brandon, Calgary, Edmonton, Vancouver, New Westminster, and 2 in some 15 to 20 other points, apart from private banks. In Winnipeg it was found necessary in 1893 to establish a clearing house, making the fifth in Canada, its recorded transactions for the first half year amounted to $4,974,267 (24,871,135 francs). It may be noted here that the transactions of the five clearing houses, Montreal, Toronto, Halifax, Hamilton and Winnipeg, amounted for the year 1895 to $981,137,563 (4,905,687,815 francs).

The total area surveyed by the Dominion Government for settlement in Manitoba, the Territories and British Columbia up to June, 1894, aggregated 77,839,695 acres (31,498,922 hectares), which divided into farms of 160 acres (64,746 hectares) each would give an available total of 486,494 farms. Accommodation therefore for a vast additional population is amply provided for.

Along the main line of the Canadian Pacific from Ottawa to Vancouver, there are 206 stations, the centres of population they serve being, with but very few exceptions, due absolutely to the construction of the railway, and all, without exception owing their development to its presence. At various points along the immense distance traversed, these have become the nuclei of various important mining, lumbering, manufacturing and agricultural industries.

It must not of course be imagined, that any large proportion of these stations on the line are in themselves more than merely stopping places, accommodating out-lying farm or mining settlements, but at the same time in all the towns of larger extent, a high degree of modern comfort and convenience is attained. Electrical lighting and transport, good streets, large public buildings, water works, fine hotels, handsome well filled stores, and commodious private residences, churches, schools, and theatres, place these prairie and coast towns in a position of advancement undreamt of in cities of the older world with many times their population.

From several hundred returns procured from points west of Ottawa it is possible to state that leaving aside the towns existing before the advent of the Canadian Pacific Railway, and without including the value of the farming lands, the value of the property of the new towns along the line aggregates over one hundred million dollars (500 million francs.) The value for purposes of taxation of

property, which was unavailable and useless in 1880, and which has been made of value by the construction of the Canadian Pacific Railway is four times the amount of the expenditure by the country on account of that work.

Perhaps no more suggestive and conclusive statement can be put forward in evidence of the beneficial results of the railway policy of this country than the simple fact that to-day it is possible for any one to travel by rail the whole distance, 3,661 miles (5,892 kilometers), between Halifax, on the Atlantic, and Vancouver, on the Pacific coast, in 5¼ days, at a cost, for fare, of $53.50 (267.50 francs); while from Montreal, at the head of summer navigation, to Vancouver, the time occupied would be a little over four days, and the fare $42 (210 francs). The time is the normal time taken, and implies a vast number of stoppages. It could of course, be greatly reduced on an emergency. Contrast this with the time taken, as above stated, by the first expedition of the troops under Sir Garnet Wolseley in 1870, when two months were required, even in circumstances needing all possible haste, for traversing the 452 miles (727 kilometers) between the head of Lake Superior and the present site of Winnipeg.

In these days, when, apart from personal travel, so much of the world's business is transacted by postal communication, it will be seen how enormously the railway by its rapid transport has benefited the country at large, while it must also be borne in mind that by the telegraph, the natural and necessary adjunct of the railway, communication between the two oceans is practically instantaneous.

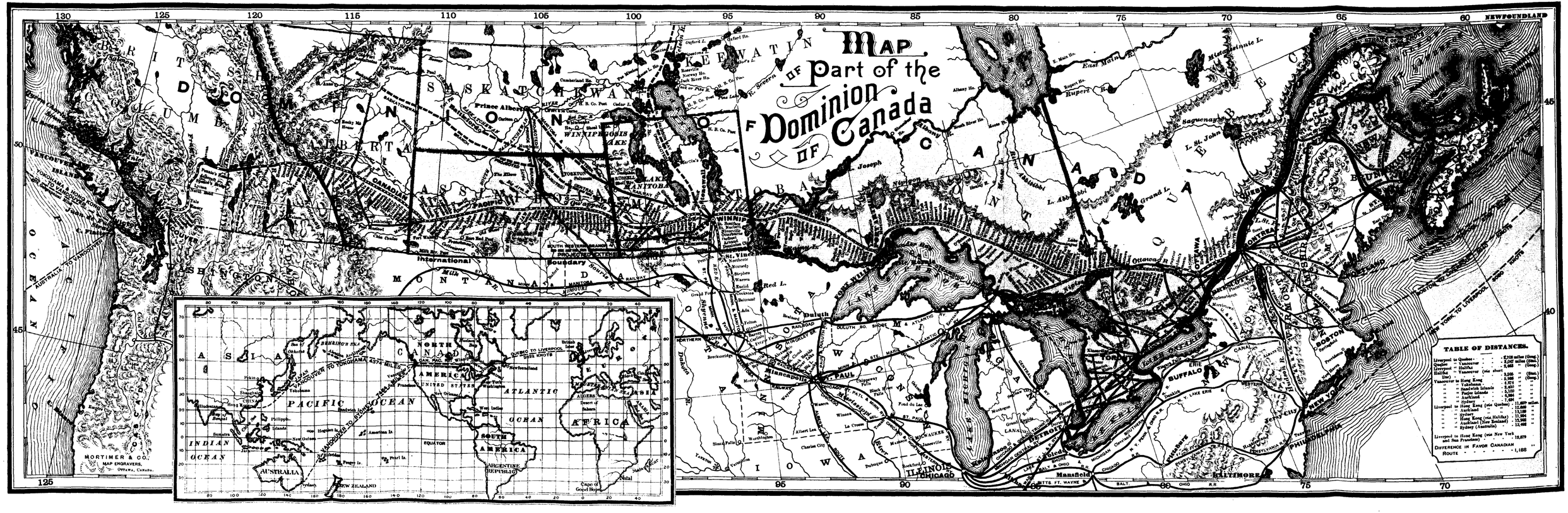
The following facts in relation to the postal development speaks volumes: Taking the year 1868, the year after confederation, there were 3,638 offices, and the number of letters was 18,100,000. In 1872, there were in Canada 4,135 offices and 30,600,000 letters and cards and 24,400,000 newspapers were posted. At that date Manitoba and the Territories had 27 offices, with 80,000 letters and cards, and British Columbia 38 offices and 160,000 letters and cards, 150,000 newspapers together. In 1894, there were in Canada 8,664 offices, dealing with 130,840,000 letters, cards and newspapers. Manitoba and the Territories had 692 offices with 8,845,000 letters and cards, and 1,300,000 newspapers, while British Columbia had 229 offices, the number of letters and cards being 3,880,000 and over 500,000 newspapers.

A further point has to be borne in mind in considering the construction of this great railway as an initial step from which developments may be obtained. It is solely due to the construction of this road that it has been possible to place on the Pacific Ocean, and from a terminus on British territory, a line of steamers belonging to the company communicating with Japan, China, and Australia by a route shorter than any previously existing. From Vancouver to Yokohama 11½ days only are required; to Hong-Kong 19 days, and to Sydney 23 days, and these schedule times are capable of considerable modification on emergency.

In view of the position as shown by the present memorandum it only remains to add that the Dominion Government alone, since confederation in 1867, has expended on the construction of its own roads and the subsidizing of private railway enterprise a total of $124,614,140 (623,070,700 francs), and to draw the conclusion that this investment of public moneys has proved to be judicious and successful. In Canada, as in other parts of the world, notably in the United States, the policy of inducing settlement and creating trade and commerce by first affording the facilities for communication, is beyond question, the true policy in the interests of the country at large.

CONGRÈS INTERNATIONAL DES CHEMINS DE FER.

CINQUIÈME SESSION, LONDRES, 1895.



CARTE DES CHEMINS DE FER DU CANADA, POUR SERVIR D'ECLAIRCISSEMENT A LA NOTE DE L'HON. SIR CHARLES TUPPER.

MAP OF THE RAILWAY SYSTEM OF CANADA TO ACCOMPANY PAPER BY SIR CHARLES TUPPER.