DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE PAST FISCAL YEAR

FROM 1ST JULY, 1896, TO 30TH JUNE, 1897

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

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1898

[No. 10—1898.]

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, 1896, to the 30th of June, 1897.

All of which is respectfully submitted.

ANDREW G. BLAIR,
Minister of Railways and Canals.

OTTAWA, 25th February, 1898.

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REPORT OF THE DEPUTY MINISTER.

To the Honourable
ANDREW G. BLAIR,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal year ended on the 30th of June, 1897.

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 (Part No. II.) 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 (Part VI.) will be found a special statistical report, embodying returns for the fiscal year ended on the 30th June, 1896, made by Canadian railway companies, as required by statute. This report gives information as to railroad operations in Canada, including the Government roads.

The general facts gathered from the compilation will be of interest.

The number of railways in actual operation, including the two Government roads, the Intercolonial and the Prince Edward Island Railways, was 141: some of these, however, are amalgamated or leased; making the total number of controlling companies 81, not including the Government railways. The number of companies absorbed by amalgamation is 27, and the number of leased lines is 31.

*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 report of the Chief Engineer of the Department covers works of construction up to the 1st of November, 1897. 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 to confine statements to the operations of the fiscal year.

The number of miles of completed railway was 16,687, an increase of 300 miles, besides 2,218 miles of sidings. The number of miles laid with steel rails was 16,477. The number of miles in operation was 16,550.

The paid-up capital amounted to $921,858,232, an increase of $22,040,332. The gross earnings amounted to $52,353,276, an increase of $1,807,707, and the working expenses aggregated $35,168,665, an increase of $126,010 compared with those of the previous year, leaving the net earnings $17,184,611, an increase of $1,681,697. The number of passengers carried was $16,171,338, an increase of $1,360,031, and the freight traffic amounted to 25,300,331 tons, an increase of 1,033,506 tons. The total number of miles run by trains was 45,780,851, an increase of 1,280,249. The accident returns show 7 passengers killed.

The Government expenditure on railways prior to and since the date of confederation (1867) amounts, on capital account, to $122,944,518.33 (including a payment of $25,000,000 to the Canadian Pacific Railway Co.) and for railway subsidies, charged against the Consolidated Fund, the further sum of $16,390,887.33, making a total expenditure of $139,335,405.66. In addition, there has been an expenditure since confederation for working expenses of $69,522,382.86, covering the maintenance and operation of the Government roads, or a grand total of $208,857,788.52,* all of which, with the exception of $13,881,460.65, has been expended on railways during the past thirty years. The revenue derived from the Government roads during the same period amounts to $61,196,803.08.

CANADIAN PACIFIC RAILWAY.†

Of the total amount, $579,255.20, awarded to the Canadian Pacific Railway Company in 1891 by the special arbitrators in respect of transferred works in British Columbia, and to be expended by the company under Government supervision, in certain specified directions, the total value of the work executed up to the end of August, 1897, is $572,445.70, which includes the expenditure, $202,675.20, prior to the date of the award, leaving still to be expended the sum of $6,809.50. A report from the Chief Engineer on the work executed will be found in Part I., p. 28.

It should be noted that for the year ended on the 30th June, 1897, the Company had under traffic, in Canada, 6,314 miles of railway, including leased lines—and that its gross earnings were $21,242,638.75 (as against 6,211 miles of railway and earnings $20,175,384.99 the previous year). The total expenditure for working expenses was $12,576,800.42, making the net earnings $8,665,838.33, an increase of $317,860.44 over the net earnings of the previous year. The company carried 2,987,163 passengers and 4,640,578 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, Part VI.)

* This does not include an annual subsidy of $186,600 to the Atlantic and North-west Railway Company for 20 years from the 1st of July, 1889, nor interest at 5 per cent on the sum of $2,394,000, payable to the province of Quebec for the line from Quebec to Ottawa.

† A summarized statement showing the transactions of the government with the company will be found in the Annual Reports of this Department for the years 1887 and 1896, the road having been opened for through traffic in June, 1886.

Department of Railways and Canals

GOVERNMENT RAILWAYS IN OPERATION.

The several lines maintained by the Government are: The Intercolonial, the Windsor Branch (maintained only), and the Prince Edward Island Railways, making a total of 1,388 miles.

Details respecting these railways and their operations will be found in the Appendices, Part I., 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 1896-97 show the following as the financial position of these roads for the fiscal year :

The Intercolonial Railway, 1,145 miles in operation, earned $2,866,028.02, and the working expenses aggregated $2,925,968.67, the loss on the year's operations being $59,940.65.

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 $40,603.23, and the expenditure on maintenance was $10,821.04, leaving a profit of $29,782.19.

The Prince Edward Island Railway is 211 miles long. Its earnings amounted to $153,443.13, and the working expenses were $240,489.90 ; the loss on the year's operation being $87,046.77.

The gross earnings of all the Government roads for the past fiscal year amounted to $3,060,074.35, and compared with those of the preceding year show a decrease of $80,604.12. The gross working expenses amounted to $3,177,269.61, a decrease of $77,173.03.

The net loss on the operations of the year was $117,205.23.

INTERCOLONIAL RAILWAY.

CAPITAL ACCOUNT.

During the fiscal year there was an addition of $149,112.52 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 June, 1897, $55,416,157.15.

The additions made during the year included $22,274.97 for increased accommodation at Halifax, $37,206.44 on the construction of the branch line from Windsor Junction to Dartmouth, $29,877.32 for increased accommodation at Moncton, and $14,996.04 on rolling stock.

REVENUE ACCOUNT.

The gross earnings of the year amounted to $2,866,028.02, and the working expenses to $2,925,968.67, making the excess of expenditure $59,940.65. The expenditure was less than that of the previous year by $86,858.95, and the gross earnings were less by $91,612.08. The net loss on this year's operations was $59,940.65.

Comparing the earnings with those of the previous year, the passenger traffic produced $979,005.57, an increase of $7,579.31; the freight traffic amounted to $1,687,050.42, a decrease of $101,762.76, and the carriage of mails and express freight produced $199,972.03, an increase of $2,571.37. The earnings per mile were $2,503.08, a decrease of $86.80.

GENERAL OBSERVATIONS.

A comparison of the traffic of the past fiscal year with that of the previous year shows certain interesting features.

The number of passengers carried was 1,501,690, an increase of 29,824, all local traffic, and 1,296,028 tons of freight were carried, a decrease of 83,590 tons. The through freight increased by 470 tons, and the local freight decreased by 84,060 tons.

Of flour 847,701 barrels were carried, an increase of 25,604. Of grain 1,093,499 bushels were carried, an increase of 29,114. Again, as in the two previous years, no portion of this was for shipment at Halifax. Lumber showed an increase of 17,023,010 superficial feet, the total quantity carried being 243,355,725 feet. There was an increase of 8,031 in the number of live stock, of which 72,082 head were carried. 383,362 tons of coal, a decrease of 49,151 tons, were carried. Of raw sugar, 4,925 tons were carried, all for local stations, a decrease of 4,899 tons. Of refined sugar, 20,720 tons, a decrease of 19,461, were carried, all of which, except 6,957 tons, was for points west of the road. A total of 7,708 tons of fresh fish, an increase of 1,364 tons, and a total of 5,880 tons of salt fish, an increase of 139 tons, were carried.

Of ocean borne goods to and from Europe via Halifax, the aggregate was 20,156 tons, a decrease of 773 tons. Of this, 17,239 tons was local traffic.

The winter of 1896-97 was not severe, and the removal of snow and ice entailed an expenditure of only $33,570.36, about $19,000 less than the average cost.

All necessary repairs have been carried out, and the railway is in good order.

The train mileage (or number of miles run by trains) of the year was 4,714,661, an increase of 59,490 miles. The cost per train mile was 77·42 cents; 0·99 cent lower than in the previous year.

The working expenses per mile of railway amounted to $2,555.43, a decrease of $82.77 per mile.

The value of stores on hand at the close of the fiscal year, including fuel, rails and old material, was $638,832.89.

A number of interesting statistical and comparative tables and other information relating to the railway and the several features of its traffic during the past year and the previous years of its operation, will be found in the appended reports of the Chief Engineer of the department.

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 Dominion Atlantic Railway Company, formerly the Windsor and Annapolis 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 $40,603.23, an increase of $4,041.40. The expenses of maintenance amounted to $10,-821.04, a decrease of $5,655.42, leaving the profit to the Government $29,782.19.

The road has been maintained in good order. Details will be found in the appendices. (*See* Part I., p. 95.)

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

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

REVENUE ACCOUNT.

The gross earnings amounted to $153,443.13, and the working expenses to $240,489.90; the over-expenditure being $87,046.77.

Compared with the previous year, the gross earnings show an increase of $6,966.59. The railway carried 121,498 passengers, a decrease of 1,088, producing $62,695.07, a decrease of $336.95. Of freight there was carried 52,151 tons, an increase of 5,756 tons, producing $69,872.66, an increase of $4,480.74, while the earnings from mails and sundries amounted to $20,875.40, an increase of $2,148.90.

Compared with the previous year, the expenditure was greater by the sum of $15,351.34

The train mileage (the number of miles run by trains) was 254,029, an increase of 8,263 miles.

The cost per mile run by trains was 94·67 cents, an increase of 3·07 cents; and per mile of railway, $1,145.19, an increase of 73·10 per mile

The value of stores on hand at the close of the fiscal year was $97,160.79.

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

A destructive fire at Tignish which occurred in August, 1896, entailed heavy expenditure.

Details of operations will be found in the Appendices Part I., p. 100, and in those of the general manager and other officers.

BAIE DES CHALEURS RAILWAY.

In view of a proposition made by the company owning this railway that the government should purchase their road, and, further, desiring to meet the urgent needs of a considerable section of country traversed by this railway, whose interests were seriously affected by its non-operation, the government consented to try the experiment of putting it, to some extent, in order, and operating it during the winter in connection with the Intercolonial. The results from the end of December to the end of May show an expenditure of $18,679.97 for working, while the gross earnings amounted to only $6,725.08, a loss of $11,954.89. The road was transferred back to the company on the 31st of May, 1897.

GOVERNMENT ACTION AS TO SUBSIDIZED RAILWAYS.

NOTE.—The numbers within brackets after the title of the company refer to the lists of railways subsidized by Parliament in part III.

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, 1897, only.

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

For the fiscal year	1883–84,	ended on June 30,	1894	$ 208,000 00
do	1884–85	do	1885	403,245 00
do	1885–86	do	1886	2,171,249 00
do	1886–87	do	1887	1,406,533 00
do	1887–88	do	1888	1,027,071 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
do	1895–96	do	1896	648,145 49
do	1896–97	do	1897	230,355 30
				$13,365,637 33

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 subsidies paid up to the 30th of June, 1897.	$41,890,887 33

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 railway between Ottawa and Quebec which has now been transferred to the public debt. (*See* note on page 43, of the accountant's statement part II.)

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, 1896.

A tabulated statement of payments will be found in Part II., page 44, and a list of subsidy agreements entered into during the fiscal year in Part IV.

The several Subsidy Acts passed in each year from 1882 will be found in Part III. No subsidies were authorized in the sessions of 1895 and 1896.

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 Annual Report of 1895-96.)

Beauharnois Junction Railway Company.

(See Annual Report of 1895-96.)

Belleville and North Hastings Railway Company.

(See Annual Report of 1888-89.)

Boston and Nova Scotia Coal Company.

(See Annual Report of 1895-96.)

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 $86,800.

Up to the close of the fiscal year, 1891-92, payment has been made to the extent of $105,200. Nothing further has been paid up to the 30th of June, 1897.

Brantford, Waterloo and Lake Erie Railway Company.

(See Annual Report for 1895-96.)

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.

(See Annual Report for 1894-95.)

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. In the fiscal year 1894-95 the sum of $28,000, covering the first 10 miles from Revelstoke, was paid, and during the past fiscal year the balance of the subsidy has been paid—making the total $80,000.

Cap de la Madeleine Railway Company.

(See No. 369.)

This company, was incorporated by the Quebec Act, 58 Vic., ch. 63 (1895) with powers to build a railway from some point on the Canadian Pacific Railway in the parish of St. Marie Madeleine to the River St. Lawrence in that parish.

By the Dominion Subsidy Act 57-58 Vic., ch. 4 (1894) authority was given for the grant of aid to the extent of $9,600 for three miles of railway from Cap de la Madeleine to connect with the Piles Branch of the Canadian Pacific Railway.

The above company applied and were admitted to contract for the work on the 26th June, 1896.

During the fiscal year the sum of $7,424 was paid for the actual distance 2·32 miles.

Cape Breton Railway Extension Company.

(See Annual Report of 1895-96.)

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, and a contract for the work was made with the company on the 7th of September, 1895.

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, 1897.

Chatham Branch Railway Company.

(See Annual Report of 1893-94.)

Chignecto Marine Transport Company.

(See Annual Report for 1894-95.)

Cobourg, Northumberland and Pacific Railway Company.

(See Nos. 301, 249, 275 and 378.)

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 road 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.

By the Subsidy Act of 1897, 60-61 Vic., ch. 4, in lieu of the subsidies granted by the Act of 1892, subsidy was authorized for 50 miles of railway from Cobourg to the Ontario and Quebec Railway, namely $3,200 a mile, with a further subsidy of 50 per cent on cost in excess of $15,000 a mile, the total subsidy not to exceed $6,400 a mile.

No payments have been made up to the 30th of June, 1897.

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 Annual Report for 1894-95.)

Dominion Atlantic Railway Company.

(See Western Counties Railway Company.)

Dominion Lime Company.

(See Annual Report for 1888–89.)

Dominion Coal Company.

(See Annual Report for 1895–96.)

Drummond County Railway Company.

(See Nos. 99, 175, 214, 292 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, Quebec.

Under the authority of an Order in Council of the 12th 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 Drummondville to Ste. Rosalie. Under date the 2nd of February, 1891, the company were admitted to contract for this work.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), authority was given for the grant of a subsidy to the company, for 4 6/10 miles from Ball's wharf, to Ste. Rosalie Junction, not exceeding $14,720.

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 northerly 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 fiscal year 1894-95 the further sum of $92,096 was paid, making the total payments $287,936 up to the 30th of June, 1895. No payments were made during the past fiscal year.

Elgin, Petitcodiac and Havelock Railway Company.

(See Annual Report 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 October, 1887.

The road having been completed and inspected, the whole of the subsidy due for its actual distance, 6 miles, namely, $19,200, was paid under an Order in Council of the 27th of March, 1887.

By the Act 50-51 Vic., ch. 24, authority was given for the grant of a subsidy to the company to an extent not exceeding $96,000, for 30 miles of their railway from the River St. Francis to the Arthabaska (Grand Trunk) Railway at St. Grégoire, and under an Order in Council an agreement was entered into with them for the work, the date being 16th March, 1888. During the fiscal year 1890-91 the sum of $16,300 was paid from this subsidy for 666 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.

Under an agreement dated the 16th of April, 1894, confirmed by 57-58 Vic., ch. 63 (1894), the railway between Yamaska and St. Grégoire has been acquired by the Atlantic and Lake Superior Railway Company.

The total amount paid the company up to the 30th of June, 1892, is $40,345. There has been no further payment up to the 30th June, 1897.

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154, 215, 231, 308, 309, 346, 371 and 407.)

By the Act 47 Vic., ch. 8 (1884), a subsidy not exceeding $32,000 was granted to this company for the construction of a line from St. Jérôme to New Glasgow, Que., the estimated length being 10 miles.

Under the authority of an Order in Council of the 3rd February, 1885, a contract for the work was entered into with the company on the 14th of that month, the road to be completed by the 1st of July, 1885.

The line was duly completed and inspected. Under an Order in Council of the 2nd of March, 1885, payment was made therefor, namely 7·84 miles, $25,088.

By the Act 49 Vic., ch. 10 (1886), a subsidy not exceeding $57,600 was authorized for a line from New Glasgow to Montcalm, a distance of about 18 miles. The Great Northern Railway Company having applied for it, it was granted to them by an Order in Council of the 18th July, 1887, which also approved of the location. The contract was made on the 19th of August, 1887, the road to be completed by the 1st of August, 1890.

By the Act 49 Vic., ch. 10, a subsidy not exceeding $22,400 was granted for a line from St. Andrews to Lachute, Que., 7 miles. For this subsidy the above named company applied, but no contract was made. The same subsidy was again voted by the Act of 1889, 52 Vic., ch. 3, and under date the 8th of October, 1890, a contract was entered into with them for the work, calling for completion by the 1st of August, 1891. The road was built and allowed to be opened for public traffic in January, 1892.

By the Act 53 Vic., ch. 2 (1890), the grant of a subsidy was authorized, limited to $48,000, for a line from at or near Montcalm to the Canadian Pacific Railway, between Joliette and St. Félix de Valois, fifteen miles.

By the Act 54-55 Vic., ch. 8 (1891), the unpaid balance, $28,100, of the subsidy granted in 1886 was revoted.

By the Act 56 Vic., ch. 2 (1893), the unpaid balance, $25,600 of the subsidy granted in 1891, was revoted, and a new contract for this work was entered into with the company on the 16th of June, 1894.

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

By the Subsidy Act 57-58 Vic., ch. 4 (1894), the grant to this company of a subsidy limited to $96,000, was authorized for 30 miles of railway from a junction with the Lower Laurentian Railway near Ste. Tite, westwards, in lieu of a subsidy previously granted to the Maskinongé and Nipissing Railway Company. A contract was entered into with the company for this work on the 16th September, 1895, the railway to be completed by the 30th of November, 1896.

By the Subsidy Act 60-61 Vic., ch. 4 (1897), payment was authorized of unpaid balances for 64 miles of railway, between Montcalm and the junction with the Lower Laurentian Railway near Ste. Tite, not exceeding $182,400. Also, for 9 miles shortage in distance between Montcalm and Ste. Tite; also, for 35 miles from St. Jérôme to Hawkesbury; the last two being subsidies of $3,200 per mile with 50 per cent of expenditure in excess of $15,000 per mile. The total not to exceed $6,400 per mile.

During the fiscal year 1894-95 there was paid the sum of $32,000 for a ten mile section between the 18th and 28th mile from St. Jérôme, and during the fiscal year 1895-96 $32,000 was paid for 10 miles westwards from Ste. Tite, making the total payments to this company $142,688. No further payments have been made up to the 30th of June, 1897.

Gulf Shore Railway Company of New Brunswick.

(See No. 374 and 382.)

This company was incorporated by the New Brunswick Act 48 Vic., ch. 49 (1885) with powers to construct a railway from some point on the Caraquet Railway to the village of Tracadie or to some point in the parish of Sumarey, county Gloucester. The Charter Act was revived by the Act 57 Vic., ch. 73 (1894).

By the Dominion Subsidy Act 57-58 Vic., ch. 4 (1894) assistance was authorized to the extent of $38,400 for a railway from a point on the Caraquet Railway at or near Pokemouche siding towards Tracadie village, 12 miles.

The above company having applied they were admitted to contract for the work on the 22nd of April, 1896. During the past fiscal year payment has been made to the extent of $28,635.05 up to the 30th of June, 1897.

Guelph Junction Railway Company.

(See Annual Report of 1888-89.)

Harvey Branch Railway Company.

(See Annual Report of 1889-90.)

Hereford Railway Company (formerly Hereford Branch Railway Company.)

(See Annual Report of 1891-92.)

International Railway Company.

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

Inverness and Richmond Railway Company.

(See Nos. 208 and 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, Cheticamp.

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 Cheticamp, 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, 1897.

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24, 159 and 301.)

By the Act 47 Vic., ch. 8 (1894) 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 fiscal year the sum of $48,000 was paid, making the total payments $144,000 up to the 30th June, 1897.

Joggins Railway Company.

(See Annual Report for 1891-92.)

Kingston, Napanee and Western Railway Company.

(See Napanee, Tamworth and Quebec Railway.)

Kingston and Pembroke Railway Company.

(See Annual Report for 1884-85.)

Lake Erie and Detroit River Railway Company.

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

(See 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 Temiscamingue Colonization Railway Company.

(See Nos. 55, 84, 119, 122, 169, 216, 278, 282 and 324.)

By the Act 48-49 Vic., ch. 59, a subsidy was authorized in aid of the construction of a line of railway from Long Sault to the foot of Lake Temiscamingue, surmounting certain rapids on the Ottawa River. The limit of the amount was $25,600, covering a total distance of 8 miles. A contract was entered into on the 25th of November, 1885, for the construction of 6 miles, to be completed by the 1st of January, 1887.

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

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

By the Act 50-51 Vic., ch. 24, the grant of subsidy to the extent of $33,600, was authorized for 10½ miles of this company's line from Long Sault to Lake Kippewa. The contract for this subsidy was entered into on the 28th of June, 1888.

By the Act 52 Vic., ch. 3 (1889), a subsidy was authozized, 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.

Up to the end of the fiscal year of 1888-89, the sum of $52,760 had been paid. No further payment was made until the fiscal year 1894-95, when $233,198.95 was paid. During the fiscal year 1895-96 the payments aggregated $17,900.85, making the total $303,859.70 up to the 30th June, 1896, and leaving a balance of subsidy available of $6,476.25. This balance was paid during the past fiscal year. The total subsidy paid is $310,335.95.

Lotbinière and Mégantic 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 Mégantic.

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 subtituted 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. This contract was amended by one dated the 3rd of July, 1896, which substituted 2½ miles on the northern end of the line for 2½ miles from Lyster station to Lyster.

During the past fiscal year, the sum of $22,400 was paid, making a total of $96,000 the full amount of the subsidies to this company.

Midland Railway Company.

(No. 336.)

This company was incorporated by the Act of the province of Nova Scotia, 59 Vic., ch. 85 (1896), with powers to build a railway from Windsor to a point at or near Maitland, thence via Clifton to a point between Truro and Stewiacke, on the Intercolonial; thence to Eastville; with extensions and branches to coal and iron fields, and shipping ports.

By the Dominion Subsidy Act, 57-58 Vic., ch. 4 (1894), authority was given for the grant of a subsidy of $3,200 per mile for 90 miles of 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 Musquodoboit River, towards a point on the Dartmouth branch of the Intercolonial, in lieu of a subsidy authorized in 1892; also for a railway bridge over the River Shubenacadie, a subsidy of 15 per cent on the value of the structure. The total of the subsidies not to exceed $300,000,

The Midland Railway Company, having applied, were admitted to contract for these works on the 30th of July, 1896; the date for completion being fixed as the 1st of August, 1898.

No payments have been made up to the 30th of June, 1897.

Montfort Colonization Railway Company.

(See Nos. 245, 310, 373 and 411.)

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

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

By the Subsidy Act 56 Vic. (1893), this subsidy was revoted with an addition, specifying the gauge as "three feet."

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

By the Subsidy Act 57-58 Vic., ch. 4 (1894), a subsidy to the company was authorized to the extent of $38,400 for 12 miles from the end of the 21 miles previously subsidized, and the company were admitted to contract on the 30th of July, 1896; the River Rouge being the terminal point for the distance subsidized.

Up to the 30th June, 1895, the sum of $67,200 had been paid; no further payments have been made up to the 30th of June, 1897.

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 Campany.

(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 August, 1891.

The company on the 4th 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.

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, and a contract under this Act was made with the company dated the 26th June, 1896, the date for completion being fixed as the 1st of August, 1898.

During the past fiscal year the sum of $32,000 was paid, making the total payments up to the 30th of June, 1897, $105,600.

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 Annual Report of 1895-96.)

Nakusp and Slocan Railway Company.

(See Annual Report for 1894-95.)

New Brunswick and Prince Edward Island Railway Company.

(See Annual Report for 1888-89.)

New Glasgow Iron, Coal and Railway Company.

(See Annual Report for 1895-96.)

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."

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, 1897, 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 57 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, 1897.

Ontario and Pacific Railway Company.

(Name changed to Ottawa and New York Railway Company, by 60-61 Vic., ch. 57, 1897.)

(See Nos. 31, 115, 150, 288 and 375.)

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., ch. 24, a further subsidy of $19,200 for a further distance of 6 miles was granted.

By the Act 52 Vic., ch. 3 (1889), a subsidy not exceeding $172,400 was authorized to this company for a line from Cornwall to Ottawa.

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.

By the special Act 60-61 Vic., ch. 57, the name of the company was changed to "The Ottawa and New York Railway Company," and its construction powers were extended to the 1st of July, 1991.

By the Subsidy Act 60-61 Vic., ch. 4 (1897), in lieu of the subsidy voted in 1892, a subsidy was authorized of $3,200 a mile, for 53·87 miles from Cornwall to Ottawa, with a further subsidy for expenditure in excess of $15,000 a mile, to an extent of 50 per cent of such expenditure, the total subsidies not to exceed $6,400 per mile.

No payment has been made up to the 30th of June, 1897.

Ontario and Quebec Railway Company.

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

Ontario, Belmont and Northern Company.

(See No. 246 and 298.)

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 Railways.

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. This contract was superseded by one, dated the 23rd of April, 1896, under the subsidy granted by 56 Vic., ch. 2 (1893), for the same amount, but payable on two sections, from the Belmont iron mines to Marmora, and from Marmora to the Ontario Central Railway.

During the past fiscal year payment has been made of the sum of $30,720, the full amount due for the actual distance, 9·60 miles.

Orford Mountain Railway Company.

(See Annual Reports for 1893-94 and 1894-95.)

Ottawa and New York Railway Company.

(See Ontario Pacific Railway Company.)

Ottawa, Arnprior and Parry Sound Railway Company.

(See Nos. 92, 134, 199, 242, 276, 277 and 388.)

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 with a contract by a company dated the 8th of November, 1892, for which was substituted a contract dated the 20th of September, 1894.

By the end of the fiscal year 1895-96, the total payments to the company aggregated $430,400, the whole amount of the subsidies. The distance covered thereby was to the end of the 55th mile west from Barry's Bay, or a total of 107 miles west from Renfrew, the whole distance subsidized.

By the Act 60 Vic., ch. 8 (1896) the company became amalgamated, under its own name, with the Parry Sound Colonization Railway Company.

A portion, the westerly 47¾ miles of the amalgamated company's railway, namely between the crossing of the Northern Pacific Junction Railway and Parry Sound, had been subsidized under the name of the Parry Sound Colonization Railway Company, and at the close of the fiscal year 1895-96, there had been paid to that company a total of $152,800.

By the Subsidy Act 60-61 Vic., ch. 4 (1897), a subsidy was authorized for the portion, 52 miles, of the company's railway from the crossing of the Northern Pacific Junction Railway (at Scotia) to the point, 55 miles west of Barry's Bay, up to which previous subsidies had been granted; also for 4 miles of railway across Parry Island. The new subsidy is $3,200 per mile, with a further subsidy of 50 per cent on an expenditure in excess of $15,000 per mile; the total subsidies not to exceed $6,400 per mile.

Ottawa and Gatineau Valley Railway Company.

Named 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, 349, 379 and 409.)

By the Act 48-49 Vic., ch. 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 on the 10th of July, 1889, a contract with the company for the work in question, 62 miles, was signed on the 19th of August.

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

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, and a contract for the work was entered into with the company on the 7th of October, 1895.

By the Subsidy Act of 1897 (ch. 4), in lieu of this subsidy, the said 20 miles were subsidized to the extent of $3,200 per mile with a further subsidy of 50 per cent of the expenditure in excess of $15,000 a mile; the total subsidy not to exceed $6,400 a mile.

By the Subsidy Act 60-61 Vic., ch. 4 (1897) the unpaid balance, $35,872, of the vote of 1893 was revoted.

The total payments up to the 30th of June, 1894, amounted to $284,128. No further payments have been made up to the 30th of June, 1897.

Oshawa Railway and Navigation Company.

Name changed to the **Oshawa Railway Company**, by 54-55 Vic., ch. 91.

(See Annual Report for 1895-96.)

Parry Sound Colonization Railway Company.

(See Annual Report for 1895-96.)

Philipsburg Junction Railway and Quarry Company.

(See Annual Report for 1894-95.)

Port Arthur, Duluth and Western Railway Company.

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

(See Annual Report for 1892-93.)

Pontiac and Renfrew Railway Company.

(See Annual Report for 1889-90.)

Pontiac Pacific Junction Railway Company.

(See Nos. 25, 138, 211, 294, 329, 330, 331, 385 and 408.)

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 in 1884, by 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, so far as subsidy is concerned, 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.

By the Subsidy Act 60-61 Vic., ch. 4, 1897, the unpaid balances of the subsidies granted by the Acts of 1884 and 1894 amounting to $114,272 were revoted.

By the same Act the subsidy for 7½ miles from Hull to Aylmer, revoted by the Act of 1894, was, in effect, revoted, with the addition of 50 per cent on expenditure in excess of $15,000 per mile; the total of the subsidies not to exceed $6,400 per mile.

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 fiscal year 1894-95 the sum of $18,750 was paid, making a total of $193,578. No payments were made during the past fiscal year.

Quebec Central Railway Company.

(See Annual Report of 1895-96.)

Quebec and Lake St. John Railway Company.

(See Annual Report for 1895-96.)

Quebec, Montmorency and Charlevoix Railway Company.

(See Annual Report of 1894-95.)

Shuswap and Okanagan Railway Company.

(See Annual Report of 1894-95.)

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., 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 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 June, 1897.

St. Catharines and Niagara Central Railway Company.

(See Annual Report for 1895-96.)

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 for 1893-94.)

St. Stephen and Milltown Railway Company.

(See Annual Report for 1895-96.)

Stewiacke Valley and Lansdowne Railway Company.

(See Annual Report for 1895-96.)

St. Lawrence and Adirondack Railway Company.

(See Annual Report for 1893-94.)

St. Lawrence, Lower Laurentian and Saguenay Railway Company.

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

(See Annual Report of 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 Annual Report for 1895-96.)

Tilsonburg, Lake Erie and Pacific Railway Company.

(See Annual Report for 1895-96.)

Tobique Valley Railway Company.

(See Annual Report for 1893-94.)

Toronto, Grey and Bruce Railway Company.

(See Annual Report for 1887-88.)

United Counties Railway Company.

(See Nos. 297, 344 and 393.)

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 $2,700 was paid, making the total payments $187,328 up to the 30th of June, 1897.

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.)*

(See Annual Report for 1894-95.)

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 Annual Report for 1895-96.)

Yarmouth and Annapolis Railway Company.

(See *Western Counties Railway Company.*)

LAND SUBSIDIES.

A number of companies have been aided by subsidies in land, duly authorized by Parliament and granted by the Department of the Interior, to whose report reference must be had for information as to their position.

CANALS.

The total expenditure on the original construction and the enlargement of the several canals of the Dominion up to the 30th June, 1897, was $69,289,531.31. A further sum of $14,500,344.46 was expended on the repairs, maintenance and operation of these works, making a total of $83,789,875.77. The total revenue derived, including tolls and rentals of lands and water-powers, amounted to $11,302,577.27. (See the accountant's statements, Part II., p. 26.)

The total expenditure for the fiscal year ended on the 30th June, 1897, was as follows: on construction and enlargement a total of $2,348,636.91, and a further sum of $633,276.16 for repairs, renewals, and operation, making a total for the year of $2,981,913.07.

The total revenue for the fiscal year was $384,780.53, an increase compared with the net revenue of the previous year of $43,277.44. The net canal tolls amounted to $321,627.33, an increase of $52,788.66, and the rents received to $44,599.64, a decrease of $6,914.37.

The total expenditure on canal staff and maintenance, repairs, and renewals, amounted for the year to $633,276.16, a decrease of $60,414.81; and the total net receipts amounting, as above, to $384,780.53, the amount of expenditure in excess of receipts was $248,495.63, compared with an excess expenditure the previous year of $354,152.25.

The above figures relate to the *fiscal year* 1896-97, but very voluminous statistics relating to the canal traffic and various commercial statistics for the *season of navigation* of the year 1896 will be found in part V., "Canal Statistics."

The following features of the principal canal traffic during the *season of navigation* of 1896 will be of interest:—

On the Welland Canal, 1,279,987 tons of freight were moved, an increase of 486,625 tons; of which 793,362 tons were agricultural products, an increase of 303,614 tons, and 160,232 tons produce of the forest. 988,718 tons passed eastward and 291,267 westward: 1,243,595 tons were through freight, of which 957,928 tons past eastward through the whole length of the canal.

Canadian vessels carried 341,130 tons of through freight, and United States vessels 902,465 tons.

The total freight passed eastward and westward through this canal from United States ports to United States ports was 653,213 tons, an increase of 183,434 tons compared with the year 1895.

The quantity of grain passed down this and the St. Lawrence Canals to Montreal was 461,049 tons, an increase of 229,558 tons compared with the previous year; of this 77,355 tons were transhipped at Ogdensburg, as against 231,491 tons carried down in 1895, of which 18,987 tons were transhipped at Ogdensburg.

On the St. Lawrence Canals a total of 1,113,690 tons of freight were moved, an increase of 295,462 tons; of which 709,834 were east bound through freight; and

29,334 tons were west bound through freight; 597,540 tons were agricultural products, and 106,053 tons were forest products.

Three cargoes of grain, aggregating 1,176 tons, were taken down direct to Montreal through the Welland and St. Lawrence Canals.

On the Ottawa River Canals the total quantity of freight moved was 502,046 tons, of which 490,482 tons were produce of the forest, a decrease of 41,602 tons.

On the Chambly Canal 344,935 tons were moved, of which 221,853 tons were the product of the forest, a decrease of 4,344 tons.

On the Rideau Canal 73,307 tons were carried, 46,102 tons being the product of the forest.

On the St. Peter's Canal 65,508 tons were carried, of which 6,332 tons were the product of the forest.

On the Murray Canal 13,056 tons passed and 2,489 tons of this were the product of the forest.

On the Trent Valley Canal 21,145 tons were moved, of which 20,650 tons were the product of the forest.

On the Sault Ste. Marie Canal the total movement of freight was 4,577,399 tons, carried in 5,136 vessels, the number of lockages being 3,042. Of wheat 19,312,877 bushels, and of other grain 6,656,940 bushels were carried; 1,797,708 barrels of flour, also 2,492,905 tons of iron ore and 30,233,800 feet, board measure, of lumber. The total traffic at this point, accommodated by the two canals, the American and Canadian, amounted to 17,256,423 tons, an increase of 2,188,938 tons, carried in 18,577 vessels, an increase of 593. The total quantity of wheat carried was 63,463,876 bushels, an increase of 17,372,109, and of other grain 27,715,265, an increase of 19,173,055. Of lumber the total was 658,640,000 feet, board measure, a decrease of 52,141,344.

As having an interesting bearing on the question of canal *versus* railway transport of grain from the west, it may be noted that whereas grain and pease passed down to Montreal through the St. Lawrence canals to the extent of 495,868 tons, an increase of 248,348 tons over the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk Railways amounted to 153,717 tons, an increase of 102,603. The quantity of grain carried to tide-water on the New York State canals was 753,039 tons, an increase of 372,608 tons, while the quantity carried by the railways of the State to tide-water amounted to 3,864,760 tons.

Of the total freight carried by the canals and railways of the State of New York, respectively, the proportion carried by the canals has fallen steadily from 68·9 per cent in 1859 and 47·0 per cent in 1869 to 8·5 per cent in 1896.

The results which may follow on the approaching completion of the enlarged system of Canadian canals, remain to be seen.

In the report of the Chief Engineer, and in the reports of the superintending engineers, will be found full details as to the operation of the various canals, and as to the progress and position of the works of enlargement and construction now being carried on.

Every effort is being made by the department to secure the completion of these works to such extent as to admit of their use during the season of 1899.

It has to be observed that the chief engineer lays emphasis on the fact that though the dimensions of the enlarged locks are:—length 270 feet, width 45 feet, with 14 feet of water on the sills, the length of the vessels to be accommodated is limited to 255 feet.

DEEP WATERWAYS COMMISSION.

In 1895, a resolution was adopted by the United States Congress having in view the appointment of a commission to confer with commissioners to be appointed by Great Britain and Canada, for the purpose of inquiry and report as to the feasibility of building a system of canals such as to give communication with the Great Lakes for ocean going vessels. Three commissioners were accordingly appointed by the United States Government to serve without salary, and under an Order in Council dated the 30th of November, 1895, three Canadian commissioners, also unpaid, were appointed, namely, Messrs. O. A. Howland, T. C. Keefer, C.E., and T. Munro, C.E., and an appropriation for expenses was voted by Parliament.

The United States commissioners presented their first report at the close of the year, of which the main portion was embodied in an appendix to the annual report of the department last year.

The United States commissioners regard the project as entirely feasible; and consider that a navigable depth of not less than 28 feet should be provided; that the first work to be undertaken should be the construction of a ship canal at Niagara (Tonawanda to Olcott) and works for controlling the level of Lake Erie, for which they recommend that complete surveys and examinations be made; also for the development of the Oswego-Oneida-Mohawk route, the St. Lawrence-Champlain route, the improvement of the tidal Hudson River, and the improvement of the intermediate channels of the lakes. The cost of these surveys and investigations they estimate as not less than $600,000, extending over several years. This report, which is most voluminous and instructive and is accompanied by a large number of plans and drawings, was transmitted to Congress on the 8th of January, 1897.

The Canadian commissioners have now made their report, under date the 17th of June, 1897, the main portion of which will be found as an appendix hereto. (Part VII.) It contains a mass of important information as to the increasing commerce of the Great Lakes and other features.

In the same appendix will be found a short extract from a report made by the Chief of Engineers of the United States Army, dated the 13th of July, 1897, covering a comprehensive report on a preliminary examination for a ship canal from the Great Lakes to the River Hudson conducted by Major Symons.

It will be observed from these several reports that whereas the project is pronounced to be perfectly feasible, the only route which can be regarded as beneficial to Canada is that which, following the St. Lawrence and Lake Champlain route, would afford both Montreal and New York whatever advantages might accrue from its execution. The opinion of Major Symons, however, is adverse to the undertaking, in any

form. The cost of construction he estimates at $200,000,000, and the cost of maintenance and operation at $2,000,000 a year. He considers that the construction of such a canal is not a project worthy of being undertaken by the General Government, as the benefits to be derived would not be commensurate with the cost. He favours rather the enlargement and improvement of the Erie Canal to a size sufficient to accommodate 1,500 ton barges, giving a continuously descending canal from Lake Erie to the River Hudson. The cost he approximately estimates at one-fourth of the cost of a ship canal.

I have the honour to be,

Sir,

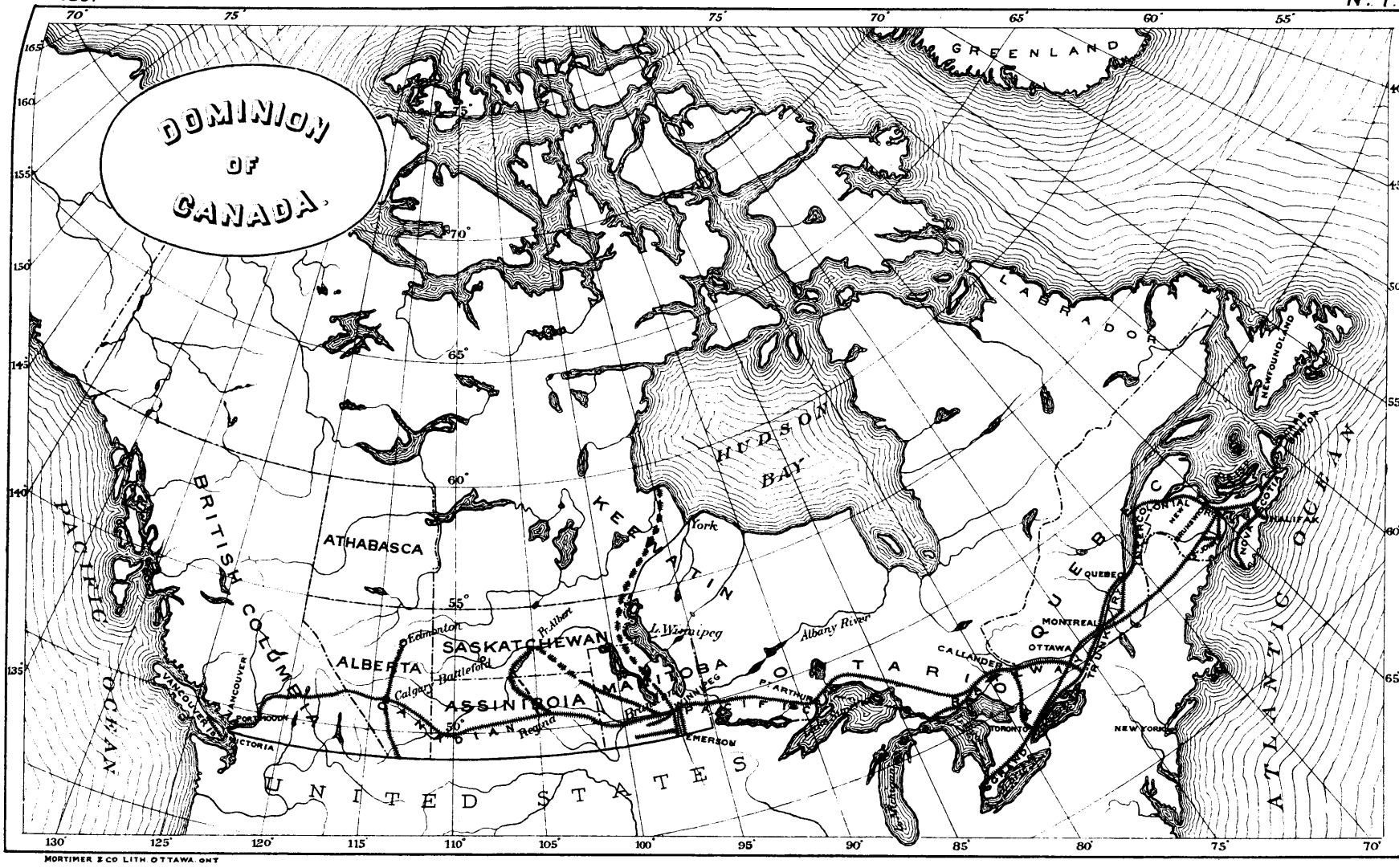
Your obedient servant,

COLLINGWOOD SCHREIBER,
Deputy of the Minister of Railways and Canals.

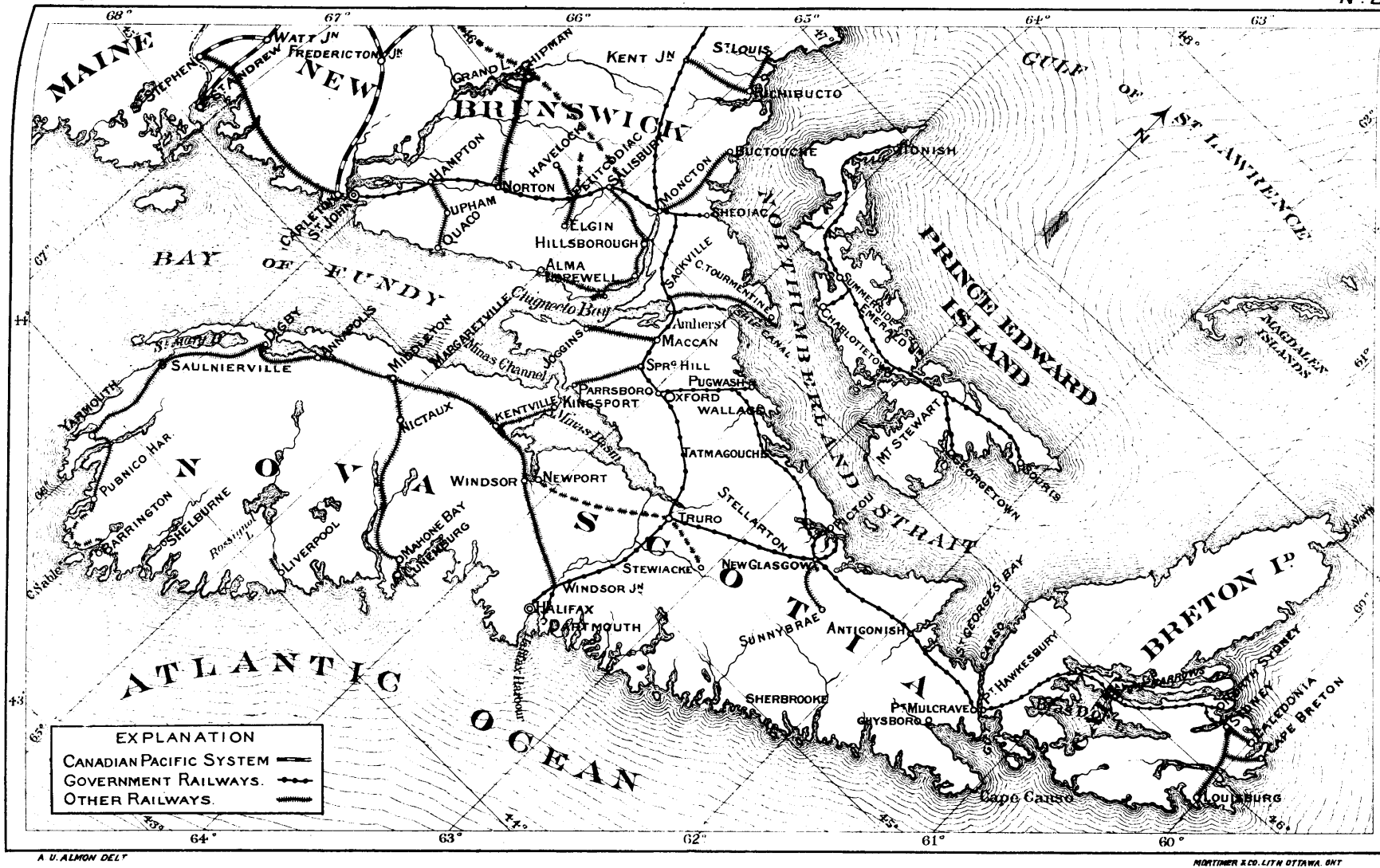
1897

No 1.

DOMINION OF CANADA



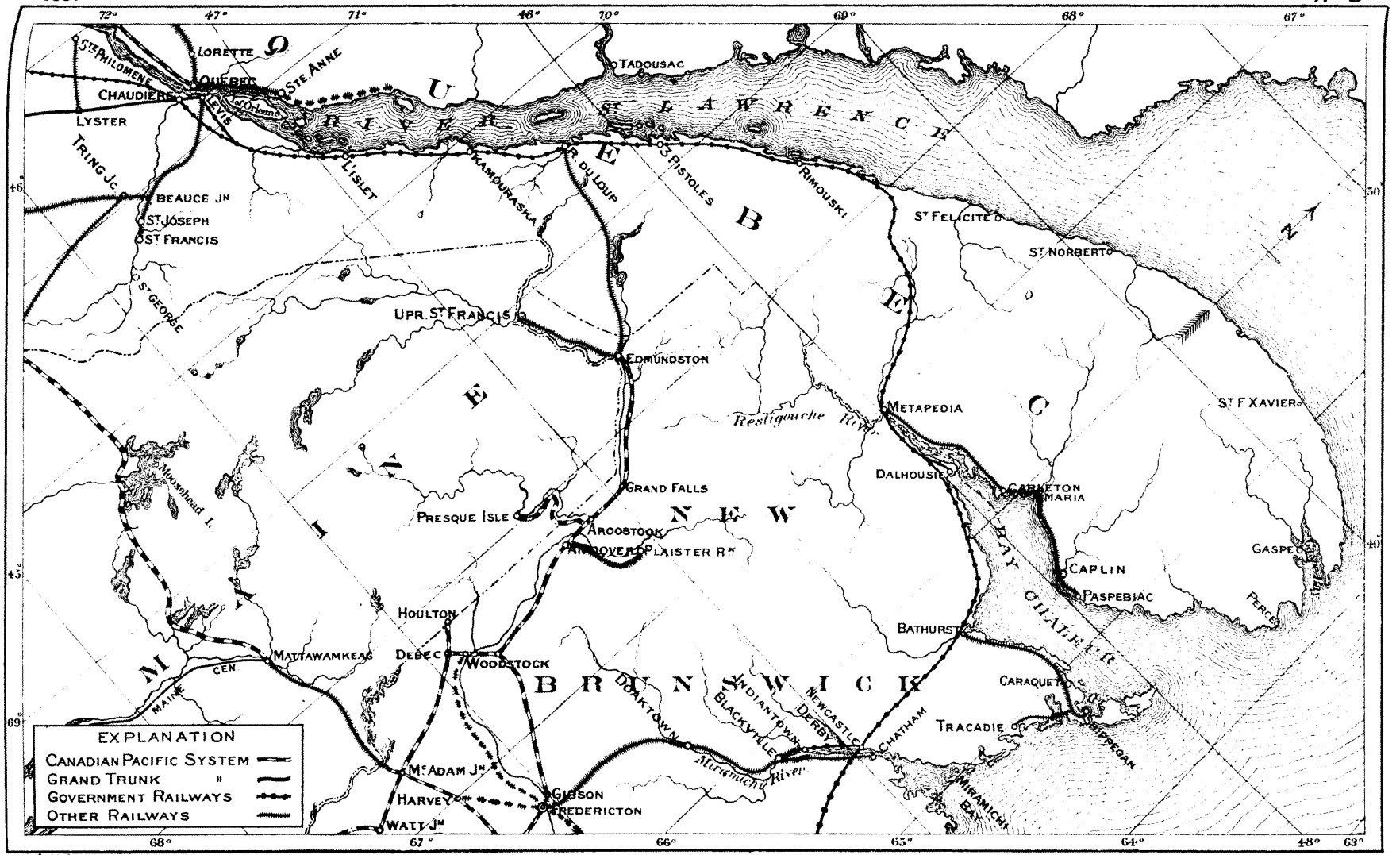
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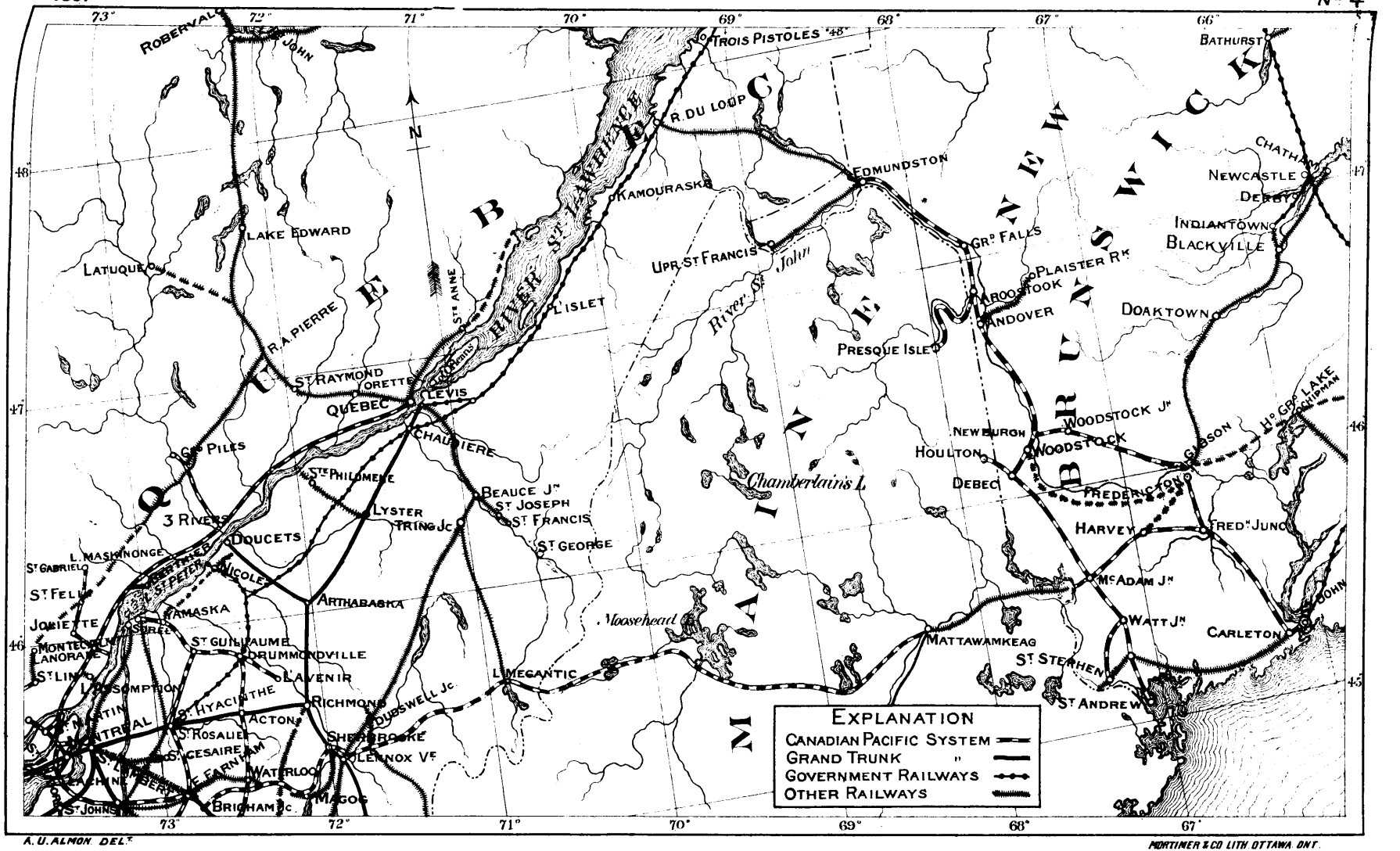
1897

N° 3



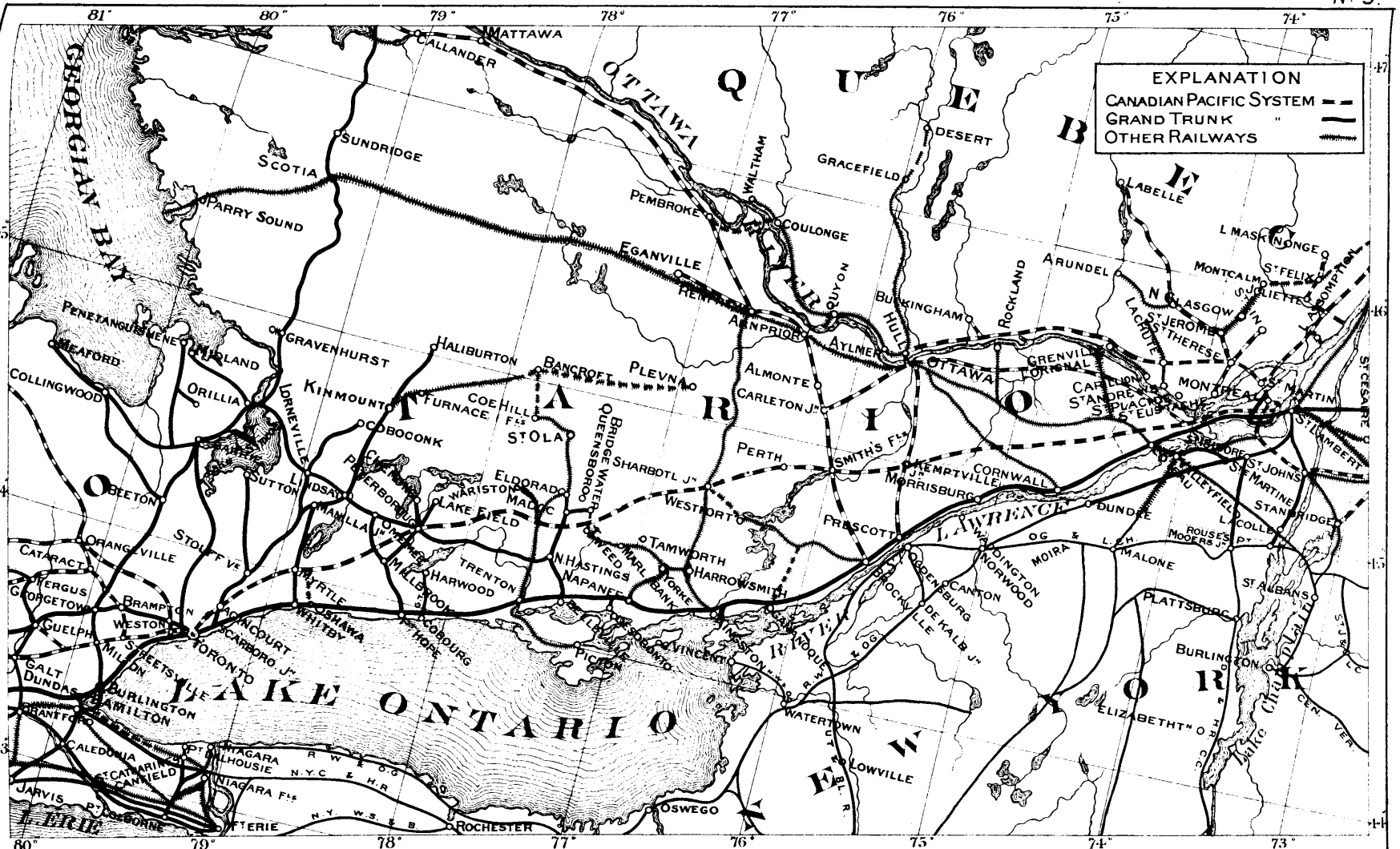
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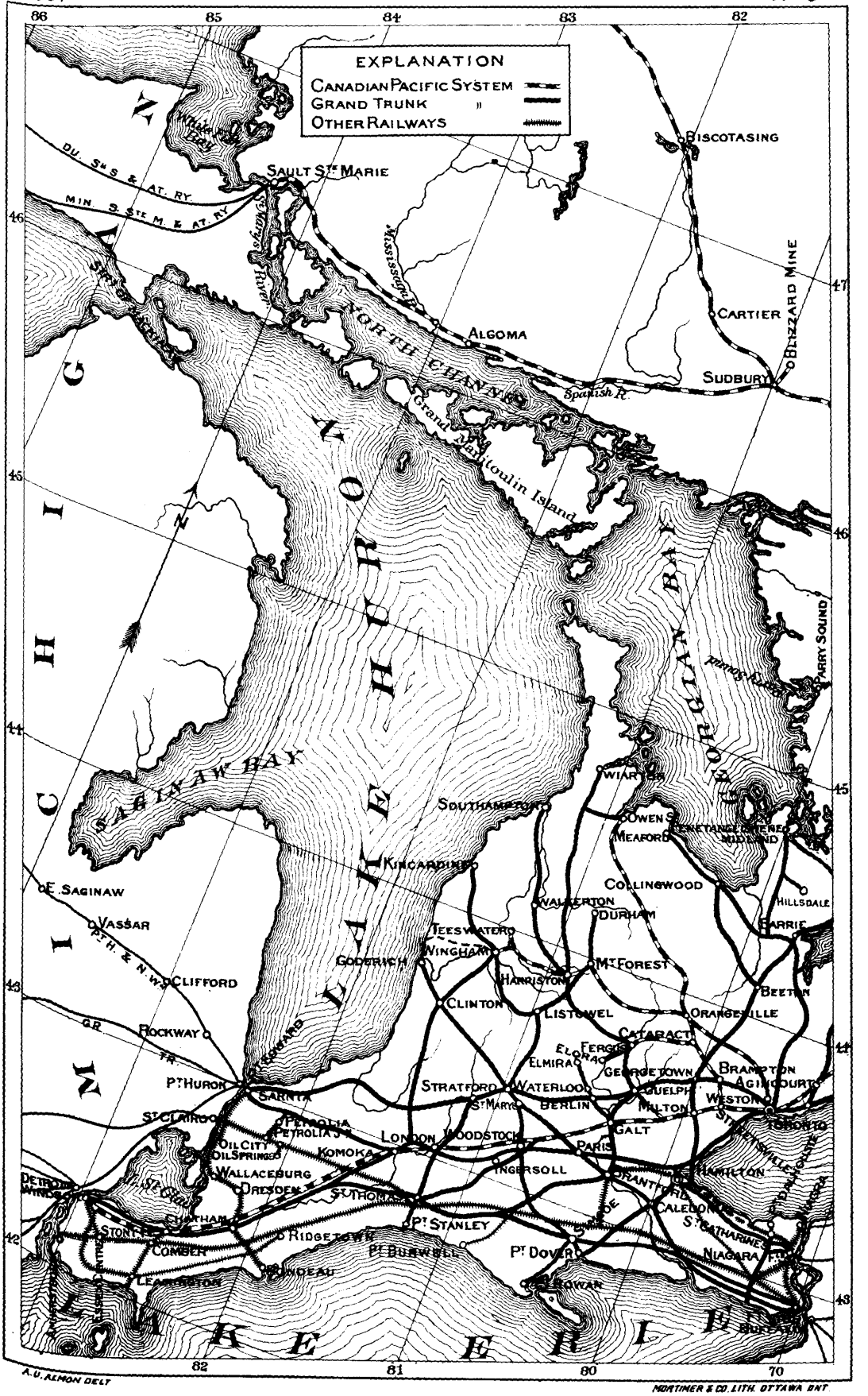
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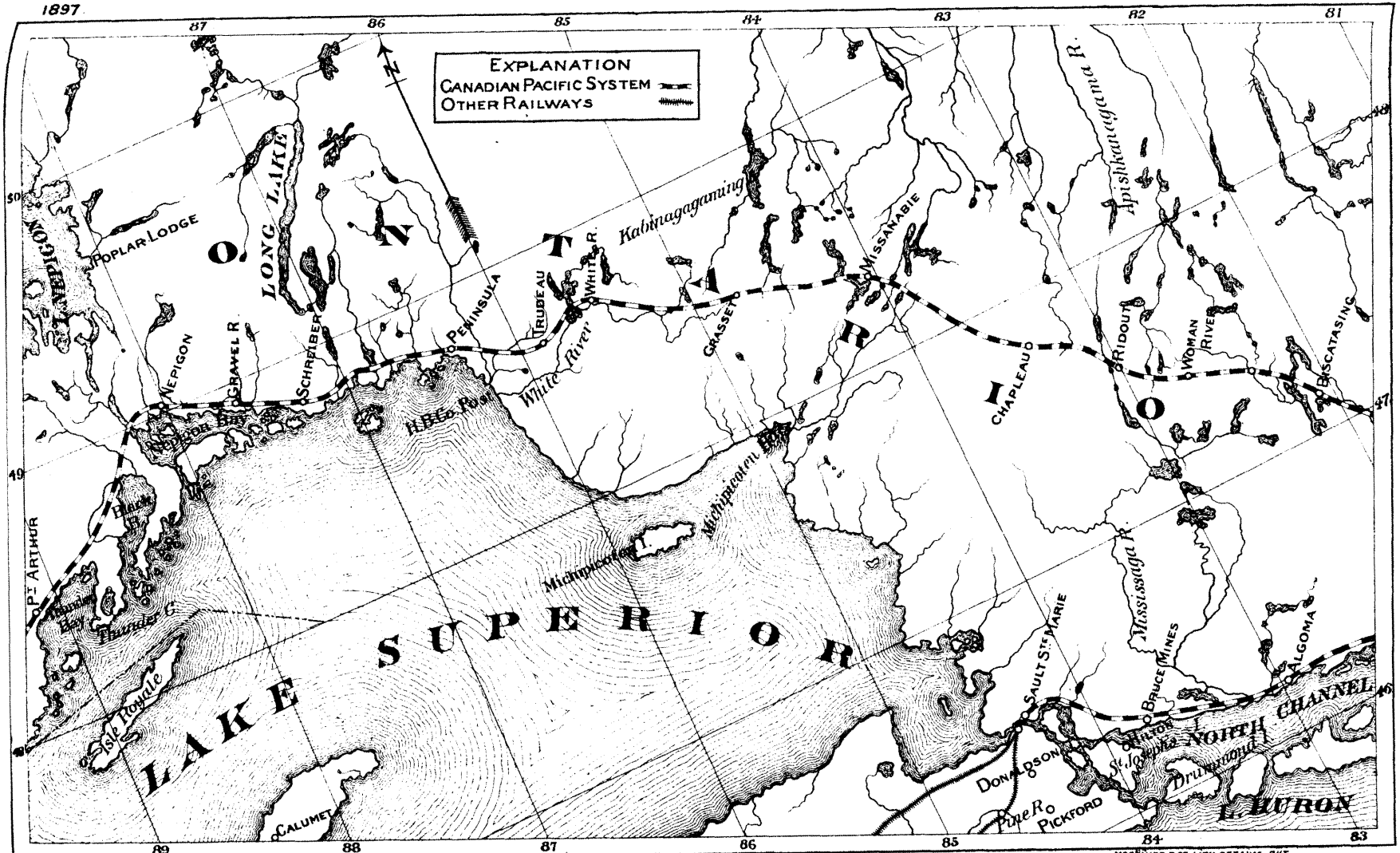
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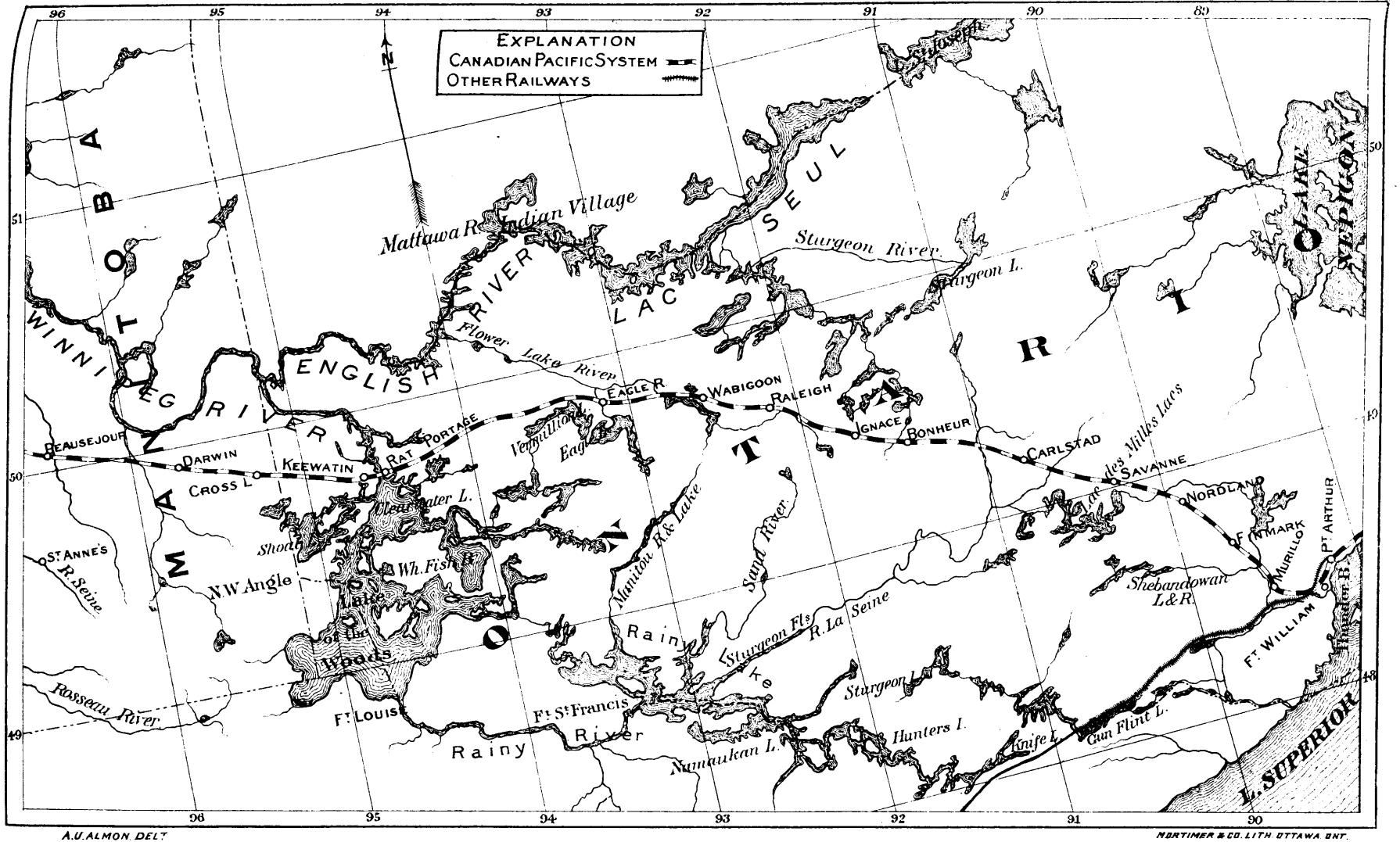
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EXPLANATION
CANADIAN PACIFIC SYSTEM
GRAND TRUNK "
OTHER RAILWAYS
MICHIGAN
HURON
GEORGIAN BAY
ERIE
ONTARIO
SAGINAW BAY
NORTH CHANNEL
Grand Manitoulin Island
Spanish R.
Mississaga R.
St Marys River
St Marys Falls
DU. SUS & AT. RY.
MIN. S. STE M. & AT. RY.
SAULT STE MARIE
BISCOTASING
BLEZZARD MINE
CARTIER
ALGOMA
SUDBURY
PARRY SOUND
Pointe au Baril
WIARTON
OWEN SD
MEAFORD
COLLINGWOOD
HILLSDALE
BARRIE
DURHAM
WALKERTON
SOUTHAMPTON
KINCARDINE
E. SAGINAW
VASSAR
D.T.H. & N.W.
CLIFFORD
TEESWATER
WINGHAM
GODERICH
HARRISTON
MT FOREST
CLINTON
LISTOWEL
ORANGEVILLE
BEETON
CATARACT
FERGUS
ELORA
ELMIRA
GEORGETOWN
BRAMPTON
AGINCOURT
GUELPH
WESTON
TORONTO
MILTON
STRATFORD
WATERLOO
ST MARYS
BERLIN
ROCKWAY
GR
TR
PT HURON
SARNIA
ST CLAIR
PETROLIA
PETROLIA J
OIL CITY
OIL SPRINGS
KOMOKA
LONDON
WOODSTOCK
PARIS
GALT
INGERSOLL
HAMILTON
WALLACEBURG
DRESDEN
ST THOMAS
DETROIT
WINDSOR
CHATHAM
BRANTFORD
CALEDONIA
DUNDAS
ST CATHARINES
NIAGARA FALLS
PT STANLEY
PT BURWELL
PT DOVER
RIDGETOWN
COMBER
LEAMINGTON
AMHERSTBURG
ESSEX
KINGSVILLE
TILBURY
ERIE
BUFFALO
LAKE ERIE
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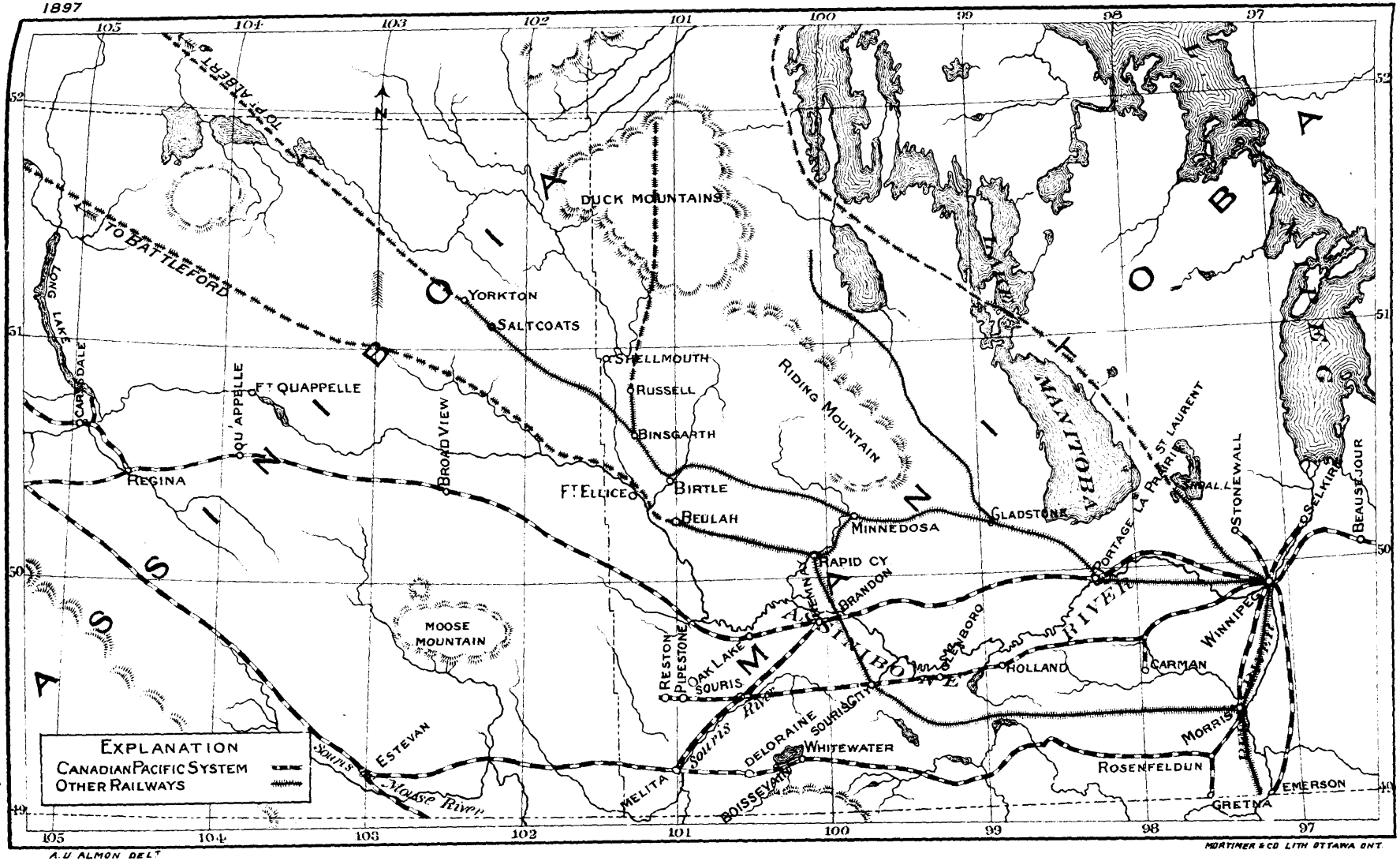


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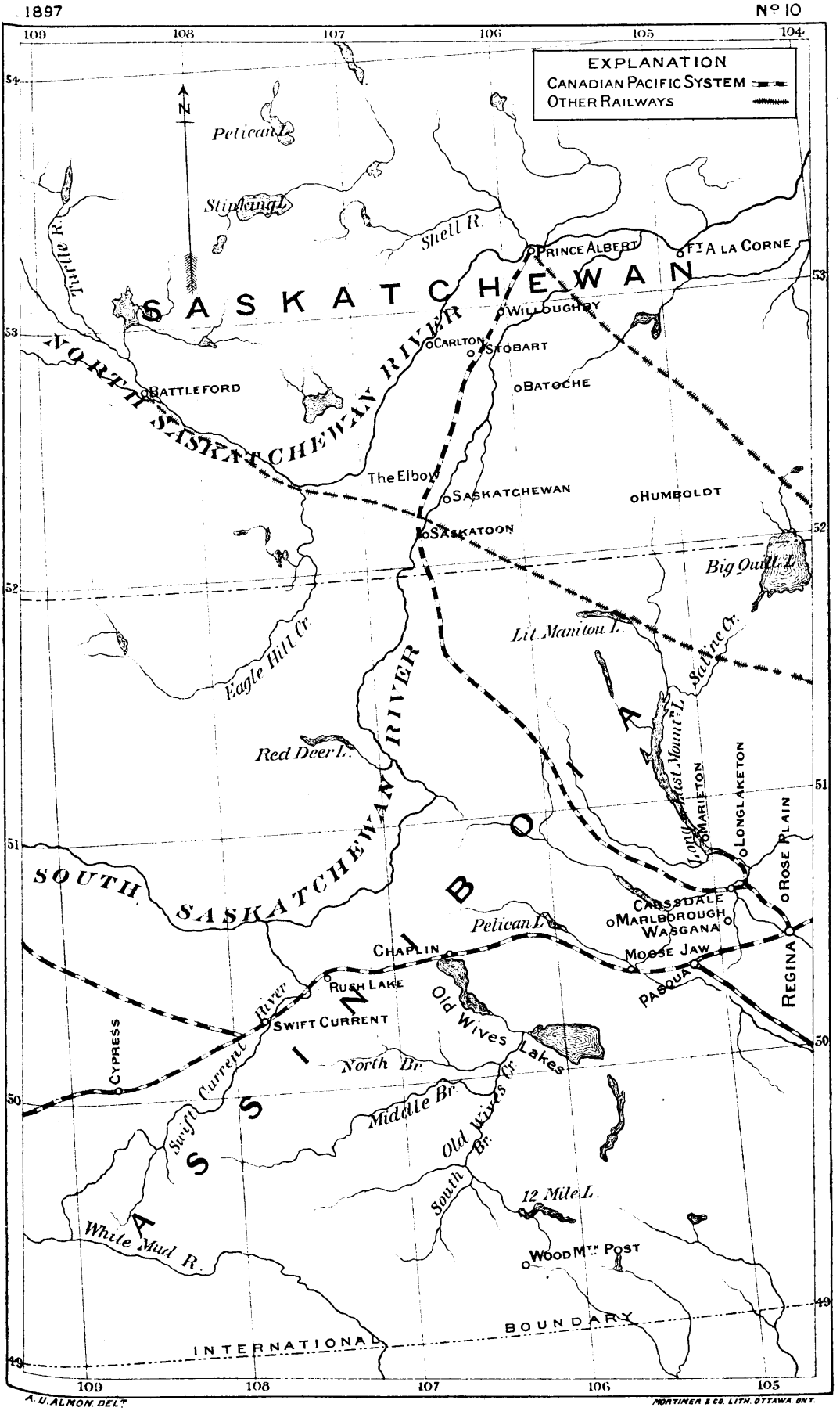
1897

No. 9



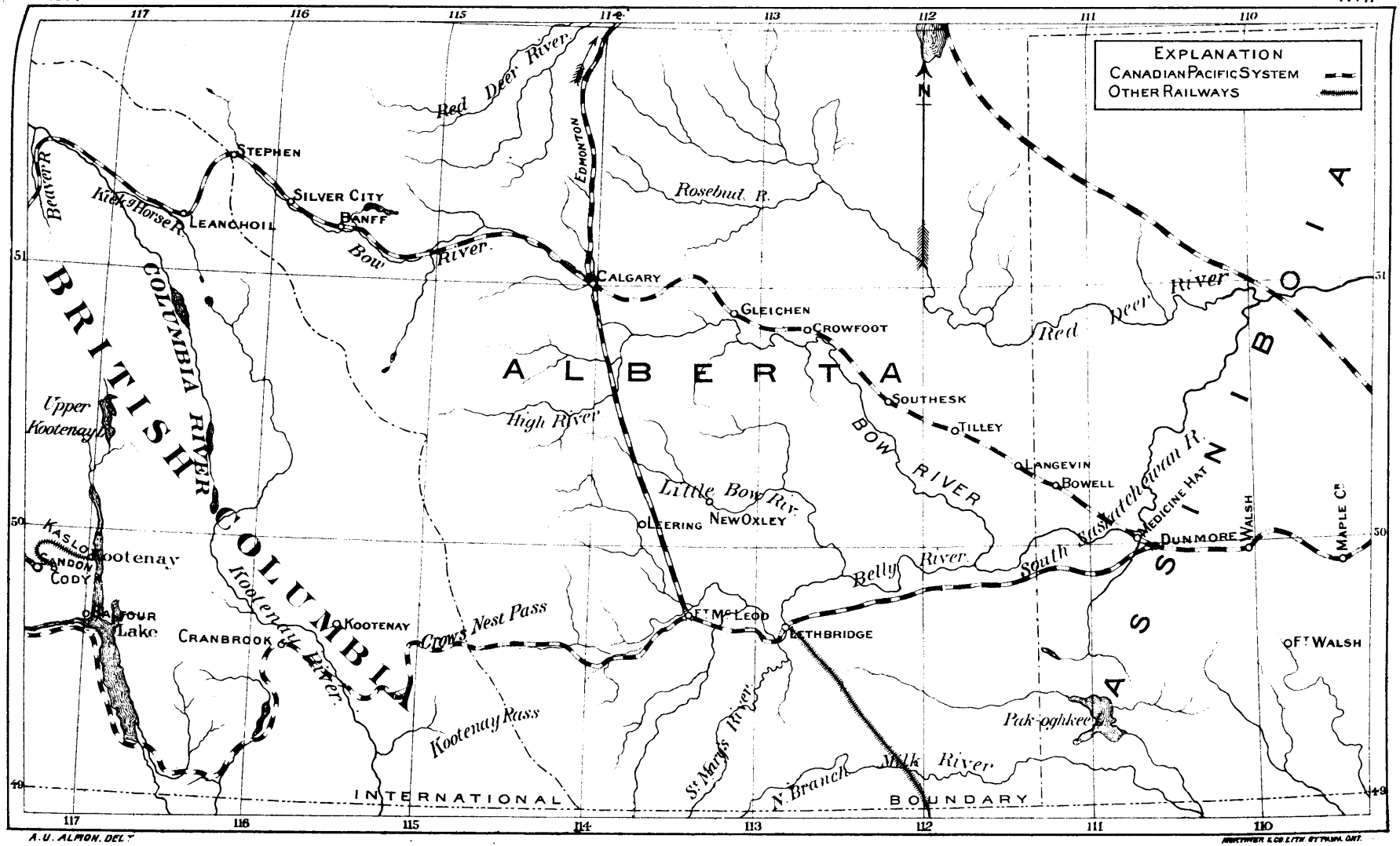
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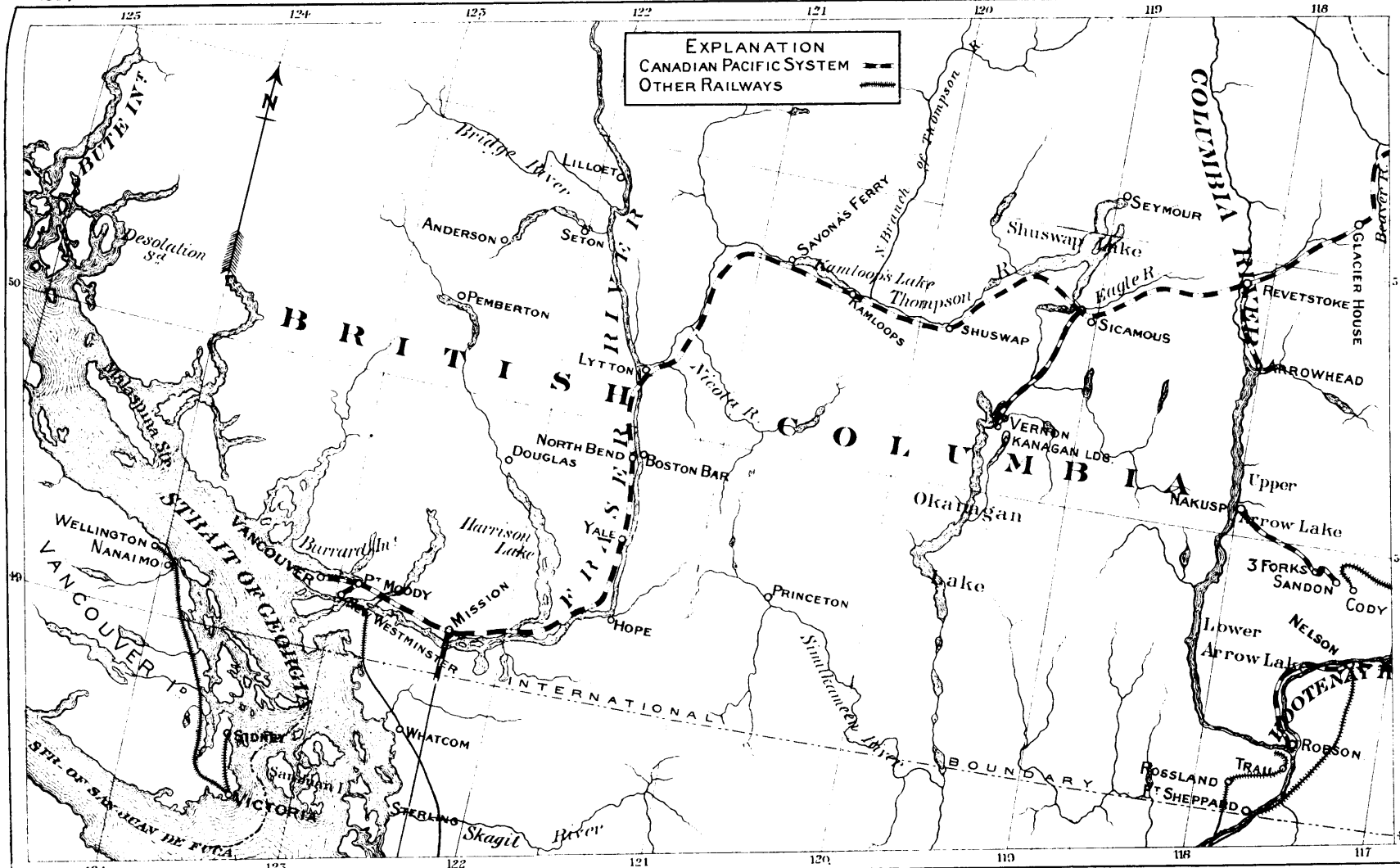


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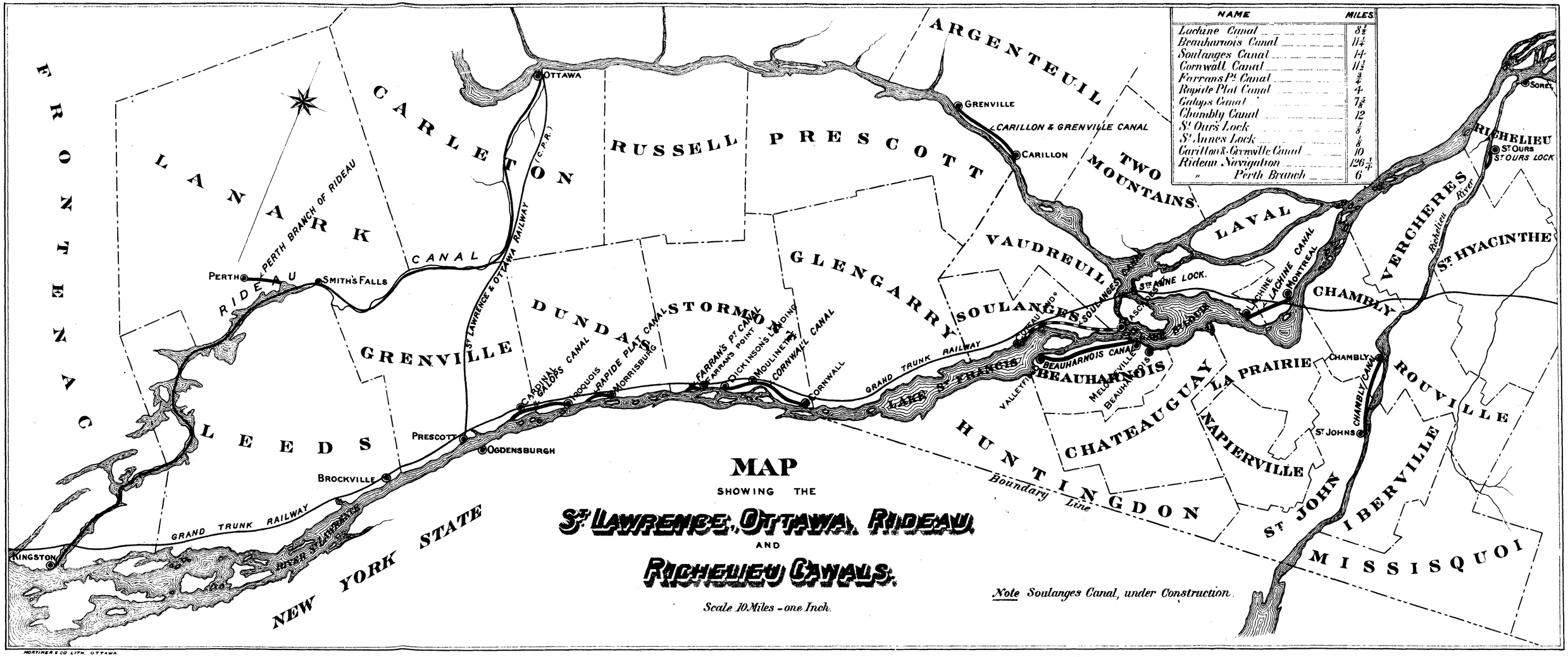
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No 12.



A.U ALMON. DEL.

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NAME	MILES
Lachine Canal	8 1/2
Beauharnois Canal	11 1/4
Soulanges Canal	14
Cornwall Canal	11 1/2
Farrans Pt Canal	3/4
Rapide Plat Canal	4
Galops Canal	7 3/8
Chambly Canal	12
St Ours Lock	1/8
St Annes Lock	1/8
Carillon & Grenville Canal	10
Rideau Navigation	126 1/4
" Perth Branch	6

MAP

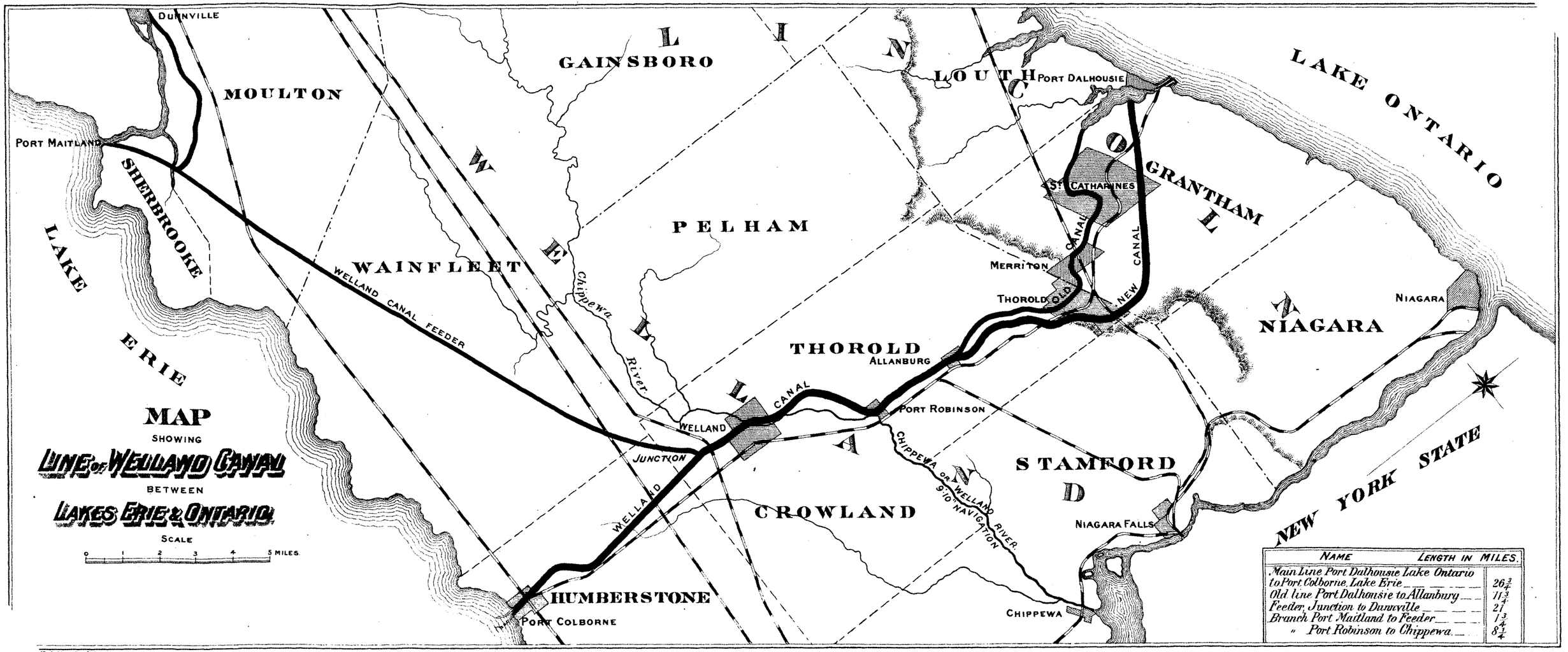
SHOWING THE

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

H. & Co. Lith. Ottawa.

SIMCOE

YORK

ONTARIO

DURHAM

VICTORIA

PETERBOROUGH

HASTINGS

NORTHUMBERLAND

PRINCE EDWARD

ADDINGTON

LENNOX

LAKE SIMCOE

LAKE ONTARIO

Severn River

Talbot River

Otonabee R.

Trent River

Murray Canal

Chisholms Rapids

Youngs Pt.

Lovesick

Buckhorn

Burleigh Falls

Heels Falls

Rice Lake

Bay of Quinte

ORILLA

CAMEBRIDGE

KIRKFIELD

ROSEDALE
LOCK. Ontario Gov.
2 LOCKS & DAM

FENELON FALLS
BOBCAYGEON
1 LOCK & DAMS

1 LOCK & DAM

1 LOCK & 3 DAMS

2 LOCKS 2 DAMS.

DAM

DAM LAKEFIELD

DAM LINDSAY
LOCK. Ontario Gov.

PETERBOROUGH
1 LOCK & DAM

HASTINGS
1 LOCK & DAM

CAMPBELLFORD

DAM

1 LOCK & DAM.

FRANKFORD

BELLEVILLE

TRENTON

BRIGHTON

PORT HOPE

COBOURG

BARRIE

WHITBY

OSHAWA

BOWMANVILLE

Constructed
Under Contract
Survey

MAP
SHOWING
TRENT NAVIGATION AND MURRAY CANAL.

Scale 10 Miles = Inch.

MURRAY CANAL length 5 1/8 Miles.

MORTIMER & CO. LITH. OTTAWA.

MAP

SHOWING

CANADIAN SHIP CANAL

ALSO

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

SCALE OF FEET

PACIFIC RAILWAY

CANADIAN

TOWN OF SAULT STE MARIE

CANADIAN SHIP CANAL

WHITE FISH ISLAND

INTERNATIONAL BRIDGE

ST MARY'S RAPIDS

ST MARY'S FALLS CANAL

NEW LOCK

PILOT HOUSE

PUBLISHED B.C.L.S. OTTAWA

Department of Railways and Canals.

PART I

SKETCH MAPS OF DOMINION RAILWAYS AND CANALS

ALSO INFORMATION AS TO

TRANSCONTINENTAL RAILWAY COMMUNICATION AND AS TO ROUTES OF CANAL NAVIGATION

AND

REPORT OF THE CHIEF ENGINEER

COMPRISING REPORTS OF

GENERAL MANAGER OF GOVERNMENT RAILWAYS AND SUPERINTENDENTS OF CANALS

ALSO

DECISIONS OF THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL

10—1*

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

Grand Trunk Railway Route—

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, N.B	275	
New Brunswick Railway to Edmundston	170	
Témiscouata Railway to Rivière du Loup	81	
Intercolonial Railway to Lévis	115	
Grand Trunk Railway to Montreal	173	
		814

MONTREAL TO THE PACIFIC COAST, CANADIAN PACIFIC RAILWAY.

Trunk Line.

		Miles.
Quebec to St. Martin's Junction (13 miles north of Montreal)		159
Montreal (at the head of Atlantic Ocean Navigation to St. Martin's Junction)		13
St. Martin's Junction to Callander		331
Callander to Port Arthur	649	
Port Arthur to Red River (opposite Winnipeg)	428	
Red River to Savona's Ferry	1,257	
Savona's Ferry to the waters of the Pacific Ocean at Port Moody	213	
		2,547
Port Moody to Vancouver		15
Total, Montreal to Vancouver		2,906

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

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

WINDSOR BRANCH.

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

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

Communication between the Prince Edward Island Railway and the Intercolonial is afforded in summer by steamer between Summerside and Pointe du Chêne, between Charlottetown and Pictou, and between Georgetown and Pictou, and in winter by specially-built steamers 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 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.

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.

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, par-

ticularly 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.

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 51. This number will be reduced on the completion of the Soulanges Canal.

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.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following dimensions:—Length 270 feet, width 45 feet, depth of water on sills 14 feet. *The length of the vessels to be accommodated is limited to 255 feet.*

LACHINE CANAL.

Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise, or lockage	45 "
Depth of water on sills { at two locks	18 "
Depth of water on sills { at three locks	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. The old locks are 200 feet by 45 feet. There are two entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis Rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

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 "
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.

A canal of the dimensions of the enlarged scheme is in course of construction on the north side of the river.

CORNWALL CANAL.

Length of canal	11 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 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The old lift locks, 200 feet by 45 feet, are also available.

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 from the town of Cornwall to Dickenson's Landing.

WILLIAMSBURG CANALS.

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

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	3½ feet.
Depth of water on sills at ordinary water level	9 "
Breadth of canal at bottom	50 "
Breadth of canal at 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.

Rapide Plat Canal.

Length of canal	$3\frac{2}{3}$ miles.
Number of locks	2 "
Dimensions of locks	270 feet by 45.
Total rise or lockage	$11\frac{1}{2}$ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	152 "

The old lift lock 200 feet by 45 is also available.

From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of $10\frac{1}{2}$ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

Galops Canal.

Length of canal	$7\frac{1}{3}$ miles.
Number of locks	4
Dimensions of locks	2—270 by 45. 2—200 by 45.
Total rise or lockage	$15\frac{1}{2}$ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat Canal to Iroquois, at the foot of the Galops Canal, the St. Lawrence is navigable for $4\frac{1}{2}$ miles. This canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western pier heads	$5\frac{1}{6}$ miles.
Breadth at bottom	80 feet.
Breadth at water surface	120 "
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.

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	10¼ feet.	14 "

WELLAND RIVER BRANCHES.

Length of canal—Port Robinson Cut to River Welland	2,622 feet.
" From the canal at Welland, to the river, via lock at aqueduct	300 "
" Chippawa Cut to River Niagara	1,020 "
Number of locks—one at aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 " 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 200 by 45 "
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH

Length of canal	1¾ miles
Number of locks	1
Dimensions of locks	185 by 45 feet.
Total rise or lockage	7½ feet.
Depth of water on sills	11 "

The Welland Canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburgh, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

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

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.
Number of locks	1
Dimensions of lock	900 feet by 60 feet.
Depth of water on sills (at lowest known water level	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.

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 Canals, to the city of Ottawa ; thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

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

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

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

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

Sections of Navigation.	Intermediate distances.	Total distances from Montreal.
	Miles.	Miles.
The Lachine Canal	$8\frac{1}{2}$	
From Lachine to Ste. Anne's Lock	15	$23\frac{1}{2}$
Ste. Anne's Lock and piers	$\frac{1}{8}$	$23\frac{5}{8}$
From Ste. Anne's Lock to Carillon Canal	27	$50\frac{5}{8}$
The Carillon Canal	$\frac{3}{4}$	$51\frac{3}{8}$
From Carillon Canal to Grenville Canal	$6\frac{1}{4}$	$57\frac{5}{8}$
The Grenville Canal	$\frac{3}{4}$	$63\frac{3}{8}$
From the Grenville Canal to entrance of Rideau navigation	56	$119\frac{5}{8}$
Rideau navigation, ending at Kingston	$126\frac{1}{4}$	$245\frac{5}{8}$

STE. ANNE'S LOCK.

	Old Lock.	New Lock.
Length of canal	$\frac{1}{8}$ mile.	$\frac{1}{8}$ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet.	200 x 45 feet.
Total rise or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's Rapids between Ile Perrot and the head of the Island of Montreal at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, $23\frac{1}{2}$ miles from Montreal harbour.

THE CARILLON CANAL.

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

This canal overcomes the Carillon Rapids.

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

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.

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 up to which point the River Ottawa affords unimpeded navigation.

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

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.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the River St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours Lock to the basin of Chambly, thence by the Chambly Canal to St. Johns and the River Richelieu and Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

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

At St. Ours, 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.

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.

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, 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, Stony, 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 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government 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 Falls Dam		14¼
" Heeley's Falls Dam to Peterborough	51¾	
" Peterborough to Lakefield		9
" 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 Peterborough, the dam, at the head of the Nine Mile Rapids of the River Otonabee, maintains navigation on Lake Katchiwannoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchiwannoe and Clear Lake controls the water level through Clear and Stony Lakes up to the foot of the Burleigh Canal. The lock here, it should be observed, is controlled by the Provincial Government.

At Burleigh Rapids, 10 miles from Young's Point, a canal about 2¼ miles in length, passes the Burleigh and Lovesick Rapids, and gives communication between Stony Lake and Deer Bay.

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

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

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

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

1 lock at Rosedale, (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							

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.

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 one guard and four lift locks, overcoming a total rise of 82½ feet. (The number of locks on the Beauharnois Canal, including the guard-lock, is nine.) The dimensions of the Soulanges locks will be those of the enlarged system, namely, length 270 feet, width 45 feet depth of water on sills 14 feet.

Department of Railways and Canals.

CHIEF ENGINEER'S REPORT.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER,
OTTAWA, 16th November, 1897.

SIR,—I have the honour to submit my annual report for the fiscal year ended 30th June, 1897, covering, however, works of construction up to the 1st November instant. I had expected to have placed this report in your hands at a much earlier date, but considerable delay occurred in obtaining from some of the officers in charge of work their reports to me; hence it is that I make my report at this late 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. (Part I.)

Second.—The annual reports of the Superintending Engineers of the several canals. (Part I.)

Third.—A statement of the condition of the subsidies granted in aid of the construction of railways: also a list of Railway Subsidy Acts. (Part III.)

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

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

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

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

Eighth.—The canal statistics for the season of navigation of 1896, compiled by Mr. Devlin. (Part V.)

Ninth.—The railway statistics for the year ended 30th June, 1897, compiled by Mr. Ridout from returns prepared by the railway companies. (Part VI.)

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The following table shows the length of the Government railways in operation on the 30th June, 1897 :

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	11½	
		1,148½

Freight Branches.

Rivière du Loup Wharf Branch		4	
Rimouski	do	2	
Newcastle	do	2	
Dorchester	do	1	
Courtney Bay	do	1	
Sackville	do	½	
Stewiacke	do	1	
Halifax Cotton Factory Branch		1	
			12½
Total			1,161

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		1,404

Department of Railways and Canals

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	1,145	Earnings	2,866,028 02		
		Working expenses	2,925,968 67		
				.....	59,940 65
Windsor Branch	32	½ earnings	40,603 23		
		Maintenance	10,821 04		
				29,782 19	
Prince Edward Island Division	211	Earnings	153,443 13		
		Working expenses	240,489 90		
				.....	37,046 77
				29,782 19	146,987 42
		Deduct profit from loss	.....	.....	29,782 19
Total miles	1,388	Net loss	.....	.....	117,205 23

The maintenance of the roads and rolling stock has received careful attention, and both roads and rolling stock continue to be in efficient condition. The business of the Intercolonial, I regret to say, shows no improvement.

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

——	1895-96.	1896-97.
	$ cts.	$ cts.
Intercolonial Division	2,957,640 10	2,866,028 02
Windsor Branch	36,561 83	40,603 23
Prince Edward Island Division	146,476 54	153,443 13
Total	3,140,678 47	3,060,074 35

Showing a decrease in the gross earnings of $80,604.12.

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

——	1895-96.	1896-97.
	$ cts.	$ cts.
Intercolonial Division	3,012,827 62	2,925,968 67
Windsor Branch	16,476 46	10,821 04
Prince Edward Island Division	225,138 56	240,479 90
Total	3,254,442 64	3,177,269 61

Showing a decrease in working expenses for the year, compared with the previous year, of $77,173.03, which is made up of the following:—

—	1895-96.	1896-97.	Difference.	
			Increase.	Decrease.
	$ cts.	$ cts.	$ cts.	$ cts.
Locomotive power	1,047,967 27	1,051,238 89	3,271 62	
Car expenses	693,747 00	750,480 08	56,733 08	
Maintenance of way and works	890,218 71	737,609 94		152,608 77
Station expenses	411,697 50	413,841 24	2,143 74	
General charges	209,748 81	218,435 68	8,686 87	
Car mileage	1,063 35	5,663 78	4,600 43	
	3,254,442 64	3,177,269 61	75,435 74	152,608 77
				75,435 74
Net decrease				77,173 03

INTERCOLONIAL DIVISION.

The ocean passenger and freight traffic via the port of Halifax shows a small increase for the winter season of 1896-97 as compared with the previous winter season.

COMPARATIVE STATEMENT of ocean-borne passenger business done at the port of Halifax during the winter seasons of 1895-96 and 1896-97.

Name of Steamer.	1895-96. No. of Passengers.			Name of Steamer.	1896-97. No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Numidian	49	479	528	Mongolian	29	351	380
Salvador	61	491	552	Labrador	96	462	358
Mongolian	25	297	322	Numidian	29	204	233
Vancouver	66	293	359	Vancouver	64	496	560
Laurentian	43	502	545	Laurentian	41	307	348
Parisian	21	493	514	Scotsman	42	251	293
Scotsman	37	570	607	State of Nebraska	4	43	47
State of Nebraska	4	132	136	Parisian	52	453	505
				Siberian	.....	102	102
Total	306	3,257	3,563	Scotia	.....	279	279
				Prussia	.....	471	471
				Total	357	3,419	3,776

Of the 3,563 passengers in 1895-96, 2,197 travelled via St. John by the Canadian Pacific Railway and 1,366 travelled via Chaudière by the Grand Trunk Railway.

Of the 3,776 passengers in 1896-97, 2,993 travelled via St. John by the Canadian Pacific Railway, and 783 travelled via Chaudière by the Grand Trunk Railway.

Department of Railways and Canals.

COMPARATIVE STATEMENT of ocean-borne freight traffic during the winter seasons of 1895-96 and 1896-97.

Name of line of Steamers.	Winter of 1895-96.			Name of line of Steamers.	Winter of 1896-97.		
	Measurement tons.	Weight tons.	Total tons.		Measurement tons.	Weight tons.	Total tons.
Allan Line from Liverpool	1,121	1,499	2,620	Allan Line from Liverpool	1,172	721	1,893
Dominion Line From Liverpool	362	401	763	Dominion Line from Liverpool	707	263	970
Canada & Newfoundland from Liverpool	115	1,138	1,253	Canada & Newfoundland from Liverpool	6	975	981
Furness Line from London	601	717	1,318	Furness Line from London	2,191	1,280	3,471
Donaldson Line from Glasgow	155	347	502				
Total	2,354	4,102	6,456	Total	4,076	3,239	7,315

The above statement shows an increase of 859 tons of ocean-borne freight traffic for the winter season of 1896-97 as compared with the winter season of 1895-96.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to the 30th June, 1897 :—

	Engines.	Passenger Car Stock.					Conductors' Van.	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	110	418	....	....	....	....
										658				
Total	204	20	92	7	94	63	99	2,174	2,319	2,075	44	10	21	2

The following is a statement of the quantity and classes of rolling stocks which have been rebuilt during the year ended 30th June, 1897, at the cost of revenue to maintain the work :—

	Engines.	Passenger Car Stock.					Conductors' Van.	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 Sleepers.	2nd Class.	Baggage and Mail.								
Total	9	....	....	....	....	2	....	110	59	204	....	....	1	....

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

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	522,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80	829	1,603,429 71	1,506,298 48		97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,245
1881-82	840	2,069,657 48	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	10,547 83		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,547 90	989,936	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	966	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,846 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		547,835 87	1,368,819	1,219,233
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
1895-96	1,142	3,012,827 62	2,957,640 10		55,187 52	1,379,618	1,471,866
1896-97	1,145	2,925,968 67	2,866,028 02		59,940 65	1,296,028	1,501,690

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 road was opened as a through line.

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
1895-96	53,124	9,681	369,708	432,513
1896-97	38,395	12,305	331,469	382,172

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 tons, since which the through coal traffic for points west of the Intercolonial Railway has been on the decline.

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

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77				1888-89	129,725		129,725
1877-78				1889-90	502,012		502,012
1878-79				1890-91	148,803	69,534	218,337
1879-80				1891-92	745,997	519,500	1,265,497
1880-81				1892-93	155,306	197,669	352,975
1881-82				1893-94	Nil.	8,026	8,026
1882-83	31,011		31,011	1894-95	Nil.	Nil.	Nil.
1883-84	73,389		73,389	1895-96	Nil.	Nil.	Nil.
1884-85	300,901		300,901	1896-97	Nil.	Nil.	Nil.
1885-86	389,122		389,122				
1886-87	575,880		575,880	Total	3,121,167	794,729	3,915,896
1887-88	69,021		69,021				

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	1887-88	871,838
1877-78	657,778	1888-89	948,514
1878-79	630,329	1889-90	1,116,050
1879-80	533,248	1890-91	1,013,129
1880-81	672,310	1891-92	954,015
1881-82	692,095	1892-93	856,913
1882-83	983,916	1893-94	944,967
1883-84	817,134	1894-95	938,351
1884-85	935,977	1895-96	822,097
1885-86	761,127	1896-97	847,701
1886-87	763,894		

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	1887-88	1,219,035
1877-78	331,170	1888-89	1,526,158
1878-79	302,921	1889-90	2,610,202
1879-80	534,021	1890-91	2,890,921
1880-81	565,678	1891-92	3,776,677
1881-82	560,253	1892-93	1,514,619
1882-83	1,195,601	1893-94	1,304,684
1883-84	654,673	1894-95	1,036,384
1884-85	734,902	1895-96	1,064,385
1885-86	849,800	1896-97	1,093,499
1886-87	1,018,395		

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	1887-88	197,755,272
1877-78	56,626,547	1888-89	199,507,777
1878-79	55,626,696	1889-90	210,886,071
1879-80	55,462,654	1890-91	184,188,324
1880-81	72,841,388	1891-92	175,474,340
1881-82	78,356,418	1892-93	181,211,013
1882-83	104,633,417	1893-94	200,507,949
1883-84	131,120,948	1894-95	202,247,269
1884-85	138,493,675	1895-96	226,332,715
1885-86	117,186,512	1896-97	243,355,725
1886-87	161,801,763		

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	1887-88	98,302
1877-78	46,498	1888-89	85,960
1878-79	47,584	1889-90	86,771
1879-80	70,990	1890-91	95,529
1880-81	61,574	1891-92	87,889
1881-82	73,479	1892-93	93,369
1882-83	68,338	1893-94	79,203
1883-84	60,090	1894-95	72,106
1884-85	70,785	1895-96	64,051
1885-86	74,498	1896-97	72,082
1886-87	82,896		

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
1895-96	3,767	314	16,748	20,829
1895-97	2,654	263	17,239	20,156

The above statement does not include deals, which amounted to 83,100 tons for the year 1896-97.

Department of Railways and Canals.

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
1895-96	Nil.	Nil.	9,824	9,824	15,138	13,734	11,309	40,181
1896-97	Nil.	Nil.	4,925	4,925	5,694	8,069	6,957	20,720

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	2,075	1,849	5,285	10,209
1895-96	1,966	3,059	1,319	6,344	1,863	1,087	2,791	5,741
1896-97	3,307	3,115	1,286	7,708	2,168	1,176	2,536	5,880

Thirteen and a half miles of the 56-lb. steel rails have been lifted and replaced at the cost of revenue by 1,418 tons of 67-lb. steel rails, and 288,949 ties have been renewed.

Capital Account.

Total cost of road and equipment up to 30th June, 1897:—

Road, &c	$47,593,553 30
Rolling stock	7,822,603 85
Total	$55,416,157 15

The new Dartmouth Branch, connected with the Trunk Line at Windsor Junction, a distance of 11½ miles, is completed and in operation.

The increased freight yard and warehouse accommodation provided on the east side of Water street at the deep water terminus at Halifax greatly facilitates the business of the station.

Both the road and rolling stock are 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.

The road has been maintained in efficient condition.

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

Year.	Miles in Operation.	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	.....
1895-96..	32	47,456 74	10,894 91	36,561 83	16,476 46	20,085 37	....
1896-97..	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	....

Department of Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

Total cost of road and rolling stock up to the 30th June, 1897 :—

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 Car.	Platform Cars.	Conductors' Vans.	Pay Cars.	Snow Ploughs	Flangers
	1st Class Car.	2nd Class Car.	Baggage and Smoking Cars.	Official Cars.						
21	17	13	6	1	175	125	3	1	8	7

Statement of rolling stock rebuilt during the year—1 locomotive, 1 first-class car, 9 box and cattle cars, 8 platform cars, 1 snow plough, 1 flanger.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons 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
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	121,498

Twelve and a half 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)	139
Iron rails (40 lbs. to yard)	72
Total length of road	211

One thousand tons of 50-lb. steel rails were used for renewing the 12½ miles of track.

The road and rolling stock are in good running condition.

BAIE DES CHALEURS RAILWAY

The Baie des Chaleurs Railway Company having appealed to the Government to take this road over and operate it as part of the Intercolonial Railway, confidently urging that it could be operated on a profit, the Government finally decided to give the scheme a trial by maintaining and operating the road for a few months, commencing on the 26th of December, 1896 ; ceasing its operation, and transferring it back to the Company on the 31st of May, 1897. The length of the road is 79 miles, extending from its junction with the Intercolonial Railway at Metapedia station to Caplin station.

The results of operation for the period named, show :—

Working expenses	$18,679 97
Gross earnings	6,725 08
Loss	$11,954 89

The following services entered into the working expenses as given above :—

Cost of clearing snow and ice from track	$4,812 24
Repairing damages done by storm on 28th April, 1897	1,100 00
	$5,912 24

The result of these few months of operating the road were such as to discourage the idea of acquiring it and making it a branch of the Intercolonial Railway. Its operation is beyond question, however, a great accommodation to the locality which it serves.

CAPITAL ACCOUNT.

Canadian Pacific Railway.

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

On the division between Savona's Ferry and Emory's Bar, the award work is nearly completed, which has given permanency to the character of the road, the alignment also having been greatly improved. The amount of the award has been 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 79	
In February, 1892	188 15	
March "	9,160 77	
April "	16,674 16	
May "	16,010 86	
June "	21,696 89	
July "	21,907 15	
August "	19,477 77	
September "	21,182 75	
October "	22,278 71	
November "	12,349 29	
December "	4,772 04	
Carried forward	$380,330 53	$579,255 20

Amount of work since done:—*Concluded.*

Brought forward	$380,330 53	$579,255 20
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	
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	
October "	10,832 50	
November "	3,237 63	
December "	777 70	
January, 1896	Nil	
February "	Nil	
March "	860 04	
April "	1,800 84	
May "	4,983 97	
June "	4,141 20	
July "	3,553 80	
August "	3,183 96	
September "	3,173 09	
October "	2,728 39	
November "	826 34	
December "	33 92	
January, 1897		
February "		
March "		
April "		
May "		
June "	49 31	
July "	335 08	
August "	475 51	
		572,445 70
Balance		$6,809 50

General Remarks.

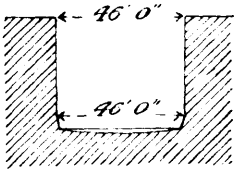
It is only proper here to note that amongst the various works and undertakings of the company for the substantial improvement of their railway in the directions of steel bridge construction, the formation of solid embankments and the adaptation of the most recent appliances to their rolling stock in order to ensure safety and comfort to their passengers and employees, they have now equipped with self couplers 7,589 freight cars, and have fitted 5,056 freight cars with automatic brakes.

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

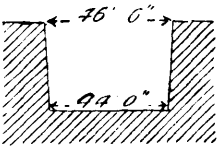
—	1886-87. — Miles, 4,274.	1887-88. — Miles, 4,662.	1888-89. — Miles, 4,974.	1889-90. — Miles, 5,086.	1890-91. — Miles, 5,537.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Earnings	10,650,254 08	12,711,010 01	13,016,611 81	15,572,985 62	18,672,174 04
Working expenses	7,299,045 16	9,034,360 27	8,997,312 05	9,424,166 45	11,538,133 53
Net revenue	$3,351,208 82	$3,676,649 74	$4,019,299 76	$6,148,819 17	$7,134,040 51
No. Passengers carried	1,949,215	2,135,735	2,457,306	2,685,730	2,971,774
Tons Freight carried	2,118,319	2,321,957	2,636,121	3,006,684	3,675,113

—	1891-92. — Miles, 5,537.	1892-93. — Miles, 5,782.	1893-94. — Miles, 6,094.	1894-95. — Miles, 6,159.	1895 96. — Miles, 6,211.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Earnings	20,789,104 17	20,795,304 66	19,357,098 05	17,912,273 60	20,175,384 99
Working expenses	12,441,126 28	12,665,587 12	12,447,808 03	11,282,506 00	12,202,360 50
Net revenue	$8,347,977 89	$8,129,717 54	$6,909,290 02	$6,629,767 60	$7,973,024 49
No. Passengers carried	3,150,684	3,335,598	3,153,340	2,892,995	3,036,619
Tons Freight carried	4,058,575	4,266,348	4,014,915	3,720,567	4,576,632

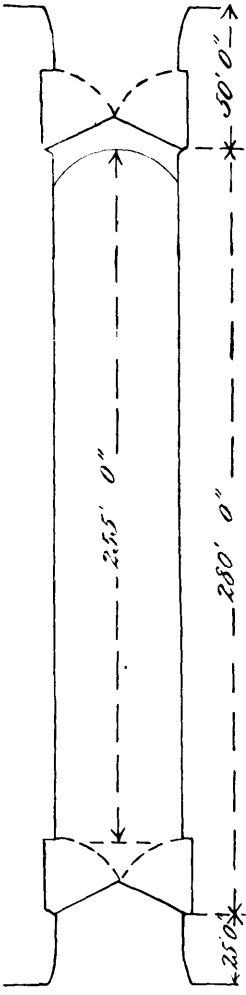
—	1896-97. — Miles, 6.314.				
	$ cts.				
Earnings	21,242,638 75				
Working expenses	12,576,800 42				
Net revenue	8,665,838 33				
No. Passengers carried	$2,987,163 00				
Tons Freight carried	4,640,578 00				



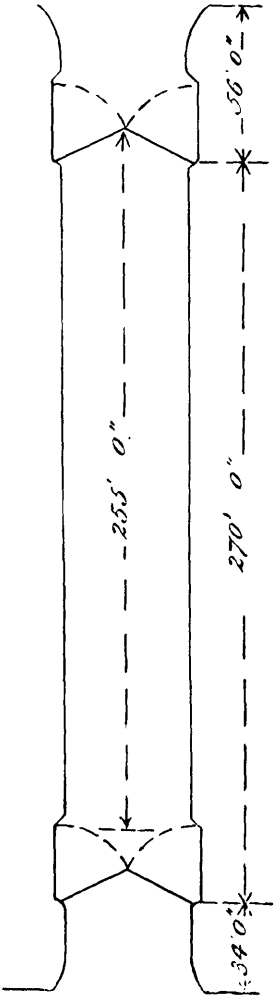
SECTION OF
SOULANGES CANAL LOCK.



SECTION OF
WELLAND CANAL LOCK



SOULANGES CANAL LOCK.



WELLAND CANAL LOCK

Department of Railways and Canals.

CANALS—CAPITAL ACCOUNT.

Sault Ste. Marie Canal.

Construction.

Since my last annual report some work of levelling the grounds, completing the superintendent's residence, and other minor works have been done, but there yet remains further work which, if executed, would, I am satisfied, prove advantageous to the operation of the canal, namely :—

1st. The substitution of a swing bridge spanning the entire prism of the canal for the present swing bridge which carries the Canadian Pacific Railway.

2nd. The extension of the entrance piers at both the upper and lower entrance to the canal.

3rd. The dredging off of the angle in the channel at the lower entrance.

All the contracts for the construction of this canal, excepting that of Messrs. Hugh Ryan & Co., are settled for; and the final estimate in their favour, dated 31st July, 1897, has issued but has not been fully paid. A large bill for extras has since been sent in by them, which, owing to pressure of other duties, has not yet received my attention. So far, however, as I am aware, I have embodied in my final estimate all they are entitled to.

The payments on account of the construction and equipment of this canal amounted to :—

Up to the 30th June, 1897	$3,657,573 65
From 30th June, 1897, to 16th November, 1897	2,885 72
Total	$3,660,459 37

Soulanges Canal.

Construction.

Since the date of my last report the works on Sections 1, 2, 4, 5, 6, 7 and 12 have been taken out of the contractors' hands, owing, in the case of Sections 1 and 2, to the very slow progress being made with the work and in the case of Sections 4, 5, 6, 7 and 12 to the absolute suspension of the work by the contractor. Preparations are being made for the re-letting of the work for completing Sections 1 and 2, the work having been taken over by the Government in the early part of this month. As regards Sections 4, 5, 6, 7 and 12, tenders were received last spring; the contract for 4, 5, 6 and 7 was awarded to Andrew Onderdonk, and that for Section 12 to M. J. Hogan, two good, reliable contractors, in whom I have every confidence that they will carry out their engagements.

Sections Nos. 1 and 2.—Archibald Stewart, contractor. Owing to representations having been made to the Minister that the stone prepared for the construction of the locks was useless and quite unsuitable for canal work, the contractor was ordered by me, under instructions from the Minister, to suspend the use of this stone, of which some

16,000 cubic yards had been cut ready to place in the work, until the matter could be thoroughly investigated with a view to ascertaining the actual facts. Such investigation was made, with the result that the stone was pronounced to be of excellent quality, and in October, 1896, the contractor was authorized to proceed with the work. It was, however, too late in the season to organize the necessary force, and the season closed without any work having been done. The contractor made a claim for this delay, which, after negotiations, was settled by a payment of $17,345. It should however here be mentioned that the suspension of the mason work did not prevent the work of breaking stone for concrete being proceeded with, nor did it interfere with the carrying on of the excavation of the prism of the canal, nor with the building of the entrance crib and concrete piers, &c. The season of 1897 arrived, when it was expected the contractor would go energetically to work, to complete his contract by the 31st October, 1898, as called for by a notice sent him, in March last, by me. However, little progress was made with the work, and in June, I served him with a notice that if he did not proceed with greater vigour within six days, the work would be taken out of his hands; the Minister, however, not desiring to act in any way harshly, deferred further action in the matter; still the contractor, though, with apparent sincerity, promising from time to time to increase his force and plant to enable him to carry the work to completion within the required time, for some unexplained reason made no improvement. Not a stick of timber was laid in the crib approach piers, nor was a yard of excavation done until about the middle of October last, when the steam shovel was started, but from want of rolling stock and rails, was not properly served; it therefore excavated only about 250 to 300 cubic yards a day, instead of at least 1,000 cubic yards. On the 14th October, I served him with another notice, and on the 6th of November instant, an Order in Council was passed taking the works out of his hands. At this time, the favourable working season was about closing. However, with a view to an early resumption of the building of the locks next spring, it was necessary that the delivery of sand and cut stone for the masonry, and the breaking of stone for the concrete, should be pushed forward vigorously, and these services are therefore being carried on by days labour until such time as the re-letting of the work takes place. I may here mention that the walls of Lock No. 1 are carried up to within about 14′ 6″ of the top, and at Lock No. 2 the first course of masonry is laid. It is due to the contractor that I should mention that this lock work, which was very nearly all built by him, is strong, substantial and of excellent quality, satisfactory both as to the workmanship and material, the walls being of massive masonry, of large sound stone, and well mixed concrete, such as no fault can be found with. The only complaint has been as to the slow progress made, which was such that, if continued, it would take several seasons to complete the work.

The approximate value of work under contract is.....$	820,000
Gross amount of progress estimates up to 1st Nov., 1897	516,935
Balance.....$	303,065

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

The work on this section was composed almost entirely of earthwork and stone lining to prism. In addition to this there were the canal piers and abutments of a

highway bridge, a 2′ 6″ iron pipe culvert under the canal, and fencing. The work has been completed in a most satisfactory manner, and the final estimate is being prepared.

The approximate value of the work under contract is..	$	200,000
Gross amount of progress estimates up to 1st Nov., 1897.		193,853
Balance.....	$	6,147

Sections 4, 5, 6 and 7.—Andrew Onderdonk, contractor.

This work was first under contract with George Goodwin, who suspended operations. In consequence the work was taken out of his hands and re-let under competition to the present contractor on 7th April, 1897. The season's work has not been such as could have been desired. At the same time the organization is very good, and the general preparations for the rapid execution of the work next season satisfactory; and I see no difficulty in the work being completed by the opening of navigation in the spring of 1899.

The approximate estimate of work under contract is....	$	890,000
Gross amount of progress estimates to 1st Nov., 1897....		391,045
Balance.....	$	498,955

Section No. 8.—Charles Raynor, contractor.

The work under this contract was close upon completion when a series of small land slides, followed in October ultimo by one of much greater magnitude, occurred, carrying out with it into the centre of the canal, a concrete abutment of a highway bridge containing about 1,100 cubic yards, weighing over 2,500 tons; this it turned up on its side, after forcing it from its position about 40 feet. So solid and strong was this mass of concrete there not a break or a crack appears in it. This casualty will cause some delay in completion of the work. However, there can be no difficulty in having these slides removed, and the contract completed next season. At the same time, it can be readily understood that such mishaps are discouraging to a contractor.

The approximate value of work under contract is .....$		300,000
Gross amount of progress estimates to 1st Nov., 1897...		251,295
Balance.....	$	48,705

Section No. 9.—Messrs. Manning & McDonald, contractors.

The work on this section was practically completed, except the stone lining of the slopes of the prism, which was in progress, when a series of earth slides occurred obstructing the channel. These are being removed, and if no further slides occur, and a sufficient force is employed next season to clean out the prism, this section should be completed by the 1st September.

The approximate value of work under contract is.....$		150,000
Gross amount of progress estimates to 1st Nov., 1897...		110,076
Balance.....	$	39,924

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

The work on this section is drawing near completion, and should, with ordinary energy, be completed by 1st September next.

The approximate value of work under contract is	$ 280,000
Gross amount of progress estimates to 1 Nov., 1897	253,765
Balance	$ 26,235

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

All mechanical works on this section are completed, and there remains practically only some earth and rock excavation, stone lining, and fencing to be done, which should be completed by the 1st October next.

The approximate value of work under contract is	$310,000
Amount of progress estimates up to 1st Nov., 1897	271,896
Balance	$ 38,104

Section No. 12.—M. J. Hogan, contractor.

This contract is composed of earth and rock excavation, stone lining, and fencing. It was first under contract with Messrs. O'Brien & Son, who failed to carry it on, owing to the hard material encountered in the excavation. The work was therefore taken from them, and under public competition, was re-let to George Goodwin, who, after working a few months, ceased operations; and for several years nothing was done. The work was therefore taken out of his hands and placed under contract with M. J. Hogan, who is now carrying it out. He has a large amount of plant on the ground, and his organization and arrangements are such that I have every confidence in his having the work completed by the 1st Nov., 1897, as he is able to take out the rock, of which there are about 120,000 cubic yards, during the winter season.

The approximate value of the work under contract is	$280,000
Amount of progress estimates to 1st Nov., 1897	66,425
Balance	$213,575

Section No. 13.—Manning & McDonald, contractors.

There remains considerable work on this section yet to be done, but as these gentlemen are experienced contractors, I have every expectation that the work will be completed next season, including the building of the guard lock.

The approximate value of the work under contract is	$580,000
Amount of progress estimates up to 1st Nov., 1897	440,763
Balance	$139,237

Based on the contract prices, the estimated cost of this canal, including land purchases and damages, is	$5,000,000
Total payments to 1st November, 1897	2,877,548
Balance	$2,122,452

The contractors have been paid as follows up to the 1st of November, 1897.

Poupore & Fraser	Sec. 11	$ 238,450 00
C. H. Raynor	do 8	235,100 00
J. & M. O'Leary	do 3	189,690 30
Rogers & Taylor	do 10	237,846 50
Manning & Macdonald	do 9	99,070 00
do	do 13	406,690 00
A. Stewart	Sec. 1 and 2	487,420 00
Andrew Onderdonk	Sec. 4, 5, 6 and 7	58,320 00
George Goodwin	Sec. 11	42,020 00
do	Sec. 4, 5, 6 and 7	281,160 00
do	Sec. 12	8,100 00
M. J. Hogan	do 12	19,840 00
		$ 2,303,706 80

LACHINE CANAL.

ENLARGEMENT.

The works of enlargement in progress are:

1. The deepening of the prism of the Lachine Canal between St. Gabriel and Lachine to a depth of 16 feet, which work is under contract with Messrs. McNamee & Mann, excepting a short stretch around the piers of the Canadian Pacific Railway, which is being performed by day labour. These works have been carried on by day and night, and satisfactory advancement has been made; so much so that there appears to be no room for doubt but that the work will be completed next season.

The approximate value of work under contract is	$595,200
Amount of progress estimates up to 1st Nov., 1897	432,224
Balance	$ 162,976

LAKE ST. LOUIS.

CONSTRUCTION.

This work is composed of the cutting of a channel 300 feet wide with a depth of 17 feet of water for a distance of about four miles. It is under contract with the Weddell Dredging Co. They have three dredges at work, which have done good service, the work being so far advanced towards completion that there exists no reasonable doubt as to its being completed next season.

The approximate value of work under contract is	$213,400
Amount of progress estimates up to 1st Nov., 1897	157,393
Balance	$ 56,007

GRENVILLE CANAL.

ENLARGEMENT.

The prism of the canal for a couple of miles was left unfinished when in progress some years ago, and from the falling away of the sides of the prism into the canal, it became so narrow and shallow that navigation grew difficult, and it was considered advisable in the interests of trade to have this portion of the channel cleaned out and widened, to conform to the dimensions of the remaining portion of the canal. Tenders were therefore invited and received; the contract being awarded to the lowest tenderers, Messrs. Pigott and Ingles, who entered into a contract on the 9th of April, 1897. They have so far made very little progress, but it is anticipated that they will go vigorously to work during the winter season, when the canal is unwatered.

The approximate value of work under contract is....	$ 70,000 00
Gross amount of progress estimates up to 1st Nov., '97	9,208 00
Balance.....	$ 60,792 00

TRENT CANAL.

CONSTRUCTION.

The Peterborough-Lakefield division, extending from Peterborough to Lakefield, a distance of 10 miles, is divided for construction purposes into two sections; Messrs. Corry and Laverdure having a contract for the first 3½ miles out from Peterborough, and Messrs. Brown, Love and Aylmer for the 6½ miles to Lakefield.

Section No. 1—Brown, Love and Aylmer, contractors.

These contractors hav managed their work very well, three of the concrete locks are completed, and another is commenced; two of the dams are completed and a third is in progress; the road diversions are made, and about three-quarters of the rock cutting at Lakefield is done. I see no reason why this section should not be completed next season.

The approximate value of work under contract is.....	$ 380,000 00
Gross amount of progress estimates up to 1st Nov., 1897	218,478 00
Balance.....	$ 161,522 00

Section No. 2—Corry and Laverdure, contractors.

These contractors have made good progress with the work; concrete abutments for a number of highway bridges have been built, and concrete piers and abutment for the Grand Trunk Railway bridge, with approach walls, have been completed. The dam at Warsaw is about half done, and the prism of the canal is pretty nearly completed for over 2½ miles. I see no reason why these contractors should not finish their contract next season.

The approximate value of work under contract is.....	$ 360,000 00
Gross amount of progress estimates up to 1st Nov., 1897	145,712 00
Balance.....	$ 214,288 00

The Rosedale channel is being executed by day's labour. The work consisted of the deepening and widening of the channel, the depth of which was only 3 feet. It has been made 7 feet deep, with a minimum width of 60 feet, the work is just drawing to a close.

The approximate value of the work is	$ 40,000 00
Expenditure thereon up to 1st November, 1897.....	39,352 00
Balance.....	$ 648 00

BALSAM LAKE AND LAKE SIMCOE DIVISION.

The distance between Balsam Lake and Lake Simcoe is 21 miles, the first section of which extends from Balsam Lake for a distance of 6½ miles; it is under contract to Andrew Onderdonk, and is very nearly completed. One of the principal features in this piece of work, was a rock cutting about 25 feet deep and a mile long; this is fully completed.

The approximate value of work under contract is.....	$420,000 00
Amount of progress estimates up to 1st Nov., 1897...	385,855 00
Balance.....	$ 34,145 00

MURRAY CANAL.

No expenditure has been made on capital account on this canal during the year and up to 1st November, 1897.

CORNWALL CANAL.

CONSTRUCTION AND ENLARGEMENT.

The works of the enlargement of the canal from Cornwall to Mille Roches, the building of the Sheik's Island Dam, and the enlargement of the canal from the upper dam to the upper entrance of the canal.

Sections 2, 3 and 4 and the Sheik's Island Dam are under contract with William Davis & Sons: the contracts may be said to be almost completed, the work remaining to be done being the cleaning up of the channel when the water is let out of the canal next spring.

The approximate value of work under contract is.....	$2,600,000 00
Gross amount of progress estimates up to 1st Nov., 1897	2,577,158 00
Balance	$22,842 00

Sections 5, 6, 7 and 8 were under contract to the Gilbert Dredging Co., who have finished their work.

The approximate value of work under contract is.....	$510,000 00
Gross amount of progress estimates up to 1st Nov., 1897	499,902 00
Balance	$10,098 00

Section No. 10.—Upper entrance was under contract to Jocks, DeLorimier & Co. Their contract is completed. The final estimate amounts to $439,855.00

The total estimated cost of the enlargement of this canal is...$	4,700,000 00
Amount paid up to 1st Nov., 1897.....	4,508,230 00
Balance .....$	191,770 00

The contractors have been paid the following amounts, up to 1st Nov., 1897:

Section 2, William Davis & Sons.....$	955,413 24
do 3 do	572,396 91
do 4 do	716,167 34
do 5, E. Gilbert & Sons.....	136,306 73
Sheik's Island, William Davis & Sons.....	423,202 73
Section 6, E. Gilbert & Sons	47,721 37
do 7 do	96,832 88
do 8 do	215,270 21
do 10, Jocks, DeLorimier & Co.....	438,055 86
Total .....$	3,601,367 27

FARRAN'S POINT CANAL.

ENLARGEMENT.

The work of enlargement of this canal may be said to be the building of entrance piers, a lift lock 800 feet long by 45 feet wide, with a depth of water on the mitre sill of 14 feet, and the straightening and enlarging of the prism. Tenders were invited and received for this work last spring, the contract being awarded to the Canadian Construction Company of Montreal, the contract being dated 1st June, 1897, and to be completed by the 31st January, 1899. These contractors have not had a satisfactory organization or sufficient plant to warrant expectation of the works being completed within the time named, and unless a radical improvement is made before spring opens, it will be my duty to serve them with a six days' notice under the 14th clause of the contract. So far, works on the entrance piers have progressed favourably, but very slow progress has been made with the work of excavation in the prism. The work of excavating for the

foundation of the lock has of late made good progress. No stone for the masonry work has yet been delivered, but there is a quantity of stone cut in the quarry at Mille Roches.

The approximate value of work under contract is.....	$582,000
Gross amount of progress estimates up to 1st November, 1897	71,775
Balance	$510,225

RAPIDE PLAT CANAL.

ENLARGEMENT.

The work of enlargement on this canal is completed, with the exception of the cleaning up of the bottom when the water is let out of the canal next spring.

The estimated cost of the enlargement is.....	$1,660,000
Gross amount of progress and final estimates up to 1st November, 1897.....	1,614,881
Balance	$ 45,119

The contractors have been paid the following amounts up to 1st November, 1897 :—

Section 1—Poupore & Fraser.....	$ 836,030 00
do 2—Weddell Dredging Co	223,419 80
do 3—Poupore & Fraser	238,050 00
Total	$1,297,499 80

GALOPS CANAL.

ENLARGEMENT.

The Iroquois Section.—This section extends from Iroquois to Sparrow Hawk Island. Tenders were invited and received for this work last spring; the contract being awarded to the lowest tenderer, Messrs. Larkin & Sangster. The date of contract is the 30th May, 1897, and that of completion the 1st January, 1899. The principal items of work under this contract are crib entrance piers, a masonry lock 800 feet long by 45 feet wide, the forming of water tight embankments, the cutting of a new prism for some distance, the deepening and widening of the old prism at the west end, and the construction of piers and abutments of a highway bridge. These contractors have organized very satisfactorily, and their plant is, I think, sufficient, with due diligence, to warrant the expectation of the contract being so far completed by the opening of navigation in the spring of 1899 as to enable the traffic to be carried on without interruption. The rock in the new prism is stripped, as well as in the lock pit, so that the work of rock excavating can be vigorously prosecuted during the winter season.

The approximate value of work under contract is.....	$789,920
Gross amount of progress estimates up to 1st Nov., 1897..	153,650
Balance	$636,270

Cardinal Section.—This section extends from the west end of the Iroquois Section, through Cardinal, to the locks on the upper entrance. This work was put up to tender last spring and the contract was awarded to the lowest tenderers, Messrs. Wm. Davis & Sons. The work consists chiefly of cribwork and excavation, there being about 2,750,000 cubic yards of material to move. This section requires that the greatest activity should be shown, a large amount of plant must be provided, and a complete organization furnished in order that the work may be finished within the time named in the contract. The contractors have their work well organized and a large amount of plant upon the ground, but to complete the work by the spring of 1899 active operations must be carried on both day and night next season.

The approximate value of work under contract is	$1,100,000
Gross amount of progress estimates up to 1st Nov., 1897..	108,890
Balance	$ 991,110

Upper Entrance Section.—Messrs. Murray & Cleveland, contractors. The work on this section is far advanced towards completion, and should be finished early next summer.

The approximate value of work is.....	$1,650,000
Amount of progress estimates up to 1st Nov., 1897.....	1,514,940
Balance.....	$ 35,060

The contractors' names and the amounts paid them up to 1st Nov., 1897, are as follows, viz. :—

William Allan.....	$ 193,652
Murray & Cleveland.....	1,300,777
Total payments to contractors	$1,494,429

GALOPS RAPIDS IMPROVEMENT.

These works remain untouched since my report of last year. Messrs. Gilbert Bros. are, however, preparing to commence operations next spring.

The names of the contractors who performed the work and the amounts paid up to 1st Nov., 1897, are as follows :—

William Davis & Son.....	$ 22,000
E. Gilbert & Sons.....	607,629
Total.....	$629,629

It is the intention to have this channel cleaned out.

NORTH CHANNEL AT THE HEAD OF THE GALOPS.

This channel is being formed through shoals, reefs, and an island ; the work consists mainly of earth, and rock work, and cribwork.

The contract for the work was entered into with M. A. Cleveland; after competition, he being the lowest tenderer. The work is well organized, fully equipped with plant, and matters are in good shape for working during the winter season, it being the contractor's intention to have a large force employed during this winter in excavating rock, which he proposes to do dry, having dammed in about 75 acres along the line of the channel.

The approximate value of work under contract is.....	$393,100
Gross amount of progress estimates up to 1st Nov., 1897..	45,908
Balance.....	$347,192

ST. PETER'S CANAL.

No work on capital account has been executed on this canal during the year ended 30th June, 1897, nor up to this date.

CANADIAN GOVERNMENT CANALS.

MEMORANDUM of Expenditure on construction up to 1st December, 1897.

Name of Canal.	Expenditure on Construction and Enlargement up to 1st December, 1897.			
	Expenditure on Construction and Enlargement up to 30th June, 1897.			Total Expenditure up to 1st December, 1897.
	Original construction up to 30th June, 1897, and 1st December, 1897.	Enlargement up to 30th June, 1897.	Total Expenditure up to 30th June, 1897.	
	$ cts.	$ cts.	$ cts.	$ cts.
Lachine	2,589,532 85	7,818,471 89	10,408,004 74	10,474,145 48
Lake St. Louis	.....	127,962 86	127,962 86	154,609 26
Soulanges	2,639,034 61	.....	2,639,034 61	2,992,269 73
Beauharnois	1,611,690 26	.....	1,611,690 26	1,611,700 26
Cornwall	1,945,624 73	4,496,525 31	6,442,150 04	6,521,089 58
Farran's Point	80,041 21	7,833 76	87,874 97	156,523 53
Rapide Plat	426,882 15	1,701,559 24	2,128,441 39	2,194,750 11
Galops	813,732 18	1,664,158 87	2,477,891 05	2,750,970 99
Galops Channel	.....	738,478 54	738,478 54	738,478 54
North Channel	.....	.....	.....	34,521 18
Murray	1,247,470 26	.....	1,247,470 26	1,247,470 26
St. Lawrence River and Canals	.....	405,246 79	405,246 79	1,156,072 64
Welland	7,693,824 03	16,077,811 73	23,771,635 76	23,771,635 76
Sault Ste. Marie	3,649,952 90	.....	3,649,952 90	3,662,249 82
Chambly	637,206 76	.....	637,206 76	637,206 76
Carillon and Grenville	63,053 64	3,968,643 66	4,031,697 30	4,039,964 78
Trent	309,932 81	1,715,422 86	2,025,355 67	2,196,692 46
Rideau	4,094,877 37	.....	4,094,877 37	4,094,877 37
St. Ours	121,537 65	.....	121,537 65	121,537 65
Culbute (canal abandoned)	379,494 46	.....	379,494 46	379,494 46
St. Johns	1,170,215 63	.....	1,170,215 63	1,170,215 63
St. Peter's	248,762 86	399,992 80	648,755 66	648,755 66
	29,722,866 36	39,122,108 31	68,844,974 67	70,755,231 91

CANALS.

OPERATION AND MAINTENANCE.

The canals have been successfully operated throughout the year, no serious delays to traffic having occurred, with the exception of the Welland Canal to which I refer in its place. The necessary repairs and renewals have been executed.

STATEMENT showing the dates of closing and opening canals.

Name of Canal.	Closed.	Opened.
Sault Ste. Marie	10th December, 1896	21st April, 1897.
Lachine	30th November, 1896	1st May, 1897.
Beauharnois	30th November, 1896	1st May, 1897.
Cornwall	5th December, 1896	1st May, 1897.
Williamsburg	5th December, 1896	26th April, 1897.
Welland	15th December, 1896	20th April, 1897.
Chambly	30th November, 1896	3rd May, 1897.
St. Ours	28th November, 1896	11th April. 1897.
Ste. Anne's	23rd November, 1896	27th April, 1897.
Carillon and Grenville	28th November, 1896	26th April, 1897.
Rideau { at Kingston	28th November, 1896	1st May, 1897.
Rideau { at Ottawa	23rd November, 1896	1st May, 1897.
Trent { on Central Reach	28th November, 1896	19th April, 1897.
Trent { on Lower Reach	26th November, 1896	13th April, 1897.
Murray	3rd December, 1896	5th April, 1897.
St. Peter's	2nd January, 1897	20th April, 1897.

STATEMENT showing the dimensions of the locks of the canals.

	Existing System.				Under Construction.			
	No. of Locks.	Length.	Width.	Depth of water on mitre sill.	No. of Locks.	Length.	Width.	Depth of water on mitre sill.
		Feet.	Ft. & in.	Ft. & in.		Feet.	Ft. & in.	Ft. & in.
Lachine	5	270	45	14				
Beauharnois	9	200	45	9				
Chambly	9	118-125	22·6·24	7				
St. Ours	1	200	45	7				
St. Annes	1	200	45	9				
Carillon and Grenville	7	200	45	9				
Trent	13	134	33	5	5-1	134-134	33-33	6-60
Rideau	49	134	33	5				
Rideau, Perth Branch	2	134	32	5·6				
Murray (no locks)				11				
Cornwall (Old)	6	200	55	9				
Cornwall (New)	5	270	45	14				
	1	270	45	Guard.				
Farran's Point (Old)	1	200	45	9				
Rapide Plat (Old)	1	200	45	9				
Rapide Plat (New)	1	270	45	14				
	1	270	45	Guard.				
Galops (Old)	2	200	45	9				
Galops (New)	1	270	45	14				
	1	270	45	Guard.				
Welland (Old)	24	150	45	10·3				
	2	200	45	10·3				
	1	230	45	10·3				
Welland (New)	26	270	45	14				
Welland Feeder	1	150	26·6	9				
	1	200	45	9				
Welland, Port Robinson Branch	2	150	26·6	9				
Welland, Maitland Branch	1	185	45	11				
Sault Ste. Marie	1	900	60	20·3				
Soulanges					4	270	45	14
					1	270	45	Guard.
St. Peter's	1	200	48	18				

NOTE—The enlarged locks on the St. Lawrence and the Welland canals will accommodate vessels not exceeding 255 feet in length.

LACHINE CANAL.

OPERATION.

There has been no interruption to traffic in this canal during the year, as during the period in which the damage done by the steamer "Princess" was being repaired the old lock was used. The canal has been satisfactorily operated throughout.

MAINTENANCE.

I must refer you to the superintending engineer's report for particulars of the repairs executed.

The cost of these repairs for the year ended 30th June, 1897, is as follows:—

Ordinary repairs under the head of Staff and Repairs			$25,820 73
Special repairs under the head of Income:			
Stop logs	$ 2,099 65		
Extending electric light along canal and to complete electric light station	10,721 52		
Providing and planting boundary stones	348 03		
Roofing and painting sheds at Jacques Basin	1,495 01	14,664 21	
Total			$40,484 94

BEAUHARNOIS CANAL.

OPERATION.

The traffic was passed through this canal satisfactorily, with the exception of the case of the steamer "Ocean" which ran into and carried away lock gates and stopped the traffic for 28 hours.

MAINTENANCE.

The following is a statement showing the cost of repairs for the year 1896 97:

The cost of ordinary repairs was as follows:—

Ordinary repairs under head of Staff and Repairs			$14,862 98
Special repairs under head of Income:			
Improving channel at upper and lower entrances	$2,844 84		
Dredging shoals at entrances	3,283 31		
Damages to crops by overflow	285 00		
Replacing copings on 9 locks	2,600 00		
Changing current of telephone from ground to metallic	800 00	9,813 15	
Total			$24,676 13

CHAMBLY CANAL.

OPERATION.

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

MAINTENANCE.

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

Ordinary repairs under head of Staff and Repairs			$13,128 55
Special repairs under head of Income:—			
Building rubble wall along highway	$2,487 52		
Damages to land flooded by canal	350 00		
Building culverts at St. Johns	9,828 36	12,665 88	
Total			$25,794 43

ST. OURS LOCK.

OPERATION.

This lock was worked for the year without accident.

MAINTENANCE.

The cost of the work of repairs for the year was as follows:—

Ordinary repairs under head of Staff and Repairs	$ 707 06
There were no special repairs under the head of Income	Nil
Total	$ 707 06

STE. ANNE'S LOCK.

OPERATION.

No interruption to traffic occurred on this lock during the year.

MAINTENANCE.

The cost of maintaining the lock in good condition has been as follows:—

Ordinary repairs under head of Staff and Repairs	$ 1,688 12
There were no special repairs under the head of Income	Nil
Total	$ 1,688 12

CARILLON AND GRENVILLE CANALS.

OPERATION.

These canals were operated successfully, without accident, during the year 1896-97.

MAINTENANCE.

The cost of repairs executed during the year was as follows:—

Ordinary repairs under head of Staff and Repairs		$11,607 95
Special repairs under head of Income:—		
Building 2 pairs of spare gates	$2,895 99	
Building boom pier, and store	2,043 21	
		4,939 20
Total		$16,547 15

TRENT CANAL.

OPERATION.

The canal works are in a good state of repair, and no interruption to traffic has occurred during the year.

MAINTENANCE.

The cost of repairs for the year was as follows :—

Ordinary repairs under head of Staff and Repairs		$3,497 90
Special repairs under head of Income :—		
Building dams at Chisholms	$ 818 71	
Removing rock in Hastings Channel	3,500 00	
Building guard booms and piers at Peterborough Swing Bridge	2,452 05	
Dredging channel at Katchewannoe Lake	592 19	
Building landing pier at Burleigh	1,997 03	
Removing rock in channel at Bobcaygeon	3,193 02	
Providing hoisting engine and boiler	995 54	
Building fishway at Lindsay	331 83	
		13,880 37
Total		$17,378 27

RIDEAU CANAL.

OPERATION.

Owing to the improvements made in the channel, navigation has been attended with no difficulty, and the traffic has been worked satisfactorily.

MAINTENANCE.

The cost of maintaining the canal for the year has been as follows :—

Ordinary repairs under head of Staff and Repairs		$29,535 94
Special repairs under head of Income :—		
Damages to B. S. Snider's mill	$1,000 00	
Constructing bridge across By-wash at Smith's Falls	7,199 51	
Completing sheet piling in deep cut, Ottawa	7,180 94	
Dredging Cataraqui River between Kingston and Kingston Mills	2,701 56	
Completing dredging at Merrickville and Newboro	997 10	
		19,079 11
Total		$48,615 05

MURRAY CANAL.

OPERATION.

Vessels passed through this canal during the year without accident of any kind. It was closed to traffic on 3rd December, 1896, and reopened on 5th April, 1897.

MAINTENANCE.

The canal is in good condition and repair. The cost of repairs was as follows :—

Ordinary repairs under head of Staff and Repairs	$3,966 41
Special repairs under head of Income	Nil.
Total	$3,966 41

CORNWALL CANAL.

OPERATION.

The canal was closed for the season on 5th December, 1896, and reopened for traffic on 1st May, 1897. This canal was operated during the year without any accident occurring to interfere with navigation.

MAINTENANCE.

Large necessary repairs were made during the year and the canal is now in efficient working condition. The cost of the repairs is as follows :—

Ordinary repairs under head of Staff and Repairs	$16,438 32
Special repairs under head of Income	Nil.
Total	$16,438 32

WILLIAMSBURG CANALS.

OPERATION.

These canals were closed to traffic on 5th December, 1896, and opened for the season of 1897 on 26th April, 1897.

These canals have been operated during the year without accident.

MAINTENANCE.

The canal works are in good condition, the necessary repairs thereto having been executed during the year. The cost of the repairs is as follows :

Ordinary repairs under head of Staff and Repairs		$8,210 71
Special repairs under head of Income :—		
Farran's Point, dredging prism to original dimensions	$2,880 00	
Iroquois, building new gates lock 25	3 60	
Completing renewal of entrance pier	997 16	
		3,880 76
Total		$12,091 47

WELLAND CANAL.

OPERATION.

This canal was closed to traffic on 15th December, 1896, and reopened on 27th April, 1897. The steamer "J. H. Outhwaite" carried away four gates at lock 7 on 21st May, 1897, causing interruption to traffic until noon on 26th May, 1897; with this one exception the navigation was not interfered with.

MAINTENANCE.

The works of repairs necessary on this canal were not fully carried out, owing to the pressure brought to bear by the transportation companies and others to have the canal opened for navigation at such an early date that the canal could not be unwatered last spring to enable the works below water to be carried on.

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

Ordinary repairs under the head of Staff and Repairs		$41,247 81
Special repairs under head of Income:—		
Removing sand bars in Dalhousie and Port Colborne Harbours	$3,887 50	
Building superstructure of piers at Port Dalhousie	6,586 90	
Rebuilding cement walls of lock 24	4,345 77	
Renewing tow-path bridge	3,189 65	
Renewing one pair lock gates, &c., lock 7 (Old canal)	2,150 55	
Renewing raceway	1,047 18	
Renewing swing-bridge at Stromness	1,075 51	
		22,283 06
Total		$63,530 87

ST. PETER'S CANAL.

OPERATION.

This canal was closed to navigation on 2nd January, 1897, and re-opened on 20th April, 1897. There have passed through the canal during the year 1,612 vessels.

MAINTENANCE.

Some repairs are required on this canal but not of a very costly character. The canal generally is in good repair. The cost of repairs during the year amounted to:

Ordinary repairs under head of Staff and Repairs	$1 20
Special repairs under head of income	Nil.
Total	$1 20

Department of Railways and Canals.

GENERAL OBSERVATIONS RESPECTING GOVERNMENT CANALS.

The same system as regards the supplies and materials obtained is in force as that of last year, namely, their purchase, as a general rule, under tender and contract, and their issue only on requisition by the authorized officer. All transactions in that connection are duly entered in proper books.

Cost of maintenance and operation of canal system for 1896-97	$633,276 16
Net revenue of canals after deducting refunds	384,780 53
Excess cost of maintenance and operation over revenue	$248,495 63

RAILWAY SUBSIDIES.

Under the terms of the Subsidy Act of last session it is not possible to show clearly the amount of cash subsidy granted, as the amount of subsidy payable will, in several cases, be based upon the cost of each road. For the same reason, I am unable to give the amount of cash subsidy available, but I shall, as heretofore, show the amount actually paid; also the number of miles of railway in which subsidy granted per mile was available on the 1st of July, 1897, and the number of miles of railway for which cash subsidy per mile was granted, built up to the 30th of June, 1897. There will also be found the amount of subsidy granted up to the 1st of November, 1897.

There also appears a statement of the cash subsidy per annum paid up to the 30th of June, 1897, with the number of miles built; also a statement showing the railways which have been granted aid in land.

Amount of cash subsidy per mile paid up to 30th June, 1897	$14,515,637 33
Number of miles of railway on which cash subsidy per mile was paid up to 30th June, 1897	5,401·19
Amount of subsidy paid up to 1st November, 1897	$14,586,863 28
Cash subsidy per annum paid up to 30th June, 1897	$ 1,492,800 00
Number of miles built on cash subsidy per annum up to 30th June, 1897	252
Number of miles of railway to which aid in land has been authorized	2,937·21
Number of acres of land grant of which in aid of railways has been authorized	39,725,130

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 in cash as follows:—

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

In land as follows :—

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

CANAL STATISTICS.

These statistics are for the season of 1896 ; they have been prepared by Mr. R. Devlin, the officer in charge of the Canal Statistics office.

TABLE showing the tons of freight passing through each canal, the tolls collected, and the number of trips of vessels passing through each canal, for the year ending 31st December, 1896 :—

Name of Canal.	Tons of Traffic passing through.	Tolls collected.	Number of trips of vessels passing through.
		$ cts.	
Lachine, Beauharnois, Cornwall, Williamsburg. (St. Lawrence Canals)	1,113,690	70,004 24	11,095
Welland	1,279,987	194,969 33	2,766
Chambly	344,935	24,150 74	2,985
Ste. Anne's, Carillon, Grenville. (Ottawa River Canals)	502,046	30,506 56	2,073
Rideau	73,307	5,011 10	2,146
Murray	13,056	605 04	608
Trent	21,145	823 62	1,710
St. Peter's	63,309	4,711 36	2,239
*Sault Ste. Marie	4,577,399	Free.	5,136

RAILWAY STATISTICS.

Great difficulty has been experienced, year by year, in getting out the Annual Report of the Department, owing to many of the railway companies failing to make the returns required by law and taking no notice whatever of the communications addressed to them from time to time, urging them to forward their returns. Again, this year, a few companies are delinquents in that respect, and I have had to close the Railway Statistics returns for the year ended 30th June, 1897, without returns from these roads. Their cases have been placed in the hands of the law officers of the Crown to compel them to comply with the law ; the costs of the suits to be charged against them.

TABLE showing the growth of Railways from year to year, since the opening of the first line in 1836.

Year.	Miles in Operation.	Year.	Miles in Operation.
1835	0	1867	2,278
1836	16	1868	2,278
1837	16	1869	2,524
1838	16	1870	2,617
1839	16	1871	2,695
1840	16	1872	2,899
1841	16	1873	3,613
1842	16	1874	3,832
1843	16	1875	4,331
1844	16	1876	4,804
1845	16	1877	5,218
1846	16	1878	5,782
1847	54	1879	6,126
1848	54	1880	6,858
1849	54	1881	7,194
1850	66	1882	7,331
1851	159	1883	8,697
1852	205	1884	9,577
1853	506	1885	10,273
1854	764	1886	10,773
1855	877	1887	11,793
1856	1,414	1888	12,184
1857	1,444	1889	12,585
1858	1,863	1890	13,151
1859	1,994	1891	13,838
1860	2,065	1892	14,564
1861	2,146	1893	15,005
1862	2,189	1894	15,627
1863	2,189	1895	15,977
1864	2,189	1896	16,270
1865	2,240	1897	16,550
1866	2,278		

FATAL ACCIDENTS for Year ended 30th June, 1897.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines	3	24	12	39
Getting on or off trains in motion	3	3	13	19
At work making up trains	0	3	0	3
Putting heads or arms out of windows	0	0	0	0
Coupling cars	0	6	0	6
Collisions and derailments	1	11	0	12
Striking bridges	0	0	0	0
Walking or being on track	0	12	82	94
Explosions	0	0	0	0
Other causes	0	17	23	40
Total	7	76	130	213

The summary of tables for the years ended 30th June, 1896, and 30th June, 1897, is as follows, viz.:—

	Comparative Statement.	
	30th June, 1896.	30th June, 1897.
Miles of railway completed (track laid)	16,387	16,687
do sidings	2,106	2,218
do iron rails in main line	250	210
do steel do	16,137	16,477
do do do double track	537	550
Capital paid (including the four following items)	$899,817,900	$921,858,232
Government (Dominion and Provincial) bonuses paid	$157,600,100	$159,241,584
do do loans paid	$21,569,149	$21,569,149
do (Provincial only) subscription to shares paid	$300,000	$300,000
Municipal aid paid	$14,494,757	$15,610,868
Miles in operation	16,270	16,550
Gross earnings	$50,545,569	$52,353,276
Working expenses	$35,042,655	$35,168,665
Net earnings	$15,502,914	$17,184,611
Passengers carried	14,810,407	16,171,338
Freight carried (tons)	24,266,825	25,300,331
Train mileage	44,500,602	45,780,851
Passengers killed	11	7
Number of elevators	72	93
do guarded level crossings—public roads	166	167
do unguarded do do	11,000	11,239
do overhead bridges	413	421
do level crossings of other railways	235	230
do junctions with other railways	326	327
do do branch lines	235	219
do engines owned	1,980	2,006
do do hired	64	90
do sleeper and parlour cars owned	178	189
do do do hired	26	37
d0 first class cars owned	998	1,047
do do hired	44	38
do second class and immigrant cars owned	646	684
do do do hired	2	4
do baggage, mail and express cars owned	†625	663
do do do hired	25	11
do cattle and box freight cars owned	‡35,302	‡34,939
do do do hired	1,489	2,532
do platform cars owned	15,192	15,149
do do hired	401	203
do coal and dump cars owned	4,810	4,831
do do hired	2	.....

‡ Comprising 33,585 box freight cars, 300 refrigerator cars, 942 conductors' vans and 112 tool cars.

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

COLLINGWOOD SCHREIBER,

Deputy Minister and Chief Engineer of Railways and Canals.

The Honourable A. G. BLAIR,

Minisier of Railways and Canals.

No. 1.

RAILWAYS.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., 12th November, 1897.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended 30th June, 1897.

I inclose the reports of the Chief Engineer and the Mechanical Superintendent, and the following statements prepared by the Chief Accountant and Treasurer :—

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

The Dartmouth Branch was opened for traffic on the 22nd June, 1896, and this addition made the mileage of railway in operation during the year 1,145 miles.

CAPITAL ACCOUNT.

The total cost of road and equipment on the 30th June, 1896, by last report, was $55,267,044.63.

The additions during the year were as follows :—

Increased accommodation at Halifax	$ 22,274 97
do do at Moncton	29,877 32
do do at Pictou	5,000 00
do do at Sayabec	796 05
do do at Causapscal	686 92
do do at Ste. Flavie	1,488 93
do do at Lévis	28 20
Original construction	724 09
Dartmouth branch	37,206 44
Indiantown Branch	664 80
Rolling stock	14,996 04
Land and damages in Cape Breton and on Oxford and New Glasgow Railway	7,443 29
Section house at Lakeside	1,453 34
do at Sacré-Cœur	1,500 00
do at Henderson's	1,479 96
Station and siding at No Man's Brook	7 02
Extension of freight shed, Truro	1,095 00

Improvements at Sussex, Trenton and Orangedale....	$	653 46
do Little Metis.....		1,197 82
Wharf improvements at Dalhousie.....		3,026 86
Grading at Rivière du Loup Station		1,598 17
Snow fences on Oxford and New Glasgow, Cape Breton and St. Charles Branch Railways.....		6,006 65
Providing wells at stations		499 52
Purchasing sluice at Etchemin		1,500 00
Water supply at Grand Narrows		25 73
Cribwork protection in Cape Breton.....		1,498 28
Coal trestle and shed at Mulgrave.....		58 32
15 hoists in new erecting shop, Moncton.....		400 00
For a tower clock for St. John Station.....		500 00
Loading platform and siding at St. François Station...		349 76
Extension of Halifax Cotton Factory Branch.....		1,839 47
do to deep water at Sydney.....		5 00
do of sidings at stations between Cacouna and St. Valier.....		3,604 07
		$149,485 48
Less Credit St. Charles Branch.....		372 96
		$149,112 52

Making the total cost on the 30th June, 1897, $55,416,157.15.

Increased accommodation at Halifax.—This expenditure was for the widening of the coal wharf and the erection of a warehouse thereon for steamship freight, also for excavating rock and completing the filling of the cribwork retaining wall.

Increased accommodation at Moncton.—This is for additional machinery for the workshops, and for moving freight sheds, and grading the yard preparatory to the erection of the new passenger station.

Increased accommodation at Pictou.—This is for re-arranging, extending and improving the accommodation for both local and through freight.

Increased accommodation at Sayabec.—This is for building a freight shed and changing the freight room into a passenger waiting room.

Increased accommodation at Causapscal.—This is for building a freight shed.

Increased accommodation at Ste. Flavie.—This is for building a freight shed, providing a waiting room for ladies, and a baggage room.

Increased accommodation at Lévis.—This is for the services of engineer and of valuator in connection with lands there.

Original construction.—This is for legal expenses in connection with old construction claims.

Dartmouth Branch.—This is for a freight shed, a turntable, for building a telegraph line along the branch, and for ballasting.

Indiantown Branch.—This is for legal services in connection with construction claims.

Rolling Stock.—This is for applying the Westinghouse automatic air brake to freight cars. It was applied to ninety-seven box cars and one hundred platform cars. The total number of freight cars now equipped with this brake is one thousand four hundred and eighteen.

Improvements at Little Metis.—This is for the purchase of land, for legal expenses, for rock excavation and for building a covered platform.

Wharf improvements at Dalhousie.—This is for an extension of the wharf at that place.

Grading at Rivière du Loup.—This is for rock excavation to enlarge the space for carriages at the passenger station.

Purchasing sluice at Etchemin.—This was an aqueduct passing over the railway, and as its height above the track was not sufficient it was decided to purchase it and also the rights of the owner, and remove it.

Cribwork protection in Cape Breton.—This is for the construction of additional cribwork where the railway runs along the shore, to protect embankments from damage by the waves of the sea.

St. Charles Branch.—This credit is an amount for land which could not be paid as the whole of the heirs could not be found.

REVENUE ACCOUNT.

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

Working expenses	$2,925,968 67
Gross earnings	2,866,028 02
	$ 59,940 65

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

In 1895-96	$2,957,640 10
In 1896-97	2,866,028 02
Decrease	$ 91,612 08

The earnings from passenger traffic compare as follows :—

In 1896-97	$ 979,005 57
In 1895-96	971,426 26
Increase	$ 7,579 31

The earnings from freight traffic compare as follows :—

In 1895-96	$1,788,813 18
In 1896-97	1,687,050 42
Decrease	$ 101,762 76

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

In 1896-97	$ 199,972 03
In 1895-96	197,400 66
Increase	$ 2,571 37

The earnings per mile of railway compare as follows :—

In 1895-96	$ 2,589 88
In 1896-97	2,503 08
	$ 86 80

The earnings per train mile compare as follows :—

	Cents.
In 1895-96	76·97
In 1896-97	75·83

The decrease in earnings was entirely in freight traffic.

The number of passengers carried compare as follows :—

In 1896-97	1,501,690
In 1895-96	1,471,866
Increase	29,824

The increase was entirely in local passengers.

The weight of freight carried compares as follows :—

	Tons.
In 1895-96	1,379,618
In 1896-97	1,296,028
Decrease	83,590

There was an increase of 470 tons in through freight and a decrease of 84,060 tons in local freight.

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

Articles.	1895-96.	1896-97.	Increase.	Decrease.
Barrels of flour	822,087	847,701	25,604	.....
Bushels of grain	1,064,385	1,093,499	29,114	.....
Lumber in superficial feet	226,332,715	243,355,725	17,023,010	.....
Head of live stock	64,051	72,082	8,031	.....
Coal in tons	432,513	383,362	.....	49,151
Manufactured goods in tons	345,829	313,818	.....	32,011
Cords of firewood	12,920	14,971	2,051	.....
All other articles in tons	207,368	152,791	.....	54,577

There was an increase in the quantity of the following articles carried : Flour and meal, grain, potatoes, turnips and other roots, eggs, pork both fresh and salted, leather, lumber, firewood and plaster, and a decrease in the quantity of the following : coal, ore, iron, sand, stone, bricks, lime, cement, hay, straw, sugar, dry goods, hardware and groceries.

Working Expenses.

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

In 1895 96	$3,012,827 62
In 1896-97	2,925,968 67
Decrease	$ 86,858 95

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

Per mile run by engines :—

	cents.
In 1895-96	63·90
In 1896-97	62·85

Per mile run by trains :—

In 1895-96	78·41
In 1896-97	77·42

Expenditure per mile of railway :—

In 1895-96	$ 2,638 20
In 1896-97	2,555 43

The permanent way and structures and all the works of the railway received necessary repairs and are in good order.

The number of ties renewed was 288,949.

Fifty miles of the track were reballasted

The relaying of the track with new and heavier steel rails weighing sixty-seven pounds to the yard was continued.

New sidings were laid at various places to accommodate the traffic.

The bridges on all parts of the line received necessary repairs, and one steel bridge was put in near Sussex to replace a wooden one, and between New Glasgow and Mulgrave, three steel bridges were put in, replacing wooden ones.

The fences received necessary repairs, and thirty-four and one-quarter miles of new fences were erected.

The snow sheds and snow fences were repaired, and in many cases rebuilt.

The wharfs at various places received necessary repairs.

The buildings on all parts of the line received necessary repairs, and a new freight house was built at Rivière du Loup to replace a smaller one destroyed by fire.

The necessary repairs were made to existing signals, and a number of new semaphore signals were erected.

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

Nine locomotives were rebuilt during the year, and eighty-four received heavy repairs.

The work of improving the sleeping cars so as to keep them up to modern requirements was continued, and this was also done in regard to other passenger cars. Two baggage cars were rebuilt in the railway shop.

The freight cars received necessary repairs, and three hundred and seventy-three were rebuilt. Of these one hundred box cars and one hundred platform cars were built by contract; and one box car, nine refrigerator cars, nine platform cars, sixteen large coal cars and one hundred and thirty-six hopper cars were built in the railway workshops.

STORES.

The value of stores purchased was	$ 825,350 78
The value of stores used was	1,164 448 30
The value of old material sold was	125,564 95
The value of stores on hand at the end of the year was :—	
Ordinary stores including fuel	$ 307,097 44
Iron and steel rails and fastenings	271,305 62
Old material for sale	60,429 83
Total	$ 638,832 89

GENERAL.

On the 27th and 28th April, 1897, there was a heavy freshet in the Restigouche and Metapedia Rivers, the water and ice did considerable damage to the railway near Metapedia station, and obstructed the running of trains. For a distance of over one thousand yards the rails and ties were carried off the road bed, and the embankment was washed away to a depth of three feet in some places. At a point four and a half miles west of Metapedia station the water and ice damaged the track for a length of two thousand feet.

About seven hundred rods of fence was also washed away and destroyed.

These damages were repaired at a cost of several thousand dollars.

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

D. POTTINGER,
General Manager, Government Railways.

COLLINGWOOD SCHREIBER, C.M.G.,
Deputy Minister and Chief Engineer Railways and Canals.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., 9th November, 1897.

SIR,—I have the honour to submit the report of the Engineering Department for the year ended 30th June, 1897.

TRACK.

During the year, 13½ miles of old 4 inch and 4¼ inch steel rails, weighing 56 pounds to the yard, have been taken up and replaced with new 4½ inch rails, weighing 67 pounds to the yard.

TIES.

During the year, 285,961 ordinary ties, and 83 sets of switch ties were renewed.

BALLASTING.

About 25,000 cubic yards of ballast have been distributed on about 50 miles of track.

SEMAPHORES AND SWITCHES.

Five new distant signals were put up, and necessary repairs were made to semaphores, switches and station signals throughout the line.

SIDINGS.

During the past year, 1½ mile of additional siding accommodation were provided. Of this, three-quarters consisted of extensions to sidings on the River du Loup division and at Pictou. These latter were constructed at the expense of Capital Account.

FENCING.

Thirty-four and one-quarter miles of new barbed wire and woven wire fence were erected during the past year throughout the line, to replace old pole fence and post and board fence, and to protect the line at points where no fence had previously been erected. Large repairs were made to the old fences.

SNOW SHEDS AND SNOW FENCES.

During the year 256 rods of new snow fence were built on the Central Division and on Northern Division No. 3. Large repairs were made to snow sheds and fences on the Western Division and on Northern Divisions 1 to 5.

WHARFS AND TRESTLES.

At Richmond, the pile approach from the shore was replaced with a wooden crib constructed with old piles and filled with stone ballast.

At the Deep Water Terminus, Halifax, the coal drop on the south of the original wharf was moved out about 50 feet to the face of the extension on south side, so that coal can now be bunkered on either side of this wharf.

The coal shed at Richmond was thoroughly overhauled and partially renewed in pitch pine, including sills, posts, caps and stringers. The approach which was partially

renewed with pitch pine a few years ago, was completed, so that this shed is now in first-class shape.

At Pictou Landing, three mooring posts were renewed, and other necessary repairs made.

At Mulgrave, the coal trestle was extended 20 feet and other improvements made to facilitate the handling of cars on trestle.

The sheathing on the north corner of Mulgrave wharf was renewed, and other necessary repairs made to the wharf.

Some small repairs were made to Point Tupper wharf, where damaged by ss. "Mulgrave."

Necessary repairs were made to the coal trestles at Spring Hill and Amherst, and to the wharf at Dorchester, also the wharfs at Point du Chêne and St. John.

At Dalhousie, a portion of the floor of wharf was renewed, and other necessary repairs made.

Some temporary repairs were made to the large high level coal shed at St. Charles.

Necessary repairs were made to Princes pier at Hadlow, and heavy repairs were made to the timber crib-work carrying the track between Levis and Pointe Levis.

Buildings and Platforms.

At Halifax, the outside platforms of North Street station were overhauled and repaired.

At Richmond, the government house, occupied by the mechanical foreman, was overhauled and repaired, and a water supply connected with the city service provided.

The floors of round house were partially renewed, a pair of new doors were provided, and 7 iron hoods of iron smoke stacks were renewed. Necessary repairs were made to machine shops, oil house and other small buildings.

At Bedford, repairs were made to roof, doors, windows, &c., of agent's dwelling. A coal shed for station was provided.

At Windsor Junction, the loading platform was renewed.

At Rawdon River, a new passenger platform, 36 feet long, by 8 feet wide, was provided.

At Elmsdale, the loading platform was overhauled, and repaired.

At Stewiacke, 9 feet of the passenger platform was rebuilt.

At Truro, a hardwood floor was laid in the general waiting room. The station, round house and other buildings received necessary repairs. The spruce platform in front of the freight house was replaced with asphalt at a cost of about $400.

At Stellarton, new joists and a new hardwood floor was put in the general waiting room. One side of the shingle roof of Stellarton engine house was renewed.

At New Glasgow, at George Street Crossing, a passenger platform 80 feet long by 8 feet wide was provided for the accommodation of mill hands employed at Trenton. Storm sashes were provided, and a number of locks and new springs for the station doors.

At Merigomish, a new leading platform 100 feet long by 16 feet wide, was provided for the shipment of heavy timber.

At Piedmont, necessary repairs were made to the station and other buildings.

At Avondale, a large room 22 by 20, was fitted up over the freight shed for the use of the agent's family.

At Antigonish, the passenger platform was extended 48 feet, and the old platform repaired.

At Marshy Hope, James River, Heatherton, Afton and Bayfield, the necessary repairs were made to the stations and platforms.

At Tracadie, a room similar to that at Avondale, 22 by 20, was fitted up for the use of the station agent.

At Harbour Bouche, the roof of station was repaired, the dwelling apartments of the agent cleaned and papered, and storm sashes provided for windows in dwelling apartments.

At Mulgrave, the rear end of engine house damaged by a locomotive was repaired. The roof and windows were also repaired.

At Boisdale, a new kitchen was provided for the agent.

At Granton, about three miles east of Westville, a new passenger platform 60 feet long by 8 feet wide was erected.

At Sylvester's, the station platform was renewed.

At Roger's Siding, a new loading platform 60 feet long by 20 feet wide was provided for the shipment of lumber sawn at Rogers Mill near by.

At Oxford, the planking of platform was renewed.

At Belmont, the roof of station was re-shingled, and a hardwood floor laid in office.

At Londonderry the station was thoroughly overhauled and repaired. The sills were renewed. Hardwood floors were laid in the waiting room and baggage room.

At Greenville, the roof of station was reshingled.

At Oxford Junction, the passenger platform was renewed and lengthened 80 feet on one side of the station, and 100 feet on the other side.

At Salt Springs, a coal shed was provided.

At Spring Hill Junction, the oil house was moved across the track, the passenger platform was extended 50 feet, and the freight platform was raised 27 inches to provide better passenger accommodation. The old platform was repaired.

At Athol, the kitchen was sheathed, and necessary repairs made to the station and platform.

At Amherst, a watchman's shelter was provided at the main street crossing. Repairs were made to the freight house platform.

At Fort Lawrence, the loading platform was extended and widened 200 feet by 12 feet.

At Aulac, the loading platform was repaired.

At Memramcook, an addition of 100 feet by 10 feet was made to the loading platform, and the top of the old platform was renewed.

Necessary repairs were made to the platforms at Folleigh Lake, Westchester, Sackville, Dorchester, Memramcook and Painsec.

Four tool houses were provided for the section men between Painsec and Truro. They were constructed of abandoned box car bodies.

At Point du Chêne, the station and freight house were thoroughly overhauled and repaired.

At Moncton, the roof of west wing of machine shop was recovered with Sparham cement. The planking of 5½ bays in the old round house, was taken up and replaced with Trinidad asphalt. The planking of the remainder of the bays was partially renewed and repaired. Necessary repairs were made to all other buildings in Moncton yard.

At Salisbury, the dwelling apartments of the agent were overhauled, repaired and papered. They had not been occupied for some time, and were much in need of attention.

At Sussex, one side of the engine house was reshingled. The station and station platform received necessary repairs.

At Apohaqui, a fire in the dwelling apartments of this station burned through the roof, and damaged the building. The necessary repairs were made.

At Rothesay, an addition was made to the freight house to provide accommodation for baggage which obstructed the general waiting room.

At St. John, one side of the train shed roof originally covered with Sparham, was recovered with Rockland slates. The large glass skylights were overhauled and repaired, and many of the galvanized bars supporting the glass were replaced with heavier bars, the old ones being too light. The exterior walls of train shed were overhauled and pointed, and the interior walls cleaned and white-washed. The roofs of car shop and blacksmith shop were reshingled. An addition was made to the offices occupied by the freight clerks, and a private office fitted up for the agent. This involved changes in the gas and heating pipes.

At Berrys Mills, the roof of station was reshingled.

At Birch Ridge, a new flag station and passenger platform were provided in place of those burned by forest fires.

At Gallagher's Ridge, a passenger platform was erected to provide accommodation for new settlers in that vicinity.

At Harcourt, a portion of the roof of agent's dwelling was reshingled.

At Adamsville and Kent Junction, kitchens were fitted up for the agents.

At Barnaby River, a new water closet was provided.

At Chatham Junction, a portion of the roof of freight house was renewed with Sparham cement. The interior walls of waiting rooms were sheathed with pine, it being impossible to keep the plaster good on account of the frost heaving the building. Other necessary repairs were made to the station and freight house.

At Newcastle, a new hardwood floor was laid in the ladies waiting room and also in the agent's office. Two new ventilators were provided for the round house. The Sparham roofs on round house here and on the freight sheds at Millerton and Indiantown received the necessary repairs. Tool houses were provided for sections Nos. 57, 58, 61, 64 and 68.

Necessary repairs were made to all loading platforms and passenger platforms between Moncton and Newcastle.

At Bartibogue, an old box car body was provided and fitted up for a freight shed, the room in the passenger used for that purpose having become too small. Tool houses for sections north and south of this station were also provided.

At Gloucester Junction, 18 storm sashes were provided for the station and dwelling apartments, and the passenger platform partially renewed.

At Bathurst, the brick work of station was overhauled, repaired and pointed. The passenger platform was partially renewed, and the balance repaired.

At Nigadoo, an old box car body was fitted up as a freight house, and the passenger platform renewed.

At Petit Rocher, the station was overhauled, repaired and painted.

At Belledune, the station was repaired and painted.

At Jacquet River, the roof of station was repaired, the platform partially renewed, and the balance of it repaired.

At New Mills, the agent's office was sheathed with planed pine. The station building received the necessary repairs, and a well was provided for the use of the station.

At Charlo, an old box car body was fitted up for a coal shed, and another one for a tool house for the section men. The agent's office was sheathed with pine and 11 storm windows were provided for dwelling apartments. The coal shed was repaired.

At Flat Lands, Millstream, Assametouaghan, Causapscal and Sayabec, the platforms were renewed.

At St. Moïse, the roof of freight house was reshingled.

At St. Octave, the roof of kitchen was reshingled.

At Ste. Flavie, necessary repairs were made to the engine house and station platform.

At Rimouski, a gallery was built for the station agent at the rear of the station. The platform was overhauled and repaired, and a number of the doors in station were renewed.

At Bic, the station platform was extended and necessary repairs were made to station. The section house at Bic Mountain was thoroughly overhauled, and repaired at a cost of about $200.

At St. Simon, 6 storm windows were provided, and necessary repairs made to station and platform.

At St. Eloi, the clapboards were taken off, the walls of station caulked, with oakum, sheathed with paper, and the clapboards replaced and painted. The platform was partially renewed and necessary repairs made to the interior of station building.

At St. Arsène, the platform was partially renewed and necessary repairs made to station.

At Cacouna, the station was overhauled, repaired and painted.

At Rivière du Loup, a new freight house was built to replace the old one destroyed by fire which is longer and wider than the old one. Necessary repairs were made to the machine shop, round house and oil house. A pair of the entrance doors of engine house were renewed.

At Ste. Hélène, an addition was made to the freight house to meet the increased business at that place. A new hardwood floor was laid in the waiting room.

At River Ouelle, the station platform was renewed, and the necessary repairs made to the station.

At St. Philippe de Néri, the station platform was renewed.

At Cap St. Ignace, the loading platform was renewed.

At Chaudière Junction, an office was fitted up for the station agent. The station was overhauled, repaired and painted.

At Hadlow, repairs were made to roof and walls of round house. The coal shed was also repaired.

At Lévis, the floating pontoon was thoroughly overhauled, repaired and painted. A new entrance was made to the freight shed. A new loading ramp and platform was built. The heating apparatus of station was partially renewed, and the whole put in good order.

The following buildings were painted two coats, the work being done by contract under the inspection of the department:—

Halifax, fence on Water Street.
Brookfield station.
Truro, iron turntable.
Hopewell station.
Merigomish station.
Iona station.
North Sydney Junction station.
Sackville station.
Sackville freight house roof.
Pointe du Chêne, dwelling.
Springhill station roof.
Rogersville station.
Barnaby River station.
Chatham Junction station.
Petit Rocher freight house.
Belledune station.

Bridges, Culverts, Etc.

At Halifax, the heavy retaining wall along Campbell Road, between North Street and Water Street Bridge, was repaired and pointed with Portland cement. Forty feet of clay culvert pipe was taken up under the tracks in North Street yard, and re-laid.

A water-tight decking of seasoned white pine was put down on the ties of Bedford Bridge, over the abutments and piers to prevent the water gaining access to the masonry which is of very poor quality, and impossible to keep water-tight with cement.

A new cedar culvert was put in through embankment at Fairview, where a washout had taken place.

At Windsor Junction, a box culvert was extended 14 feet. East of Windsor Junction, about a mile, two additional beam culverts, and a 24 inch iron pipe culvert were provided. These were rendered necessary on account of frequent washouts at this place.

Necessary repairs were made to box culverts at Shubenacadie, Stewiacke and Truro.

At Pine Tree wooden trestle east of New Glasgow, the east and west end bents were straightened. This bridge will require to be renewed next year. Straining beams and braces were put in the wooden span at Little Gut.

A 4 by 5 cedar box culvert was put in place of a wooden trestle at Dewar's, and a solid embankment made.

Near Mile Post 25, a 3 by 3 box culvert of cedar was put in place of a 20 foot wooden culvert, and a solid embankment made up.

At Mile Post 32, the stringers and wall plates of a 10 foot beam culvert were renewed.

At Chisholm's Brook, a pair of wooden stringers were replaced with a pair of rolled steel beams fitted with hard pine ties and standard guard rail.

At Pomquet, an old wooden Howe truss was replaced with a through steel span of 96 feet, fitted with hard pine ties and standard guard rail.

At Antigonish, temporary bents were put under Murphy's Howe truss bridge, of 160 feet span, to carry it over another year, when it is proposed to renew with a steel span.

At Little River, 8 posts of Howe truss span were renewed.

At Pirate Harbour, the old timber trestle was replaced with a steel span 64 feet and first class masonry abutments This span was fitted with standard floor and guard rails, and the embankment made up to the abutments on either side.

Temporary repairs were made to the public road bridge over the stream under this span.

Near Iona, C.B., a new culvert was built in place of the one referred to in my report as giving out last year.

Four hundred and twenty-six ties on pile trestle bridge near Pictou were renewed, and other necessary repairs made to this bridge which is about a half a mile long.

Twelve creosoted pile braces, 74 feet long, were driven in the rest piers of the draw span of the Grand Narrows bridge to strengthen it.

At Folleigh, the old timbers of two 100 feet spans were renewed with pitch pine, fitted with chords and standard guard rails.

On sections 26½ and 29, cedar culverts were put in to drain the adjoining properties where claims were being pressed for damages alleged to have been caused by the construction of the railway.

A system of lateral bracing was provided for the 100 feet span at Nappan.

Ten pairs of cattle guards between Truro and Painsec Junction were renewed, and also the stringers on nine open culverts.

Necessary repairs were made to wooden spans at Havelock Hill, Perkins and McKinley's, between Shediac and St. John.

The old wooden trestle at Musquash, west of Sussex, was replaced with a steel through span of 103 feet, set on stone abutments of first class masonry. This bridge was fitted with pitch pine ties, chocks and iron guard rails.

A wooden bridge over the ballast pit track at Boundary Creek was renewed.

The pile trestle bridge near Coldbrook was partially renewed and put in good order.

A short wooden bridge at Gondola Point was renewed.

A cedar culvert was put in near St. John to improve the drainage.

Twelve stone culverts were overhauled and repaired between Shediac and St. John.

Between Moncton and Newcastle, 7 pairs of surface cattle guards and one pit guard were put in. An open cedar culvert was built on the Indiantown branch, and a box culvert on the Newcastle wharf track.

A number of ties were renewed on iron spans at Coal Branch, and chocks of the Miramichi through spans.

The floor of the overhead bridge at Derby was repaired.

Seven pairs of cattle guards between Newcastle and Campelliton were renewed.

A new bridge seat was put under one of the iron spans at Nepisiguit.

The floors of overhead iron bridges at Tetagauche and Charlo were partially renewed and repaired.

A stone bridge seat was put in place of a broken one in abutment of south Charlo span. The abutment was repaired and pointed.

Ten stone culverts between Newcastle and Campellton received the necessary repairs.

North of Metapedia, a pair of wooden stringers were replaced by iron girders of 10 feet span, covered with pitch pine ties and standard guard rail.

At Millstream Bridge, a portion of the common pine ties were renewed with pitch pine ties, properly chocked, and fitted with standard guard rail.

The piers of Rimouski bridge were overhauled, repaired and pointed with Portland cement.

The plank of flooring on Trois Pistoles Bridge was renewed.

A cedar box culvert was put in at the west end of Trois Pistoles station ground.

Three new ice fenders (wooden cribs filled with stone), were built at Montmagny in place of those destroyed by the high freshets of last year.

Heavy repairs were made to the cut-waters of the St. Paschal, Montmagny, St. Henri and Echemin bridges, damaged by the same freshets.

Six stone culverts on the division between Rivière du Loup and Lévis were rebuilt and large repairs made to many others.

Two gangs of rivetters were out during the working season tightening up rivets, putting in lateral bracing, and making other necessary repairs to iron bridges.

The following bridges were scraped and painted two coats under the inspection of the department:—

Bedford	Bridge	5	spans,	48	feet each.
Ellis	do	1	do	21	do
Stewiacke	do	2	do	100	do
New Glasgow	do	4	do	80	do
Antigonish	do	1	do	120	do
South River	do	1	do	15	do
Monastery	do	1	do	40	do
South River	do	1	do	160	do
North River	do	2	do	100	do
Isgonish River	do	2	do	100	do
Belmont	do	1	do	40	do
River Philip	do	3	do	100	do
Sackville	do	3	do	160	do
Dorchester	do	1	do	15	do
Red Pine	do	2	do	44	do
Jacquet River	do	3	do	100	do
Shaw's	do	1	do	18	do

General.

A large gang was engaged about six weeks in taking down loose rocks at Bic Mountain cutting. On account of the heavy rains, more trouble was experienced at this cutting last spring than for many years.

A drain was made from the engine house to the river at Rivière du Loup, the old one having become choked up with ashes from engine pits.

A cedar crib was built on the railway boundary at Rivière du Loup yard, about 200 feet long, 9 feet high and 10 feet wide, the space behind filled with ashes, and the area of the yard thus enlarged.

A large quantity of ties, switch ties, cedar posts and miscellaneous timber gotten out by contract on Northern Divisions 1, 2 and 3, was loaded up and forwarded to the several divisions for which it was required for general repairs and renewals. Two working trains and a gang of about 35 men on each were employed about six weeks at this work.

Two and a half miles of badly worn 4-inch rails were taken up and replaced with a much better quality of 4¼-inch rails, taken up on other divisions of the line.

About 20 miles of the old barbed wire fencing, where the posts were placed a rod apart originally, were thoroughly overhauled and repaired, and about 4 vertical stays put in each panel and secured to the horizontal wires with steel clamps, so that fence will now turn stock, which it would not do before this was done.

The steam dredge worked up to December, 1896, deepening the docks at the Deep Water Terminus, Halifax, and from April to the end of the fiscal year was engaged in deepening the docks at the railway wharfs at Pictou and Pictou Landing.

At Londonderry, a pipe line 470 feet long was laid from the tank to station, and the necessary plumbing done to give a suitable supply to the waiting rooms and dwelling apartments.

A gang of men and working train was engaged in cleaning cuttings between Truro and Amherst.

WASHOUT AT METAPEDIA.

The damage done to the track and road bed by water and ice near Metapedia Station, on the 27th and 28th of April last was very heavy. About 500 feet of the cedar crib bank protection near the bridge was damaged, but not very seriously. From the west end of the snow shed near Metapedia Station, westwardly, 3,300 feet, the greater part of the rails and ties were carried off the road bed, and covered up with ice on the land side of the track.

The ballast and part of the road-bed, from one to three feet deep, was washed away. Four and a half miles west of Metapedia, the ballast was washed away for a length of 2,000 feet. About 700 rods of fence was also destroyed. The estimated cost of the damage to track, road-bed, fencing, etc., was $2,911.70.

BAIE CHALEUR RAILWAY.

The Intercolonial Railway commenced operating this road on the 31st day of December, 1896, and continued to do so until the 31st day of May, 1897.

During that time, the following expenditures were made :—

Labour on track	$4,211 86
Repairs of bridges and culverts	97 15
Repairs of buildings	20 46
Fencing	7 50
Clearing snow and ice	4,812 24
Total	$9,149 21

About $1,000 of this amount was spent in repairing damages done to the road-bed by the great ice-jam and freshet in the Restigouche and Metapedia Rivers, which occurred on the 28th day of April, 1897.

CAPITAL ACCOUNT.

Increased Accommodation at Halifax.

The coal wharf was widened about 50 feet on the south side, and a warehouse erected thereon, 431 by 34 feet. The crib facing referred to in my report of last year was filled to the surface with stone ballast. About 10,000 cubic yards of material was deposited behind it, and a considerable additional area thus obtained for tracks.

Extension of Halifax Cotton Siding.

This was for additional siding and re-arrangement of old sidings to meet the largely increased business in this quarter.

Dartmouth Branch.

The grading, ballasting, fencing, signals, &c., were completed immediately after funds were made available for that purpose.

Extension of Freight Shed, Truro.

This was an extension east of the present shed of 80 feet. The work was done by contract, and cost $1,095.

Increased Accommodation, Pictou.

The freight shed on the St. Olaf wharf, and the local freight shed, were moved over and placed in line near the face of what is known as the public wharf, making a continuous shed 140 feet long. A pile foundation 100 by 20 was provided for one of these sheds. A new coal shed was erected. A new siding 883 feet long was laid to the freight houses in the new position. The crib-work at the east end of the yard was made available for schooner traffic by building on a pile facing about 410 feet long by 12 feet wide.

Improvements at Sussex, Trenton and Orangedale.

Modern water closets were provided for general waiting-room at Sussex. At Trenton, an extension was made to the passenger platform, and a small loading platform provided.

At Orangedale, the old freight house was converted into a ladies' waiting-room, and the agent's office enlarged.

Crib-work in Cape Breton.

This was for the erection of additional crib-work at the foot of embankments along the shores of the Bras d'Or Lake, where they were being badly cut into by the high seas on the lake.

Wells at Stations.

This was for stations where no water supply of any kind existed, and was necessary for the protection of the station from fire, as well as for a domestic supply for the agent.

Coal Shed and Trestle at Mulgrave.

This was for a short extension of the coal trestle. The bulk of the work had been completed at the expense of maintenance before this vote was available.

Snow Fences—O. and N. G. and C. B. Divisions, and St. Charles Branch.

This was for additional snow fencing where serious delays had occurred to traffic for want of them.

Station House at Henderson's Siding.

This was for a combined station and section man's house. The building was let by contract to the American Furniture Company of Oxford, N.S.

Increased Accommodation at Moncton.

The old freight house 300 by 30, was moved across the tracks to a new site on the south side of the yard, to make room for the new brick station, let to contract to Messrs. Rhodes, Curry & Co.

About 20,000 yards of filling was deposited on the south side of the tracks to make a new freight yard and site for the shed, unclaimed goods warehouse, and loading platform.

Four acres of land were purchased about a half mile west of the station, and is being excavated by steam shovel, and the material used for filling in the yard. After the four acres is levelled, it will be available for additional tracks. About 2½ miles of additional sidings have been provided for the new freight yard on the south side. Additional sidings have also been provided on the Y on the north side of the track. A covered transfer platform 280 feet long and 14 feet wide, was erected on the Y to better facilitate the handling of way freight in transit, and thus avoid shunting to freight house. A new entrance was made to the west engine house, so that engines can now come out to the east end of the yard as well as to the west. The check office which was in the way of the new freight yard, was moved to a site further north.

A 10-ton hoisting crane was erected at the east end of the loading platform.

Fifteen new Hoists in Erecting Shop, Moncton.

These have been provided to enable the mechanical department to better handle their heavy material in connection with the repairs of locomotives. They are suspended to the iron roof trusses over the engine pits.

Station House, Lakeside.

This is for a combined station and dwelling for section man who acts as agent. The building was let to contract to A. S. Wetmore, and has been completed.

Wharf Improvements at Dalhousie.

This was for an addition to the present wharf to accommodate the largely increased deal shipments from Amqui and Cedar Hall, and which were formerly shipped from St. Lawrence ports.

Increased Accommodation, Causapscal.

This was for a new freight house, the old one having become too small for the business offering.

Increased Accommodation, Sayabec.

A new freight house was provided here, and the old one converted into a general waiting room.

Improvements, Little Metis.

About 1,500 yards of grading was done here to make a better approach to the station and freight shed. The interior arrangements of station were improved, and a modern water closet provided for the men's waiting room. A portion of the outside platform was covered for the better protection of baggage, a large quantity of which comes here with the summer visitors.

Increased Accommodation, Ste. Flavie.

A new freight shed was erected, and the interior of lower flat of station was re-arranged. The floor of room used for freight was lowered two feet, and converted into a waiting room and baggage room. Hardwood floors were laid in the waiting rooms. The walls of waiting rooms and office were sheathed and modern water closets were provided for the ladies waiting room and station agent's apartments.

Section House, Sacré Cœur.

This is for a combined station and section house; the section man taking charge of it, keeping fires on in winter, and looking after freight and passengers. It was let to contract to Alfred Samson, of Lévis, for $1,500.

Grading Rivière du Loup Station Yard.

This was excavating about 2,000 cubic yards of rock work to make a better approach to the station house and freight shed. The old approach was very much cramped, and in summer season often congested.

Extensions of Sidings, &c.

The extensions were as follows:—

Cacouna, 300 feet; Ste. Hélène, 325 feet; Ste. Louise, 275 feet; Cap St. Ignace, 550 feet; St. Pierre, 550 feet; St. François, 325 feet; St. Valier, 369 feet.

This additional siding room, will very much facilitate the handling of traffic on this division.

Loading Platform and Siding, St. François.

Heretofore this business was done on the through siding and occasioned delay to the traffic, as well as our local business.

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

WM. B. MACKENZIE, *Chief Engineer.*

D. POTTINGER, Esq.,
General Manager, Government Railways, Moncton.

No. 1.—INTERCOLONIAL RAILWAY.

DR. CAPITAL ACCOUNT, Year ended 30th June, 1897. CR.

1896.		$ cts.	$ cts.	1896.		$ cts.
June 30.	To Cost of Intercolonial Railway to date	48,011,783 94		June 30.	By Dominion of Canada	55,267,044 63
	do Eastern Extension Railway to date	1,324,042 80				
	do Oxford and New Glasgow Railway to date	1,959,820 60				
	do Cape Breton Railway to date	3,864,010 94				
	do Cape Breton and Oxford and New Glasgow to date	53,241 50				
	do Train Ferry at Strait of Canso	63,463 03				
		55,267,362 82				
	Less refund previous year's expenditure	318 19				
			55,267,044 63			
1897.	Expenditure for current year:—					
June 30.	Intercolonial Railway:—					
	Increased accommodation, Halifax	22,274 97				
	do do Moncton	29,877 32				
	do do Sayabec	796 05				
	do do Lévis	28 20				
	do do Ste. Flavie	1,488 93				
	do do Causapscal	686 92				
	do do Pictou	5,000 00				
	Dartmouth Branch	37,206 44				
	Construction (original)	724 09				
	Land and damages, Oxford and New Glasgow and Cape Breton Railways	3,472 77				
	Station house, Lakeside	1,453 34				
	Extension freight house, Truro	1,095 00				
	Rolling stock	14,996 04				
	Purchase sluice at Etchemin	1,500 00				
	Snow fences, Oxford and N. Glasgow and St. Charles Branch	6,006 65				
	Wharf improvements, Dalhousie	3,026 86				
	Provide wells at Stations	499 52				
	Crib protection, Cape Breton	1,498 28				
	Station and siding, McMan's Brook	7 02				
	Section house, Sacré Cœur	1,500 00				
	Indiantown Branch	664 80				
	New hoists in erecting shop, Moncton	400 00				
	Improvements, Sussex, Trenton and Orangedale	653 46				
	Grading near River du Loup Station	1,598 17				
	Extension, Halifax Cotton Sidding	1,839 47				
	Extension of sidings, St. Valier, St. Pierre, &c	3,604 07				
	Improvements, Little Metis	1,197 82				
	Provide water supply, Grand Narrows	25 73				

Extension to deep water, North Sydney	5 00					
Station house, Henderson's, N.S	1,479 96					
Coal shed and trestle, Mulgrave	58 32					
Loading platform and siding, St. François	349 76					
Clock for St. John Station	500 00					
St. Charles Branch (Cr.)	372 96					
	145,142 00			1897.		
Oxford and New Glasgow and Cape Breton Railways	3,970 52	149,112 52		June 30.	By Dominion of Canada	149,112 52
		55,416,157 15				55,416,157 15

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1897.

No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ended 30th June, 1897. CR.

Previous Year.	Expenditure.	Year ended 30th June, 1897.	Previous Year.	Earnings.	Year ended 30th June, 1897.
$ cts.		$ cts.	$ cts.		$ cts.
993,801 39	Locomotive power, Abst. No. 1.	995,247 29	971,426 26	Passenger traffic..	979,005 57
659,525 46	Car expenses " 2.	708,513 01	1,788,813 18	Freight traffic	1,687,050 42
774,556 25	Mainten'ce way & works " 3.	624,454 43	197,400 66	Mails and sundries	199,972 03
383,895 37	Station expenses " 4.	384,982 77			
199,985 80	General charges " 5.	207,107 39			
1,063 35	Car mileage.....	5,663 78			
3,012,827 62	....Total working expenses.....	2,925,968 67	2,957,640 10		2,866,028 02
.....	....Balance	.....	55,187 52	....Balance	59,940 65
3,012,827 62		2,925,968 67	3,012,827 62		2,925,968 67

E. & O. E.
MONCTON, N.B., 30th June, 1897.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Previous Year.	——	Year ended 30th June, 1897.
$ cts.		$ cts.
11,573 95	Mechanical superintendent's salary, clerks, office and travelling expenses	12,160 85
264,604 16	Wages of drivers, firemen and cleaners	267,291 80
408,861 78	Fuel.....	375,635 35
28,224 41	Oil, tallow and waste, and small stores	30,848 49
230,257 00	Repairs to engines, tenders and engine tools.....	261,880 32
31,694 62	Water, including pump and tank repairs	30,498 81
18,585 47	Miscellaneous	16,931 67
993,801 39		995,247 29

E. & O. E.
MONCTON, N.B., 30th June, 1897.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 4.—INTERCOLONIAL RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year.	——	Year ended 30th June, 1897.
$ cts.		$ cts.
65,534 61	Repairs to passenger cars	84,793 82
19,133 07	Repairs to postal, express and baggage cars.....	20,976 44
205,191 64	Repairs to freight cars and vans	231,203 22
6,176 41	Repairs to snow ploughs and flangers.....	3,771 23
255,412 68	Wages of conductors, train baggage-masters and brakemen.....	255,465 63
15,098 59	Oil and waste for packing	22,954 90
62,477 04	Small stores and fuel	66,664 51
30,501 42	Miscellaneous	28,683 26
659,525 46		708,513 01

E. & O. E.
MONCTON, N.B., 30th June, 1897.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 5.—INTERCOLONIAL RAILWAY.

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

Previous Year.	——	Year ended 30th June, 1897.
$ cts.		$ cts.
5,858 79	Chief and assistant engineers' salaries, clerks, office and travelling expenses.	6,947 14
353,687 70	Wages: Repairing roadway, fences, semaphores, including new sidings laid in	340,869 04
54,041 94	Rails and fastenings, including new sidings laid in	29,165 13
87,920 23	Ties	60,890 15
82,451 79	Timber, lumber, &c., for repairs to bridges, cattle guards, snow fences, &c.	71,160 86
72,080 28	Repairs to wharfs	18,855 11
62,272 71	Repairs to buildings and platforms, including extensions and additions to same	50,279 25
8,245 32	Repairs to tools	10,705 50
42,454 17	Clearing snow and ice	33,570 36
5,543 32	Miscellaneous	2,011 89
774,556 25		624,454 43

E. & O. E.

T. WILLIAMS,

Moncton, N.B., 30th June, 1897.

Chief Accountant and Treasurer.

No. 6.—INTERCOLONIAL RAILWAY.

Station Expenses—(Abstract No. 4).

Previous Year.	——	Year ended 30th June, 1897.
$ cts.		$ cts.
303,796 20	Salaries and wages of station masters, agents, clerks and telegraph operators, station baggage masters, yard masters, switchmen and labourers	305,419 59
80,099 17	Fuel, oil and light, stationery, tickets and other incidental expenses	79,563 18
383,895 37		384,982 77

E. & O. E.

T. WILLIAMS,

Moncton, N.B., 30th June, 1897.

Chief Accountant and Treasurer.

No. 7.—INTERCOLONIAL RAILWAY.

General Charges—(Abstract No. 5).

Previous Year.	——	Year ended 30th June, 1897.
$ cts.		$ cts.
82,844 16	General manager's, district superintendents', train despatchers', general freight agents', general passenger agents' salaries, clerks, offices and travelling expenses	87,893 21
27,932 94	Chief accountant's and treasurer's, traffic auditor's, paymaster's and cashier's salaries, clerks, offices and travelling expenses	30,442 98
12,386 72	Damages to men, animals and goods	12,048 00
25,959 04	Ferry service	27,073 20
2,732 10	Telegraph expenses, not including pay to operators	2,415 44
30,438 81	Miscellaneous printing, advertising, &c.	28,780 85
17,692 03	Agency expenses	15,453 82
.....	Commissioners investigating (vote, $2,500.00)	2,999 89
199,985 80		207,107 39

E. & O. E.

T. WILLIAMS,

Moncton, N.B., 30th June, 1897.

Chief Accountant and Treasurer.

No. 8.—INTERCOLONIAL RAILWAY.

DR. GENERAL STORES ACCOUNT Year ended 30th June, 1897. CR.

1896		$ cts.	$ cts.	1897		$ cts.	$ cts.
June 30..	To Balance		765,848 89	June 30..	By Issues during year	1,164,448 30	
	Purchases during year	825,350 78			Sales, material, fuel, &c., to other railways, &c	20,719 18	
	Charges from other Departments	298,223 37			Sales old material	125,564 95	
	Labour, &c	44,253 14					1,310,732 43
	Staff pay rolls	15,889 14					
			1,183,716 43		By Balance :—		
					Ordinary stores including fuel	307,097 44	
					Iron and steel rails and fastenings	271,305 32	
					Old material for sale	60,429 83	
							638,832 89
			1,949,565 32				1,949,565 32

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E. & O. E.,

MONCTON, N.B, 30th June, 1897.

T. WILLIAMS,

Chief Accountant and Treasurer.

No. 9.—INTERCOLONIAL RAILWAY.

General Balance, Year ended 30th June, 1897.

Dr.			$ cts.	Cr.			$ cts.
To Cash			1,253 23	By Dominion of Canada			839,793 11
Stations			48,874 10	Suspense			3,513 50
General Stores—				Grand Trunk Railway—traffic			8,273 43
Ordinary stores including fuel	$307,097 44			Canadian Pacific Railway—traffic	$ 10,284 90		
Iron and steel rails and fastenings	271,305 62			do do do do N.B. Division	2 20		
Old material for sale	60,429 83					10,287 10	
		638,832 89		Chatham Railway			0 07
Department accounts:—				Gulf Shore Railway			29 50
Agriculture	$ 484 25			Temiscouata Railway			58 67
Post Office	21,092 50			Unclaimed freight			46 12
Public Works	147 88			Prince Edward Island Steam Navigation Company			3 66
Marine and Fisheries	6 78			Canada Atlantic Plant Line			479 55
Militia and Defence	4,132 16						
		25,863 57					
Canadian Pacific Railway rolling stock		22,446 90					
Dominion Atlantic Railway—general	$ 1,304 33						
do do do —traffic	838 52						
		2,142 85					
Canada Eastern Railway—general	$ 4,955 54						
do do do —traffic	5,891 09						
		10,846 63					
New Brunswick and Prince Edward Island Railway		7 45					
Caraquet Railway		521 12					
Kent Northern Railway		3 66					
Prince Edward Island Railway		0 55					
Canadian Pacific Railway—general	$ 7,292 55						
do do do N.B. Division	4,015 43						
		11,307 98					
Buctouche and Moncton Railway		7 00					
Bay Chaleur Railway		165 91					
Elgin and Havelock Railway		5 95					
Pullman Palace Car Company		930 49					
Boston and Maine Railway		13 57					
Grand Trunk Railway—general		3,926 37					
Salisbury and Harvey Railway		12 63					
New York, New Haven and Hartford Railway		2 44					
Central Vermont Railway		51 99					
Tobique Valley Railway		2,341 50					
Canada Atlantic Railway		14 00					
St. John Street Railway Company		31 00					
Western Counties Railway—general account	$ 15,833 35						
do do do —traffic do	64 57						
		15,957 92					
Springhill and Parrsboro' Railway		3,161 99					

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

DR. GENERAL BALANCE, Year ended 30th June, 1897. CR.

	$ cts.		$ cts.
To Halifax and Cape Breton Railway	1,151 42		
Elgin Branch Railway	726 10		
Michigan Central Railway	0 40		
Great Northern Railway Company	535 26		
Chicago, Burlington and Quincy Railway	29 91		
Minneapolis, St. Paul and Sault Ste. Marie Railway	0 58		
Coast Railway of Nova Scotia	0 91		
Central Railway of New Brunswick	32 40		
Fitchburg Railway	9 55		
Rutland Railway	0 40		
Portland and Rumford Falls Railway	3 00		
Quebec Central Railway	2,775 34		
Armour Car Lines	1 11		
Great Eastern Freight Line	0 43		
Imperial Tank Line	0 95		
Germania Tank Oil Company	0 45		
Morris Refrigerator Line	1 00		
National Despatch Line	0 64		
Rents	2,957 16		
Canadian Express Company	4,531 99		
Canada Coal and Railway Company	11 84		
Acadia Coal Company	2,103 35		
Intercolonial Coal Company	13 00		
Cumberland Railway and Coal Company	627 72		
Dominion Coal Company	122 17		
I.C.R. Employees R. and Insurance Association	39 61		
Halifax Cotton Company Siding	5,801 97		
Western Union Telegraph Company	5 27		
Steamer "Admiral"	1,704 34		
Car "Victoria"	1,142 42		
Car "Ottawa"	14 03		
Nova Scotia Steel Company (Limited)	465 26		
Canada Locomotive and Engine Company	320 00		
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		
Remittances destroyed	788 81		
Schooner "Mary Jane"	71 30		
Allan Steamship Line	1,892 13		

To stations—				
Nauwigewauk	$ 3 00			
Glengarry	5 00			
Bloomfield	25 21			
Coal Branch	65 84			
Weldford	55 00			
Ste. Luce	80 00			
Bic	22 00			
St. Arsène	107 12			
Valley	6 65			
Iona	72 71			
Nappan	40 00			
Kent Junction	28 38			
Derby Junction	231 04			
Gloucester Junction	78 87			
Dalhousie Station	19 69			
Isle Verte	25 00			
Campbellton (freight)	25 00			
		890 51		
To Individual accounts		8,543 45		
Total		862,484 71	Total	862,484 71

E. & O. E.,
MONCTON, N.B., 30th June, 1897.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 10.—INTERCOLONIAL RAILWAY.

COMPARATIVE STATEMENT of Averages, Year ended 30th June, 1897.

——	1897.	1896.
Mileage of railway	1,145	1,142
Engine mileage	4,655,171	4,714,661
Train mileage	3,779,283	3,842,502
Car mileage	40,823,781	43,005,684
Receipts per engine mile ..... Cents	61·56	62·73
Receipts per mile of railway ..... Dollars.	2,503 08	2,589 88
Percentage of passenger earnings to gross earnings	34 16	32·85
do freight do do	58·86	60·48
do other do do	6·98	6·67
Expenses per engine mile :—		
Drivers', firemen and cleaners' wages ..... Cents.	5·74	5·61
Fuel ..... do	8·07	8·67
Oil, tallow, waste and small stores ..... do	·66	·60
Repairs to engines ..... do	5·63	4·88
Water and tank repairs ..... do	·66	·67
Miscellaneous ..... do	·36	·40
Total	21·12	20·83
Mechanical superintendent's salary, office and travelling expenses	·26	·25
Total	21·38	21·08
Locomotive power per engine mile ..... Cents.	21·38	21·08
Car expenses per engine mile ..... do	15·22	13·99
Maintenance way and works per engine mile ..... do	13·41	16·43
Station expenses do ..... do	8·27	8·14
General charges do ..... do	4·45	4·24
Car mileage do ..... do	·12	·02
Total per engine mile	62·85	63·90
Locomotive power per train mile ..... Cents.	26·33	25·86
Car expenses do ..... do	18·75	17·16
Maintenance way and works per train mile ..... do	16·52	20·16
Station expenses per train mile ..... do	10·19	9·99
General charges do ..... do	5·48	5·21
Car mileage do ..... do	·15	·03
Total per train mile	77·42	78·41
Working expenses per mile of railway ..... Dollars.	2,555 43	2,638 20

E. & O. E.

MONCTON, N.B., 30th June, 1897.

T. WILLIAMS.

Chief Accountant and Treasurer.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 6th September, 1897.

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 mileage, 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 baggage and express cars, 110 box cars and refrigerator cars, 59 platform cars, 136 hopper cars, 48 gondola cars, 18 large coal cars, and 1 flanger car were taken out of service and replaced with the same number of new ones.

The following is a summary of the principal work done :—

DRAWING OFFICE.

Designed new boiler and frame, with details, and arrangement, for proposed new ten wheel passenger engines.

Designed frame with details, and arrangement, for rebuilds B 03 class.

Designed new boilers and details for shunting engines.

Designed new standard tender frame, also new cab for B 03 class, new main rods for various classes, new "American" balance slide valve for A 1 class, and 40 various drawings for locomotive repairs.

The following drawings were designed for applying "Cleveland" patent cylinders, viz. : cylinder, steam chest, cylinder covers, pistons and rods, valves and valve rods with connections, indicator gear, smoke box and netting, exhaust pipe, engine truck and necessary alterations on front ends of frames.

Drawings were made for refrigerator car details, standard freight car truck, draft gear for 40,000 lbs. cars, and internal fittings for passenger cars.

Specifications made for car and locomotive work.

Detail drawings made for foundations and arrangements of new machinery, new air compressor, air hoists, flanging blocks, air crane traveller, &c., for Moncton shops.

Register of locomotive repairs and water service kept, specifications and special drawings supplied to stores for ordering on, and all materials so ordered checked and tested.

MONCTON LOCOMOTIVE SHOPS.

Three passenger locomotives, Nos. 149, 150 and 156, were "rebuilt" at a cost of $6,587 each, with new extended wagon top boilers complete. All boiler mountings, sight feed lubricators, and injectors new. New ends on front frames. Back frames strengthened up. New cylinders, balance valves, pistons, crossheads, and guides complete. New driving axles, crank pins, and axle boxes. New underhung driving springs and gear. New main rods. New eccentric sheaves. New sand boxes. New cabs, heavy C.I. footplates, and C.I. running boards. New engine trucks complete. Westinghouse brake improved ; 9½ inch air pumps fitted.

Three passenger locomotives, Nos. 58, 61 and 63 were, "rebuilt" at a cost of $5,489 each, with new extended wagon top boilers complete. All boiler mountings, sight feed lubricators, and injectors new. New ends on front frames. Back frames strengthened

up. New cylinders, balance valves, pistons, crossheads, and guides complete. New driving axle boxes, springs and gear. New cabs, heavy footplates, and C.I. running boards. Westinghouse brake improved.

Three freight locomotives, Nos. 110, 112 and 114, were "rebuilt" at a cost of $4,979 each, with new extended wagon top boilers complete. All boiler mountings, sight feed lubricators, and injectors new. New ends on front frames. Back frames strengthened up. New cylinders, balance valves, pistons, crossheads, and guides complete. New driving axles and boxes. New springs and gear. New cabs, footplates, and running boards.

One passenger locomotive, No. 128, "rebuilt" at a cost of $5,686. Weight increased from 70,000 lbs. to 91,000 lbs. with large second hand repaired boiler. New set boiler tubes. New smoke box and stack. Frames cut, lengthened, and strengthened. New cylinders, balance valves, pistons, crossheads, and guides. New sight feed lubricator. New fluted side rods.

Forty-eight locomotives received heavy repairs, and 46 had specific repairs. The following new parts being supplied :—2 new inside fireboxes, 1 new throat sheet, 2 new half side sheets, 1 new smoke box, 6 new cylinders, 10 new driving wheels, 56 new driving tires, 7 new driving axles, 2 new main rods, 16 new crank pins, 19 new pistons, 3 new piston crossheads, 36 new driving axle boxes, 34 new smoke stacks, 5 new cabs, 12 new piloss, 15 new eccentric sheaves and 23 straps, 1 new engine truck complete.

Fifty-eight locomotive boilers were tested. 32 fireboxes, 4 boiler barrels, and 16 tender tanks were patched, 9,395 tubes were pieced.

Five locomotives were equipped with steam heaters.

Ninety-seven pair driving tires were turned; 105 truck wheels were re-tired.

Fifty-one engines and tenders were repainted and varnished; 7 engines and tenders were renovated and varnished.

Five water service boilers repaired with new tube sheets and 270 pieced tubes.

Six hundred and ninety tubes pieced for stationary boilers.

One repaired stationary boiler put in boiler room with new connecting drum.

MONCTON BRASS FOUNDRY.

Output :—59,785 lbs. brass castings and 105,449 lbs. brass bearings.

MONCTON CAR SHOPS.

Nine refrigerator cars were built new complete, and equipped with " Westinghouse " air brake, " Moore " burglar proof doors, and automatic couplers.

Two baggage and express cars Nos. 706 and 719 were " rebuilt."

One hundred and sixty-three freight cars were " rebuilt " and one flanger car.

The following received heavy repairs :—Governor General's car " Victoria," official cars " Ottawa " and " Cumberland," 14 sleepers, 4 parlours, 5 second class sleepers, 35 first class cars, 29 second class cars, 12 postal cars, 10 baggage cars, 18 vans, 2 wing ploughs, 4 flangers, 453 freight cars.

The following received medium repairs :—10 snow ploughs and 2 freight cars.

The following received light repairs :—4 sleepers, 1 parlour, 6 second class sleepers, 37 first class cars, 56 second class cars, 7 postal cars, 18 baggage cars, 33 vans, 6 snow ploughs, 1 steam shovel car, 3,200 freight cars.

The following were repainted or stained, and varnished :—Official car " Ottawa," 3 sleepers, 2 second class sleepers, 14 first class cars, 24 second class cars, 2 postal cars, 8 baggage cars.

The following were renovated and varnished :—Governor General's car " Victoria," 12 sleepers, 1 second class sleeper, 3 parlours, 20 first class cars, 4 second class cars, 9 postal and 4 baggage cars.

Five hundred and seventy-eight freight cars, 12 vans, 6 snow ploughs, and 5 flangers were repainted.

Special work was done as follows :

Sleepers "Margaree," "Baddeck," "Halifax," and "Rustico" had men's lavatory altered to open out of smoking room. All hoppers renewed with flushing water closets. All lavatory fittings new throughout of white "Ajax" metal. Windows all fixed with new "Acme" blinds.

Official car "Cumberland" had new electric bells and annunciator put in.

Eleven first class cars were re-upholstered with same covering used.

One hundred and twenty-eight freight car trucks were built.

Three hundred and thirty-nine pair steel tired wheels were turned.

One hundred and eighteen new axles were turned.

Two thousand and eighty-two old axles were trued up.

Two thousand one hundred and sixty-four new wheels were pressed on axles.

One thousand and eight second hand wheels were pressed on axles.

Two freight cars were equipped with the Westinghouse air brake.

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-four locomotives received heavy repairs, and 10 had specific repairs, the following new parts being supplied, chiefly from Moncton shops :—One new tube sheet, 8 new sets tubes, 1 new driving axle, 1 new cylinder, 1 new driving wheel, 20 new driving tires. 18 new driving boxes, 8 new smokestacks, 6 new fluted side rods, 10 new crank pins, 12 new driving springs, 4 new engine truck springs, 10 sets new side rod brasses, 4 sets new cylinder cocks, 2 new rocker boxes, 8 new eccentric sheaves and 8 new straps, 5 new piston rods, 5 new valve rods, 2 new piston crossheads, 9 new pilots, 4 new tender frames.

Twenty locomotive boilers were tested; 12 fire boxes, 6 smoke boxes, and 14 tender tanks were patched.

One locomotive was equipped with steam heater; 43 pair driving tires were turned; 21 engines and tenders were repainted and varnished.

One new wrecking crane built for Chaudière.

RICHMOND SHOPS.

Twelve locomotives received heavy repairs, and 31 had specific repairs, the following new parts being supplied, chiefly from Moncton shops :—

One new tube sheet, 2 new side rods, 2 new crank pins, 1 new extension smoke box, 5 new smokestacks, 2 new C. I. running boards, 1 new heavy C. I. footplate, 7 new driving boxes, 2 new driving springs, 5 sets new side rod brasses, 1 new cab, 1 new sand box, 4 sets new cylinder cocks, 2 new throttle valves and gear, 2 new dry pipes, 3 new buffer beams, 6 new pilots.

Eleven locomotive boilers were tested, 8 fire boxes, 1 dome, 3 boiler barrels, 4 smoke boxes, and 5 tender tanks, were patched.

One locomotive was equipped with steam heater.

Twenty-four pair driving tires were turned, 12 engines and tenders were repainted and varnished.

PLANT AND MACHINERY.

One new pneumatic rivetter for boilers,
One new pneumatic rivetter for tanks.
One new pneumatic stay bolt cutter.
One new pneumatic stay bolt breaker.
One new pneumatic rotary tapping and stay bolting machine.
One new pneumatic special milling machine.
One new 4 ton travelling crane with pneumatic hoist for rivetters.

One new "Boyer" piston air drilling machine.
One new 20 ton weighing machine with brass steelyard and special shackle.
One new "Vance" lightning flue cutter.
One new blower fan for boiler shop.
One new No. 4 duplex bear punch.
One new power pipe cutting machine, cutting up to 4-in.
One new No. 000 extra double geared forming machine with 3-in. slip rolls, 37-in. long, for tinsmiths.
One new "Pond" special double head car wheel steel tire lathe.
One new No. 3 "Universal" trimmer with knives complete.
One new saw gummer.
One new power band saw setting and filing machine.
One new planer knife balancing machine.
One new improved automatic knife grinding machine.
One new traveller with 12-in. air hoist complete for wheel press built in Moncton shops.
Two new 7-in. air hoists for maching shop swing cranes built in Moncton shops.
Three new hand power drilling machines built in Moncton shops for Truro, Stellarton, and Sydney round houses.

TURNTABLE REPAIRS.

Springhill Junction.—New end girder. New centre roller case and bearings.
Richmond.—New set of centre bolts, 2-in. diameter.
Truro.—Table repaired.
Pictou.—41 new ties under rails, new plank flooring.
Ste. Flavie.—Light repairs made to centre and table.
Hadlow.—Light repairs made to table.

WATER SERVICE.

Amherst.—New sheathing on trestle. Tank repainted. Crane repaired.
Assametquaghan.—Cleaned out reservoir, and new covering put on.
Bathurst.—New globe and check valves on boiler, flue rebuilt, new timbers and floor in pump house.
Boisdale.—Tank raised to standard height, and repainted, tank hoops re-rivetted, new tank pipe, repaired turntable put in windmill.
Calhouns.—New smoke pipe.
Campbellton.—Reservoir repaired and cleaned out, new tank pipe and smoke pipe. Valves, pipes and fire hydrant repaired.
Canaan.—Steam pump and feed pipe repaired.
Chaudière.—Windmill pump repaired.
Causapscal.—New tank pipe.
Folleigh.—New smoke pipe. Pump repaired. Repaired boiler put in.
Hampton.—New stove, new tank pipe.
Harcourt.—New smoke pipe.
Hadlow.—Tank and trestle repaired, and repainted. Hoops re-rivetted, repaired steam pump put in.
Indiantown.—New tank stove.
Jacquet River.—New tank pipe.
Londonderry.—325 feet 1½" and 2" pipe laid from tank to station.
Little Metis.—Reservoir repaired. Tank roof repainted.
Metapedia.—Reservoir cleaned out. Fence repaired. New tank pipe.
Moncton.—Water cranes repaired.
Mulgrave.—New tank stove. Reservoir cleaned out.
Millerton.—Reservoir cleaned out and repaired.
North Sydney—Repaired turntable put in windmill. Pump repaired.

Oxford Junction.—Repaired boiler put in. Steam pump repaired.
Pointe du Chêne.—Repaired steam pump put in. Boiler and tank pipes repaired.
Dalhousie.—Reservoir cleaned and repaired. Crane repaired.
Dalhousie Junction.—Reservoir cleaned and repaired.
Pugwash Junction.—Repaired boiler put in for temporary use.
Pictou.—New tank pipe.
Portage Ballast Pit.—New hand pump and tank pipe. Built new box tank.
Rogersville.—Tank roof repaired. New tank pipe.
Rivière du Loup.—Reservoir cleaned. Boiler and pump repaired.
Red Pine.—New trestle. Tank repainted. Hoops re-rivetted. New floor in pump house. New tank pipe.
River John.—Repaired windmill and pump.
Rimouski.—New tank stove.
Ste. Helène.—Reservoir cleaned out. New smoke pipe.
St. Moïse.—Steam pump repaired. Repaired boiler put in. New smoke and tank pipes.
St. Fabien.—Steam pump repaired. New fire grates.
St. Valier.—Steam pump repaired.
Ste. Luce.—Windmill pump repaired.
St. Pierre.—New floor in pump house. New stove. New smoke pipe. New water gauge. New boiler feed pipe. New fire grates.
St. Paschal.—Repaired reservoir and crane.
St. Charles.—Steam pump repaired.
Stellarton.—New tank pipe.
Truro.—New tank stove.
Trois Pistoles.—Tank repaired and repainted. Pump repaired. New tank trestle. Hoops re-rivetted.
Tatamagouche.—Reservoir cleaned out.
West River.—New smoke pipe.
Windsor Junction.—Boiler feed and exhaust pipes repaired.
West Cock.—New tank trestle. Tank repainted. New tank pipe. Steam pump repaired. Repaired boiler put in. New stove.

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

FRANCIS R. F. BROWN,

Mechanical Superintendent.

D. POTTINGER, Esq.,
General Manager Government Railways,
Moncton, N.B.

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and of the various classes of Cars on the 1st July, 1896, and on the 30th of June, 1896.

	Locomotives.	The Various Classes of Cars.																			
		First-Class Sleepers.	Second Class Sleepers.	Parlour	First Class Passenger.	Second Class Passenger.	Postal and Smoking.	Express and Baggage.	Box and Refrigerator	Platform, 10, 15 and 20 tons.	Hoppers, 6 Tons.	Gondolas, 20 Tons.	Coal Cars, 20 tons.	Cattle.	Vans.	Total.	Snow Ploughs.	Wing Ploughs.	Flangers.	Steam Ploughs.	Total.
On hand serviceable	204	15	7	5	92	94	24	39	2,051	2,179	976	329	739	96	99	6,745	44	10	21	2	77
Condemned, 1st July, 1896	...	....	....	....	....	....	....	....	20	90	23	48	10	7	....	198	....	....	....	....	....
Total	204	15	7	5	92	94	24	39	2,071	2,269	999	377	749	103	99	6,943	44	10	21	2	77
Changed from gondolas to 20-ton platform	....	....	....	....	....	....	....	....	.....	48	....	*48	....	....	....	.....	....	....	....	....	....
do coal cars to platform	....	....	....	....	....	....	....	....	.....	2	....	....	*2	....	....	..	....	....	....	....	....
Total	204	15	7	5	92	94	24	39	2,071	2,319	999	329	747	103	99	6,943	44	10	21	2	77
Condemned, 1st July, 1896	...	....	....	....	....	....	....	....	20	90	23	48	10	7	....	198	....	....	....	....	....
do during the year	9	....	....	....	....	....	....	2	114	77	134	49	45	1	....	422	....	....	1	....	....
	9	....	....	....	....	....	....	2	134	167	157	97	55	8	....	620	....	....	1	....	....
Less rebuilt	9	....	....	....	....	....	....	2	110	59	136	48	18	....	....	373	..	....	1	....	....
To be rebuilt	...	....	....	....	..	....	....	...	24	108	21	49	37	8	...	247	....	....	....	....	....
Serviceable and repairing	204	15	7	5	92	94	24	39	2,047	2,211	978	280	710	95	....	6,696	44	10	21	2	77
Total	204	15	7	5	92	94	24	39	2,071	2,319	999	329	747	103	....	6,943	44	10	21	2	77

*Changed from gondolas to 20-ton platform boxed for coal.

MONCTON, N.B., 30th June, 1897.

JOHN SUTTON,
Mechanical Accountant.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage, Year ended 30th June, 1897.

Months.	Locomotive Mileage.		Car Mileage.				Snow Ploughs.	Average Passenger	Average Freight.
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.			
1896—July	132,333	203,648	610,183	287,741	2,609,040	3,506,964	534	6·78	12·81
August	129,160	197,293	591,249	282,026	2,668,580	3,541,855	315	6·75	13·52
September	116,204	200,976	563,440	278,956	2,685,688	3,528,084	336	7·25	13·35
October	112,837	227,410	481,096	265,798	3,058,433	3,805,327	831	6·63	13·45
November	102,289	205,786	418,674	243,619	2,831,709	3,494,002	1,257	6·47	13·76
December	111,055	195,054	454,886	258,653	2,546,995	3,260,534	1,913	6·42	13·05
1897—January	112,008	178,791	431,055	240,979	2,113,797	2,785,831	5,250	6·00	11·82
February	101,129	180,494	393,212	220,178	2,253,100	2,866,490	7,461	6·07	12·48
March	109,803	230,968	451,454	246,721	3,060,787	3,758,962	23,517	6·36	13·25
April	109,727	220,614	455,430	247,241	3,032,351	3,735,022	203	6·40	13·74
May	105,270	198,096	451,405	235,828	2,597,279	3,284,512	383	6·52	13·06
June	111,931	186,407	494,848	264,898	2,496,452	3,256,198	65	6·79	13·39
	1,353,746	2,425,537	5,196,932	3,072,638	31,954,211	40,823,781	42,065	6·55	13·14

JOHN SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1897.

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for Year ended 30th June, 1897.

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, &c.	Pints of Valve Oil and Tallow.	Pounds of Waste.
1896—July.....	38,630	414,278	11,668	26,246	23,406	10,204	10·72	6,308	6·34	5·64	2·46
August. .. .	37,394	402,062	11,833	25,246	22,635	10,133	10·75	6,592	6·28	5·62	2·52
September....	36,289	389,354	11,693	24,688	20,263	9,636	10·72	6,727	6·34	5·20	2·22
October	38,901	414,617	12,791	25,018	19,621	10,321	10·65	6,910	6·03	4·73	2·48
November....	35,479	378,342	12,461	23,330	17,737	9,302	10·66	7,377	6·16	4·69	2·46
December....	35,470	378,390	12,687	23,560	18,541	9,912	10·66	7,510	6·22	4·89	2·62
1897—January.....	33,479	358,647	11,260	23,594	15,857	8,962	10·71	7,032	6·57	4·42	2·49
February.....	32,726	348,721	10,512	19,731	11,861	8,491	10·63	6,752	5·65	3·40	2·43
March.....	39,518	419,381	13,928	21,286	13,074	8,997	10·61	7,439	5·07	3·11	2·14
April	37,805	404,557	12,237	18,962	11,612	8,700	10·70	6,773	4·68	2·87	2·15
May.....	34,968	375,729	10,508	17,237	11,318	8,134	10·74	6,265	4·58	3·01	2·16
June	35,017	371,093	10,297	17,340	11,376	7,998	10·59	6,215	4·67	3·06	2·15
	435,676	4,655,171	141,875	266,238	197,301	110,790	10·68	6,826	5·72	4·24	2·38

JOHN SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1897.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month from 1st July, 1896, to 30th June, 1897.

Months.	Miles run by Engines.	Mechanical Supt.'s Salary; Clerks and Office Expenses.	Enginemen's Wages.	Fuel.	Oil, Tallow and Waste.	Repairs to Engines, Tenders and Tools.	Water.	Engine-houses and Turntables.	Total.	Average per 100 miles.							
										Merchanical Supt.'s S'ly.	Wages.	Fuel.	Oil Tallow and Waste.	Repairs.	Water.	Eng.-houses & Turntab.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$	$	$	$	$	$	$	$
1896—July..	414,278	982 57	23,933 95	31,074 30	3,045 71	26,266 96	1,296 97	980 52	87,580 98	·24	5·78	7·50	·73	6·34	·31	·24	21·14
Aug..	402,062	1,025 89	23,221 62	31,422 22	2,995 93	29,298 17	2,303 46	1,120 96	91,388 25	·26	5·78	7·82	·74	7·28	·57	·28	22·73
Sept..	389,354	980 51	22,528 58	31,039 90	2,765 22	27,621 43	3,438 36	1,639 21	90,013 21	·25	5 79	7·97	·71	7·09	·88	·42	23·11
Oct...	414,617	990 38	23,610 22	34,128 75	2,703 03	26,865 03	2,739 65	1,684 24	92,721 30	·24	5·69	8·23	·65	6·48	·66	·41	22·36
Nov..	378,342	1,132 09	21,666 82	33,312 29	2,573 31	23,287 48	4,071 46	2,020 74	88,064 19	·29	5·73	8·80	·68	6·16	1·08	·53	23·27
Dec..	378,390	994 14	21,695 19	33,770 57	2,966 38	24,320 40	2,841 31	2,012 40	88,600 45	·26	5·73	8·93	·78	6·43	·75	·53	23·41
1897—Jan..	358,647	980 10	21,255 00	30,040 44	3,213 69	22,996 76	3,660 62	2,652 10	84,798 71	·27	5·93	8·38	·90	6·41	1 02	·74	23·65
Feb..	348,721	983 74	20,043 22	27,592 21	2,540 61	16,675 77	1,828 17	2,252 62	71,916 34	·28	5·74	7·91	·72	4·78	·52	·67	20·62
Mar..	419,381	983 58	23,410 03	37,070 63	2,297 18	15,081 22	2,473 55	568 43	81,884 62	·23	5·58	8·84	·55	3·59	·59	·14	19·52
April.	404,557	993 42	22,986 22	32,544 85	2,104 58	12,616 54	1,458 19	815 07	73,518 87	·25	5·68	8·04	·52	3·12	·36	·20	18·17
May..	375,729	1,090 08	21,457 41	26,840 62	1,310 03	14,216 24	1,982 24	453 97	67,350 59	·29	5·71	7:14	·35	3·78	·53	·12	17·92
June.	371,093	1,024 35	21,483 54	26,798 57	2,332 82	22,634 32	2,404 83	731 35	77,409 78	·27	5·79	7·22	·63	6·09	·65	·20	20·85
Totals..	4,655,171	12,160 85	267,291 80	375,635 35	30,848 49	261,880 32	30,498 81	16,931 67	995,247 29	·26	5·74	8·07	·66	5·62	·65	·36	21·38

MONCTON, N.B., 30th June, 1897.

JOHN SUTTON,
Mechanical Accountant.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, year ended 30th June, 1897.

The miles run by trains	3,779,283
do engines	4,655,171
do cars	40,823,781
do snow ploughs	42,065
	$ cts.
Cost of locomotive power	995,247 29
Cost of car repairs :	$ cts.
Repairs to passenger cars	84,793 82
do postal, express and baggage	20,976 44
do freight cars and vans	231,203 22
do snows ploughs and flangers	3,771 23
Oil and waste for packing	22,954 90
	363,699 61
	$ cts.
The cost of locomotive power per 100 miles run by trains	26 33
do do do engines	21 38
do do do cars	2 44
	$ cts.
The cost of repairs to cars and ploughs per 100 miles run by trains	9 02
do do do engines	7 30
do do do cars and ploughs	0 83
	$ cts.
The cost of oil and waste for packing per 100 miles run by train	0 61
do do do engines	0 49
do do do cars and ploughs	0 05
The cost of repairs to cars per 100 miles run by them :	$ cts.
Passenger	1 46
Postal, express and baggage	0 68
Freight cars and vans	0 72
Ploughs and flangers	8 96

JOHN SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1897.

Department of Railways and Canals.

RETURN OF ACCIDENTS AND CASUALTIES

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1896.						
July 6..	22·20	.....	Shunting.....	.....	J. Walsh	121
do 7..	14·25	Special..	Freight	J. L. Chisholm.	L. Starratt	174
do 9..	15·00	15	do	Geo. C. Keys	G. Feetham	145
do 22..	13·30	.....	Shunting.....	E. S. Vye.....	A. McCabe.....	60
do 27..	14·00	.....	do	.....	R. James.....	100
Aug. 3 .	20·10	46	Express	A. Bernier.....	Jno. Devereaux....	159
do 11..	20·50	66	Accommodation....	W. Foster	A. Scott..... .	106
do 20..	10·30	5	Freight	R. A. Rainnie.....	W. Gross.....	8
do 22..	16·40	.....	Shunting.....	.....	Geo. Curry.....	121
do 25..	17·30	Special..	Freight	H. McDormand.....	D. W. Duncan.....	7
do 29..	18·40	do ..	Passenger	H. D. Fraser.....	P. O'Toole.....	101
do 31..	16·50	38	Freight	J. W. Henderson.....	R. Bulmer.....	109
Sept. 6..	8·50	34	Express	J. Coffey.....	W. Wall..... ...	148
do 8..	12·50	Q. C. R.	Shunting.....	—. Dawson	M. G. Couture.....	9
do 16..	9·25	Special..	Freight	E. Rioux	L. Sheedy	193
do 17..	.....	.....	.....	....	.....	.....
do 20..	15·00	Special..	Freight	L. Belanger.....	F. W. Henry.....	78
do 22..	16·00	33	Express	W. J. Dickson..... ...	J. W. Nairn.....	172
do 24..	.....	.....	.....	....	.....	.....
do 25..	12·25	31	Accommodation....	J. McFadgen	J. H. Moore.....	44
do 28..	22·30	Special..	Freight	N. Hopper.....	R. Kennedy	178
Oct. 1..	7·00	3	Accommodation....	D. McQuarrie.....	R. Carr..... .. .	65
do 5..	19·00	.....	Shunting.....	... .	J. Champion..... ...	122
do 13..	4·10	Special..	Freight	N. Hopper	H. McDonald.....	179
do 14..	15·00	42	do	J. A. Bernier.....	A. Mathews.....	183
					A. Sharpe.....	152
do 26..	1·20	Special..	do	T. C. Ayer.	D. Taylor	33
do 30..	18·25	48	Accommodation....	Jos. Guay....	M. Normand . . .	37
Nov. 2..	13·00	Special..	Working	J. C. Barnhill	E. Kennedy	115
do 2..	.....	.....	....	....	.....	....
do 6..	11·00	16	Freight	W. McClafferty..... ..	Geo. Feetham	145
do 6..	15·00	Special..	do	J. B. Dubé	T. Matheson.. . .	183
do 6..	22 00	.....	.....	.. ..	....	.....
do 7..	18·23	2	Express	D. Rutherford	Wm. Wall.....	148
do 10..	11·05	37	Freight	M. Cummings.....	Jas. Stratton.....	175
do 13..	10·00	.....	Shunting.....	....	T. O'Brien.....	188
do 16..	9·30	Special..	Freight	T. C. Ayer.....	W. E. Hunter . .	136
do 16..	14·30	6	do	R. A. Rainnie.....	W. Gross..... .	8

Department of Railways and Canals.

RAILWAY.

line of the Intercolonial Railway during the Year ended 30th June, 1897.

Place of Accident.	Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Halifax	D. Dickson	Employee	While uncoupling engine from cars.	Finger injured	
Windsor Junct'n	Henry Murray	do	While coupling cars	Hand injured	
do	Wm. Ellis	do	do	Finger injured	
New Castle	E. S. Vye	do	do	do	
St. John	Geo. Fryers	do	do	Arm injured	
Near Campbellton.	E. G. Henry	do	Stone thrown through window of engine cab.	Face cut	
New Glasgow	Philip Ryan	Neither	Attempting to jump on train in motion.	Fatal	Accidental.
Near Norton	A. Barnes	Employee	While trying to fasten arm of hay press which was loose on flat car.	Back injured	
Cotton Factory Siding, Halifax	Chas. Waurnell	do	Fell off car in motion	Foot injured	
Ferrona Junct'n.	Louis Douglas	do	Caught between cars while shunting.	Slightly injured.	
Prince's Lodge	Hugh McNeil	Passenger	Fell off train in motion	Face and hands scratched.	
Kent Junction	J. W. Henderson	Employee	While coupling cars	Thumb injured	
Truro	Jno. Hamilton	Neither	Jumped off train in motion.	Head & shoulder injured.	
Lévis	F. Couture	do	Walking on track	Fatal	Accidental.
St. Henri	A. Desprès	Employee	While coupling cars	Arm injured	
Moncton	Frank Landry	do	While working with a moulding machine.	Hand injured	
1 mile east of Ste. Flavie.	A. J. McDonald	do	Gauge glass of engine bursting.	Shoulder injured	
Bible Hill	Mr. Pitcher	Passenger	Jumped off train in motion.	Face injured	
Moncton Shops	Jas. Anderson	Employee	Fell off roof of baggage car on which he was working.	Considerably injured.	
Shediac	J. McFadgen	do	Fell while running to get on train.	Head injured	
Miller's Siding	Fred. Archibald.	do	While coupling cars	Hand injured	
Moncton	M. Hicks	do	While coupling engine to cars.	do	
Truro	Peter Carle	do	Jumped off car in motion	Leg injured	
Elmsdale	A. Morgan	do	Fell off tender of engine	Wrist sprained	
Near Sandy Bay Siding.	Elie Brunelle	Passenger	Jumped off train in motion.	Considerably injured.	
New Castle	David Taylor	Employee	Jumped off engine in motion	Head injured	
St. Michel	Mrs. Beauregard	Passenger	Fell off station platform after stepping off train.	Slightly injured.	
Ballast Pit, Windsor Junc.	Wm. Yorston	Employee	While assisting to put cars on track.	Finger injured	
St. Moïse	L. Durette	do	Handle of pumper broke causing him to fall off car, which passed over him.	Considerably injured.	
Windsor Junct'n	E. Mattatall	do	While unloading freight	Foot injured	
½ mile east of Sayabec	T. Matheson	do	Run off of train	Slightly injured.	
	A. Savidant	do	do	do	
	C. Killam	do	While assisting to put cars on track.	Hips injured	
Halifax	John Tobin	Neither	Walking on track	Fatal	Accidental.
Chatham Junct'n	C. Rushton	Employee	While unloading freight	Foot injured	
Halifax	Jos. Carney	do	Car on which he was working shunted against another car.	Slightly injured.	
Harcourt	C. Dixon	do	While coupling van to snow plough.	Hand injured	
Sussex	W. H. Wilbur	do	St'k by eng. while shunting.	Slightly injured	

INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the

Date.	Time of Day.	Number of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.
1896.						
Nov. 18..	12·45	Special..	Working.....	J. L. Barnhill.....	E. Kennedy.....	115
do 18..	15·05	33	Express	J. Coffey	Wm. Wall.....	148
do 19..	4·39	33	Express	M. Letarte.....	Jno. Cameron.....	153
do 24..	9·00	.....	Shunting..... .. .	....	Harry Como..	191
do 25..	21·05	Special..	Freight	Jas. Swetnam.....	{Wm. Coffey..... Geo. Morrison.....	159 136
Dec. 1..	12·30	do ..	Working	J. L. Barnhill.....	E. Kennedy	115
do 3..	.....	.....	....	....	.....	.....
do 14..	....	.....	....	....	.....	.....
do 18..	19·35	4	Express	D. McQuarry	R. Carr.	65
do 31..	.....	Special..	Freight	A. Calder.....	H. Stewart.....	166
1897.						
Jan. 15..	12·35	do ..	do	do	do	46
do 21..	13·00	55	do	Jas. Holmes..	Alex. Dunbar.....	15
do 22..	15·30	Special..	do	J. Buchanan.....	J. A. McDonald....	57
do 26..	12·25	25	Express	Jas. Millican...	Sam. Trider	150

RAILWAY

line of the Intercolonial Railway during the Year ended 30th June, 1897—*Continued.*

Place of Accident.	Name of Persons injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Waddell's Dump, Dartmouth Br.	Murray Crockett	Employee..	While coupling cars.	Finger injured..	
2 miles west of Stewiacke.	Henry Densmore	Neither....	Walking on track.....	Fatal	Accidental.
Causapscal.....	J. W. Myles....	Employee..	Fell off tender of engine ..	Fatal; died 2 days after accident.	No inquest.
St. John.....	O. S. Irvine.....	do ..	While coupling cars.....	Head injured...	
Chatham Junction.	T. Anderson....	do ..	do ...	Hand injured...	
Dartmouth Branch.	John Tufts.....	do ..	Fell between two flat cars in motion.	Back injured....	
Red Pine Bridge	Fred. Mitchell..	do ..	Fell off bridge on which he was working.	Hip injured	
Near Trois Saumons.	Ed. Lavoie (deaf mute).	Neither	Found dead alongside of track; supposed to have been struck by a train.	Fatal.....	Found dead.
Anderson's Crossing, near Salisbury.	Mrs. Ryder.....	do	Crossing track in team.....	Seriously injured	
Antigonish	Alex. McDougall	Employee...	Fell off car in motion	Ankle and heel injured.	
Tracadie.....	Simon Petipas ..	do ..	Hand car run into by train.	Seriously injured	
Antigonish	D. R. Sutherland	do ..	While coupling cars. .. .	Thumb injured..	
1½ miles west of Hopewell.	Hy. Shattick....	Neither.....	Walking on track.....	Back injured....	
	A. Edgecombe..	Mail Clerk..	Run off of train	Fatal	Attached.
	Miss Patriquin..	Passenger...	do	do	do
	Jno. Barnes.....	do ..	do	Slightly injured.	
	R. R. Wallace..	do ..	do	Face & finger cut	
	W. J Wallace..	do ..	do	Face scratched..	
	R. F. Keith ...	do ..	do	Ankle sprained..	
	Robt. McNeil...	do ..	do	Face scratched..	
	J. W. Fenton...	do ..	do	Slight bruise on forehead.	
	Boswell White..	do ..	do	Slightly injured.	
	Miss Effie Sears.	do ..	do	General shaking up.	
	Hon. F. W. Borden.	do ..	do	Face and back injured.	
	Dr. Calkin.....	do ..	do	Slight shaking up	
Palmer's Pond, near Dorchester.	Ed. Reid..	do ..	do	Face cut.....	
	Robt. McDonald	do ..	do	Arm injured....	
	Chas. Fawcett ..	do ..	do	Slightly injured.	
	Walter Cahill...	do ..	do	Head injured ...	
	H. H. Colpitts..	do ..	do	General shaking up.	
	Bazile Le Blanc.	do ..	do	Scalp bruise	
	H. M. Cole.....	do ..	do	Face cut	
	Ferd. Bourque..	do .	do	Slight bruise about the chest.	
	E. White.	do ..	do	Head cut.....	
	Miss Gallagher..	do ..	do	Slight bruise on wrist.	
	Mrs. Hodge	do ..	do	Head injured...	
	Eddie H. Davies (child).	do ..	do	Very slightly injured.	
	J. E. Buckley...	do .	do	Legs injured....	
	Ed. Blanche....	do ..	do	Head injured...	

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.
1897.						
Jan. 26..	12·25	25	Express	Jas. Millican	S. Trider	150
Feb. 16..	14·50	Special..	Freight	Jno. Henderson	Jno. Stewart, jr.	207
do 23..	3·40	33	Express	Geo. Walker	J. Cameron	153
Mar. 1..	9·20	.....	Pilot	Ls. Proulx	Ls. Dutil	126
do 6..	16·40	37	Freight	J. W. Henderson	J. Morton	.....
do 12..	16·30	.....	Engine	.....	Thos. J. Scott	13
do 18..	23·20	34	Express	M. Letarte	J. Cameron	152
do 19..	8·00	Special..	Working	S. Bernier	T. Matheson	77
					W. Murphy	30
do 25..	16·15	.....	Light Engine	.....	T. W. Henry	32
Apr. 2..	15·20	34	Express	M. Letarte	Ls. Sheedy	125
do 3..	.....	.....	.....	.....	.....	.....
do 13..	14·30	.....	Shunting	.....	A. Sproull	23
do 19..	19 00	Special..	Freight	Jas. Buchanan	Jas. O'Toole	178
do 26..	21·35	do ..	do	E. Rioux	L. Sheedy	205
May 4..	20·00	.....	Shunting	.....	T. Wilkins	35
do 20..	9·10	Special..	Freight	Ls. Belanger	F. Henry	11
do 23..	23·45	do ..	do	H. Begin	Ls. Sheedy	5
					A. Boisvert	205
do 24..	5·55	14	Accommodation	F. A. Davison	R. McDonald	134
do 30..	24·30	Special..	Freight	S. Bernier	Wm. Fraser	11
June 1..	17·30	.....	Shunting	.....	R. James	190
do 19..	1·15	Special..	Freight	J. B. Crockett	E. Rushton	207
do 21..	23·00	.....	.....	.....	.....	.....

Department of Railways and Canals.

RAILWAY.

line of the Intercolonial Railway during the year ended 30th June, 1897—*Concluded.*

Place of Accident.	Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Palmer's Pond.	Wm. Wiltshire..	Employee, C P.R.	Run off of train.....	Slight cut on chest.	
	J. S. Barbee....	do ..	do	Head and leg injured.	
	R. H. Webb....	do ..	do	Head and body injured.	
	A. Burch..	do ..	do	Head and hand cut.	
	A. Nugent.....	do ..	do	Back injured....	
	Wm. Russell....	do ..	do	Back and arms scalded.	
	H. B. Peck....	Mail Clerk..	do	Face and body injured.	
	—. Smith.....	Express Messenger.	do	Head and body injured:	
	J. W. Howard..	News Agent	do	Hips injured....	
	Percy Campbell.	Employee...	do	Legs injured....	
	Jas. Linkletter..	do ..	do	Ear cut.....	
	Isaac Campbell..	do ..	do	Legs and hips bruised.	
	C. C. Thomson..	do ..	do	Arm injured....	
	John Berry.....	do ..	do	Slight shaking up	
	Jas. Millican....	do ..	do	Face and body bruised.	
Palmer's Pond..	W. E. Dixon (deaf and dumb).	Neither.....	Walking on track.....	Fatal	Accidental.
Causapscal.....	G. Gagnon.....	Employee...	While trying to stop steam escaping from hose at coupling.	Hand injured...	
Levis	Aug. Fafard....	Neither.....	Crossing track in team	Fatal	do
Hodgin's Platform, near Jacquet River.	Jas. Young.....	do	Walking on track.....	Leg and head injured.	
Campbellton....	Mrs. David Grégoire.	do	Horse ran away, throwing her out of sleigh and under engine.	Fatal	Attached.
Beau Rivage...	J. Cameron...	Employee...	Run off of train	Slightly injured.	
	O. Gilker	do ..	do	do ..	
	B. Mason.....	do ..	do	do ..	
1 mile E. of Maria	Wm. Murphy ..	do ..	do	Head and foot injured.	
Baie des Chaleurs Railway.	D. McLaughlin..	do ..	do	Leg and back injured.	
Dalhousie Junct.	T. McLean.....	do ..	While coupling engine to cars.	Finger injured .	
St. Valier..	Vital Roy	Neither.....	Lying on track.....	Fatal	Accidental.
Apohaqui.....	F. L. Gross.....	Employee ..	While trying to extinguish fire in station.	Slightly injured.	
Pictou.....	Henry Ward....	do ..	Attempting to get on car in motion.	do ..	
Stellarton	E. Matatall.....	do ..	Slipped off pilot while coupling engine to car.	Leg injured	
St. Paschal.....	X. Michaud	Neither.....	Crossing track.....	Fatal	No inquest.
St. John.....	J. Maher.	Employee ..	While coupling engine to car.	Thumb injured..	
Amqui.....	Jos. Martin	do ..	do do	Finger injured..	
Chaudière	A. Côté.....	do	Supposed to have been struck by a train while on a hand car.	Fatal	Found dead on track.
Stewiacke	Mrs. Andrews ..	Neither.....	Jumped off train in motion.	Slightly injured.	
Ste. Flavie.....	J. Deschamplains	Employee ..	While turning switch.	Ankle sprained..	
St. John.....	Thos. Connolly.. (aged 6 years.)	Neither.....	Standing on track between cars.	Head and hand slightly injur'd	
Spring Hill.	H. Bray.....	Employee ..	While coupling cars.	Fatal	Accidental.
St. John.....	Joseph Higgins..	Neither.....	Found lying alongside of track.	Slightly injured.	

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL MANAGER,
MONCTON, N.B., 12th November, 1897.

SIR,—As directed by you, the Baie des Chaleurs Railway was maintained and operated from 26th December, 1896, to 31st May, 1897.

The length of railway was seventy-nine miles, extending from its junction with the Intercolonial Railway at Metapedia station to Caplin, the end of the line.

I inclose an account showing the gross earnings and working expenses for the five months.

The working expenses were	$18,679 97
The gross earnings were	6,725 08
	$11,954 89

The cost of cleaning snow and ice was $4,812.24 and is included in the working expenses.

There was a great freshet and ice jam in the Restigouche river on the 28th April, 1897, and the cost of repairing the damages to the road bed from the causes was over one thousand dollars.

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

D. POTTINGER,
General Manager Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Railway and Canals.

INTERCOLONIAL RAILWAY.

OPERATING ACCOUNT—BAIE DES CHALEURS RAILWAY.

Five Months ended 31st May, 1897.

Expenditure.	Five Months ended 31st May, 1897.	Revenue.	Five Months ended 31st May, 1897.
	$ cts.		$ cts.
Locomotive power	6,198 00	Passenger traffic	3,079 91
Car expenses	2,503 28	Freight traffic	3,617 87
Maintenance of way	9,149 21	Express earnings	27 30
Station expenses	792 25		6,725 08
General charges	37 23	Balance	11,954 89
Total	18,679 97	Total	18,679 97

Certified correct,

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N. B., 30th June, 1897.

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 9th November, 1897.

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, 1897 :—

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 maintenance and condition of the permanent way and works.

This line, 32 miles in length, was operated during the year by 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 :—

Earnings in 1896-97	$40,603 23
" 1895-96	36,561 83
Increase	$4,041 40

The earnings from passenger traffic increased five hundred dollars and thirty cents, and the earnings from freight traffic increased three thousand five hundred and forty-four dollars and seventy-eight cents.

There was a decrease in the cost of maintenance as follows :—

In 1895-96	$16,476 46
1896-97	10,821 04
Decrease	$5,655 42

The earnings and expenses compare as follows :—

Earnings	$40,603 23
Expenses	10,821 04
Net earnings	$29,782 19

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.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N. B., 9th November, 1897.

SIR,—I have the honour to submit my report of the maintenance of the Windsor Branch for the year ending 30th June, 1897.

TRACK.

During the year, 7 sets of guard rail fasteners were put in, also two new 4½ steel rail frogs.

TIES.

One thousand two hundred ordinary ties, and 4 sets of switch ties were renewed during the past year.

FENCING.

During the year, 1,439 rods of new barbed wire and woven fence was erected at various points throughout the branch. Heavy repairs were also made to existing fences.

WHARFS AND TRESTLES.

About 200 feet of the wharf at Windsor was renewed.

BUILDINGS AND PLATFORMS.

At Windsor, one side of the freight shed was re-shingled, and the passenger platforms renewed 300 by 12 feet.

At Ellershouse, the passenger platform was lowered two feet, and necessary repairs made to the station building.

Necessary repairs were made to all other station buildings throughout the line.

BRIDGES AND CULVERTS.

Renewed one hard pine bent and two stringers under Jordan Bridge.

A number of cattle guards were repaired throughout the branch.

One mile east of Beaver Bank, a box culvert was renewed with stone.

Near Mount Uniacke, a culvert which had broken down, was renewed with 72 feet of 24 inch iron pipe.

GENERAL.

Additional siding accommodation was provided to the extent of 930 feet.

Seven new farm gates and a number of farm crossings were renewed at various points throughout the branch.

Necessary repairs were made to the scales at Newport station.

The track on this branch is in good order throughout its entire length.

I have the honour to be, sir,
Your obedient servant,
WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq.,
General Manager Government Railways,
Moncton.

Department of Railways and Canals.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, Year ended 30th June, 1897.

Previous Year.	Expenditure.	Year ended 30th June, 1897.	Previous Year.	Earnings.	Year ended 30th June, 1897.
$ cts.		$ cts.	$ cts.		$ cts.
16,476 46	Maintenance way and works	10,821 04	12,878 28	Passenger traffic ..	13,378 58
20,085 37	Balance	29,782 19	22,528 03	Freight traffic	26,072 81
			1,155 52	Mails.....	1,151 84
36,561 83		40,603 23	36,561 83		40,603 23

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1897.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE Way and Works, Year ended 30th June, 1897.

Previous Year.	——	Year ended 30th June, 1897.
$ cts.		$ cts.
7,396 05	Repairs of track.....	5,691 11
3,869 15	Rails and fastenings.....	201 42
2,696 20	Ties.....	1,135 12
47 20	Bridges	94 81
28 07	Signals.....	19 34
3 58	Culverts, cattle guards, &c.....	887 38
541 61	Wharf at Windsor	441 20
543 30	Buildings and platforms.....	383 57
5 12	Hand-cars and trollies.....	28 49
346 81	Removing snow and ice..	350 07
145 13	Tools and repairs of same...	136 07
433 13	Fencing	975 30
408 95	Accountant's office and expenses.....	430 86
12 16	Miscellaneous	46 30
16,476 46		10,821 04

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1897.

No. 3.—WINDSOR BRANCH RAILWAY.

DR. GENERAL BALANCE, Year ended 30th June, 1897. CR.

1897.		$ cts.	1897.		$ cts.
June 30...	To old rails.....	10,694 28	June 30...	By Dominion Account.....	12,874 68
	Stores department.....	2,180 40			
		12,874 68			12,874 68

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON N.B., 30th June, 1897.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT OF RECEIPTS—One-third Earnings.

Month.	Passenger Traffic.	Freight Traffic.	Mails.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
1896—July.....	1,673 48	1,463 54	96 91	3,233 93
August.....	2,058 08	1,505 72	96 91	3,660 71
September.....	1,948 27	3,527 05	96 90	5,572 22
October.....	1,186 81	3,879 32	96 91	5,163 04
November.....	886 77	3,086 14	96 90	4,069 81
December.....	856 75	1,869 11	96 91	2,822 77
1897—January.....	672 47	1,884 23	94 45	2,651 15
February.....	535 21	2,206 19	94 45	2,835 85
March.....	685 03	1,954 64	94 46	2,734 13
April.....	889 28	1,865 83	95 68	2,850 79
May.....	877 03	1,451 76	95 68	2,424 47
June.....	1,109 40	1,379 28	95 68	2,584 36
Totals.....	13,378 58	26,072 81	1,151 84	40,603 23

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N.B., 30th June, 1897.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 11th November, 1897.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended the 30th June, 1897.

I also 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 accnnt during the year, the total cost of the railway on the 30th June, 1897, being $3,750,565.38.

The working expenses for the year were	$240,489 90
The gross earnings were	153,443 13
	$ 87,046 77

In comparison with the previous year, there was an increase in the working expenses of $15,351.34, and an increase of earnings of $6,966.59.

The increased earnings were in all classes of traffic; passenger traffic having increased $336.95, freight traffic, $4,480.74, and mails and sundries, $2,148.90.

The number of passengers carried decreased 1,088, and the weight of freight increased 5,756 tons.

There was an increase in the quantity of oats, potatoes and roots, oysters, salt and eggs carried; and a decrease in flour and meal, fish, coal, starch, butter and cheese, and products of the forest.

The increase of expenditure was caused by the unusual expense of replacing the buildings and rolling stock destroyed by fire at Tignish on 30th August, 1896, and by the higher price paid for new rails.

Twelve and a-half miles of track were relaid with new steel rails of fifty pounds a yard, replacing iron rails weighing forty pounds a yard.

Three wooden bridges were replaced with steel ones.

One first-class passenger car, six box freight cars, three stock cars, eight platform cars, one snow plough and one flanger car were rebuilt in the railway shops.

The necessary repairs and renewals were made, and the railway and rolling stock are in a state of efficiency.

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

D. POTTINGER,
General Manager Government Railways.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P. E. I., 30th September, 1897.

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, 1897.

I also inclose the following statements prepared by the Accountant and Auditor, and Mechanical Accountant:—

No. 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 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 expenses of the Mechanical Department.

The mileage of railway in operation during the year was the same as the preceding year, 210 miles.

CAPITAL ACCOUNT.

Total total expenditure on capital account to 30th June, 1896, was	$ 3,750,565 38
No addition being made during the year, the total expenditure to 30th June, 1896, remains the same as the previous year	3,750,565 38

REVENUE ACCOUNT.

The earnings from freight traffic show a gratifying increase, as compared with the two preceding years. While there was little or no demand for potatoes, considerable quantities of oats were sent to the English markets, a large portion of which was carried to the principal shipping ports by rail. There is very little change to note in the passenger business.

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

Gross earnings	$ 153,443 13
Working expenses	240,489 90
	$ 87,046 77

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

In 1896-97	$ 153,443	13
In 1895-96	146,476	54
	$ 6,966	59

The earnings from passenger traffic compare as follows :—

In 1896-97	$ 62,695	07
In 1895-96	62,358	12
	$ 336	95

The earnings from freight traffic compare as follows :—

In 1896-97	$ 69,872	66
In 1895-96	65,391	92
	$ 4,480	74

The earnings from mails and sundries compare as follows :—

In 1896-97	$ 20,875	40
In 1895-96	18,726	50
	$ 2,148	90

The numbers of passengers carried compare as follows :—

In 1896-97	121,498
In 1895-96	122,586
	1,088

The weight of freight carried compares as follows :—

	Tons.
In 1896-97	52,151
In 1895-96	46,395
	5,756

Working Expenses.

The working expenses are $15,351.34 in excess of the previous year. Much more, however, than the usual amount of work was performed during the year.

A disastrous fire which started in the village of Tignish on the 30th August, 1896, destroyed the following railway property : Engine-house and contents, including Engine No. 6, coal shed and hoisting apparatus, 300 tons coal, agent's dwelling and car sheds combined, 6 box cars, 1 flanger car and one snow-plough, the whole valued at $11,000 or $12,000. All this property has been replaced with the exception of the flanger. The yard at Tignish has been entirely remodelled, and the several new buildings much more conveniently located than those they replaced. A new first class car of modern design and finish, was built to replace one of the old coaches. Several platform and stock cars were also built, and necessary heavy repairs were made to a large number of box cars, thus adding largely to the expenditure under this head.

The cost price of steel rails purchased during the year exceeded that of the same quantity bought the preceding year by $5,239.

The old wooden bridges at Bradalbane, Peakes and Naufrage were replaced by steel spans, and that at Alberton was replaced by a double cedar box culvert.

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

In 1896-97	$240,489 90
1895-96	225,138 56
	$ 15,351 34

The averages compare with the previous year as follows :—

Per mile run by engines :—

	Cents.
In 1896-97	70·82
1895-96	59·38

Per mile run by trains :—

In 1896-97	94·67
1895-96	91·60

Per mile of railway :—

In 1896-97	$1,145 19
1895-96	1,072 09

TRACK.

One thousand tons steel rails, exclusive of fastenings, were laid during the year to replace 12½ miles old iron rails. Eight miles of the new rails were laid between Piusville and Alberton, and 4½ miles between Mt. Stewart and Peakes. Steel rails now extend from Charlottetown west to Alberton, and from Royalty Junction east to within two miles of Peakes, the number of miles of track relaid with steel rails at the close of the year being 139, leaving 71 miles old iron rails still to be replaced.

All the tracks in Tignish yard, with the exception of a private siding, were taken up and relaid. One thousand cubic yards of earth were used in grading new tracks and round new buildings in Tignish yard. The turntable was moved and rebuilt.

At Souris a new foundation was put under the track scales, and six sets switch gear were renewed in yards relaid with steel rails.

TIES.

There were renewed during the year 65,000 ordinary ties, 35 sets switch ties and 25 headblocks and frames, besides 2,350 culled ties being used in yards and sidings.

BALLASTING.

During the year 13,540 cubic yards of ballast were distributed where most required.

FENCING.

Fifteen and a quarter miles of old fence were replaced by 49,305 feet woven wire and 31,138 feet barbed wire fence. 5,740 feet snow fence were rebuilt and 1,429 feet repaired. 100 panels portable snow fence were built. One hundred farmers' gates were replaced by woven wire gates, and in repairing old fence along the line a large amount of material was used and labour expended.

SIDINGS.

The curve at Colville station was moved in 12 feet, and the siding taken up and relaid on the opposite side of the track in order to afford better accommodation to the public.

The siding at St. Louis was lengthened 300 feet.

BRIDGES AND CULVERTS.

At Bradalbane, the old wooden bridge was replaced by a forty-four foot steel girder, resting on cedar abutments built to close up two spans.

The old wooden bridge at Peakes was replaced by a 36 foot steel span with standard top, resting on cedar abutments, shortening the original structure 30 feet.

The centre span of wooden bridge at Naufrage was replaced by a 44-foot steel girder, and standard deck put on.

A pile bent was put under bridge at Marie.

A pile bent was also put under Midgell bridge.

St. Peter's bridge was painted. Bridge at Five Houses was also painted. A standard deck was put on Pawe's bridge.

Two stringers, hammer beam and struts of Emerald bridge were renewed.

The bridge on overhead public road crossing at Souris was rebuilt.

The old wooden bridge at Alberton was replaced by a double box cedar culvert.

All other bridges requiring minor repairs have been attended to.

Twenty-five cattle guards were rebuilt.

Eight timber culverts were rebuilt and one replaced with a 12-inch iron pipe culvert.

BUILDINGS AND PLATFORMS.

At Tignish a new station and agent's dwelling combined, an engine-house with three pits and a coal shed capable of holding 500 tons coal, were erected to replace the buildings destroyed by fire.

A new flag station and platform were built at Duvar, and station painted.

At Harmony flag station and platform were rebuilt, and station painted.

Platform renewed at Portage.

At Ellerslie platform was replaced.

At Miscouche platform was renewed.

Platform was renewed at Travellers Rest.

Platform at Clyde was replaced.

Platform was renewed at New Annan.

At St. Teresa platform was renewed.

At Brackley Point the platform was replaced.

The platform at Union was replaced.

Platform at Douglass was renewed.

Repairs were made to station platform wherever necessary.

Bloomfield station was re-painted outside.

At Tignish, Wellington, Miscouche, Summerside, Kensington, North Wiltshire, Royalty Junction and York, the offices and waiting rooms were whitewashed and otherwise renovated.

Hunter River Station was re-painted outside.

A new kitchen 14 x 20 was built at Morell and the station and dwelling painted outside and inside.

At Mount Stewart and Port Hill the ceilings of freight shed were sheathed.

The warehouse on wharf at Georgetown was raised two feet, and the timber foundation under same was renewed.

Seventy feet of the train shed at Georgetown was cut off, hauled to the wharf and attached to the warehouse thereon. A new three-inch plank floor was laid in this building, and a timber foundation placed under it. The roof was also re-shingled, and the building otherwise suitably fitted up for warehouse purposes.

The roof of engine-house at Georgetown was repaired. One side of the roof of Georgetown station was re-shingled, a new end put on building and refitted, the baggage room was moved, and floor relaid.

The agent's dwelling at Royalty Junction was raised, sills renewed, and the house painted outside, and the inside painted and thoroughly renovated.

The roofs of Cape Traverse station and baggage room were re-shingled.

Roof of engine-house at Cape Traverse was repaired, a well was bored and pump put in for use of agent.

The cattle pen at Alberton was rebuilt and enlarged.

A new pitch and gravel roof was put on O'Leary station and an addition of 30 feet was made to the freight shed, thus affording much needed warehouse accommodation.

The roof of engine-house at Summerside was partially re-shingled.

Coal shed at Summerside was raised two feet, the floor renewed with three-inch plank, and the sides rebuilt.

New water closets were supplied at Georgetown, Cardigan, Cape Traverse, Tignish and Bedford.

At Tignish a bored well with pump was put down.

The agent's dwelling at Alberton was raised, and the foundation rebuilt.

The roof of engine-house at Souris was partially re-shingled.

A new chimney, replacing three old ones, was built at Kensington station.

One side of roof of Port Hill station was re-shingled.

Roof of engine-house at Summerside was partially re-shingled.

At Charlottetown the roof of station was repaired by having 20 squares 3 ply roofing put on. The roof of freight house was partially re-shingled, 30 M. shingles being used. The paint shop was extended several feet, the skylights repaired and the roof partially re-shingled. The floors in roundhouse and machine shop were partially renewed with three-inch plank. Four new skylights were placed in roof of machine shop, and five skylights in roof of car shop.

A second floor was placed in a portion of the freight shed, for the storage of light goods.

WHARFS.

In repairing Summerside wharf there were used 250 tons hemlock timber, 200 tons stone, 14 cars brush, 300 cubic yards clay, and 40 long piles.

Fifteen tons stone and 15 tons timber were used in repairing Alberton wharf.

Twenty thousand superficial feet 3-inch hemlock plank were used on wharf at Charlottetown.

In repairing wharf at Georgetown, 100 cubic yards ballast, 2 cars brush and 15 tons stone were used.

One hundred tons stone, 50 cubic yards clay and 500 feet 3-inch plank were used in repairs to Souris wharf.

ROLLING STOCK.

Following is a summary of the principal work done in the shops of the Mechanical Department :—

Locomotive repairs.

Eight engines received a general overhaul, one of which—the engine which went through the fire at Tignish—was largely rebuilt, and six engines received specific repairs. Engines were supplied with the following new parts: 1 driving axle, 8 eccentrics and straps, 2 pistons and rods, 4 crank pins, 4 cylinder covers, 4 guide bars, 1 reversing lever, 1 quadrant, 1 tumbling shaft, 1 engine truck, 4 tender trucks, 1 bell, 1 whistle, 2 lubricators, 2 pop safety valves, 2 boiler feeds, 1 tube sheet, 300 boiler tubes, 7 smoke stacks, 1 cab, 4 pilots, and 12 running boards.

Fourteen boilers were tested, 6 fire boxes patched, 500 tubes pieced, 4 smoke boxes patched, 16 pairs driving tires turned, 300 chilled wheels boxed and pressed on axles, 10,460 bolts forged and threaded and 2,170 lbs nuts tapped.

Car Shop.

One first class car, 6 box cars, 3 stock cars and 8 platform cars were rebuilt during the year. Three first class cars and 3 second class cars received a thorough overhauling,

two of the latter were furnished with new standard trucks, and new perforated seats and had new headlining put in.

Four first class and 6 second class cars received general repairs.

Fifty-five box cars received general overhaul, 9 of which had new roofs put on and standard drawbars were supplied to 7.

Twenty-five box cars and 25 platform cars received general repairs.

One snow-plough was rebuilt, and 3 received general overhaul, new trucks being put under one of them.

One flanger car was rebuilt and one conductor's van was fitted up as a flanger to replace that burned at Tignish.

The following, besides a lot of other work not elsewhere referred to, was done for the road and traffic departments: 4 hand cars and 5 trollies rebuilt, 3 hand cars and 1 trolly repaired, 4 freight trucks, and 2 baggage trucks built, 13 loading platforms and cattle stages built.

Paint Shop.

Two first class and 5 scond class cars were painted and varnished.

Five first class and 2 second class cars were cleaned and varnished.

Thirty-five box and 8 platform cars were painted.

Two snow-ploughs and 2 flangers were painted.

Seven locomotives and tenders were painted and varnished, and 4 locomotives and tenders cleaned and varnished.

Brass Foundry.

Output during the year, 2,950 lbs. brass castings, 3,600 lbs. brass bearings, 300 lbs. battery zincs.

STORES.

The value of stores on hand on 30th June, 1897, was:—

General stores	$	39,854 16
Fuel		2,707 38
Rails and fastenings		51,237 11
Old material serviceable		3,362 14
	$	97,160 79

There were purchased during the year stores to the value of $63,179.73.

GENERAL.

The rolling stock, roadbed and buildings have been maintained in excellent condition.

I inclose a return of minor casualties which occurred during the year.

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

G. A. SHARP,
Superintendent.

D. POTTINGER, Esq.,
General Manager Government Railways,
Moncton, N.B.

No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR. CAPITAL ACCOUNT. CR.

1896.		$ cts.	1896.		$ 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
1897.			1897.		
June 30	To expenditure, year ended 30th June, 1897.....	.....	June 30	do do ...	.....
		3,750,565 38			3,750,565 38

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1897.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR. REVENUE ACCOUNT for year ended 30th June, 1897. CR.

Previous Year.	Expenditure.	Year ended 30th June, 1897.	Previous Year.	Receipts.	Year ended 30th June, 1897.
$ cts.		$ cts.	$ cts.		$ cts.
54,165 88	Locomotive power.....	55,991 60	62,358 12	Passenger traffic.....	62,695 07
34,221 54	Car expenses	41,967 07	65,391 92	Freight traffic.....	69,872 66
99,186 00	Maintenance of way and works	102,344 47	18,726 50	Mails and sundries.....	20,875 40
27,802 13	Station expenses.....	28,858 47	146,476 54	.....Total receipts....	153,443 13
9,763 01	General charges.....	11,328 29	78,662 02	..... Balance.....	87,046 77
225,138 56	.....Totals.....	240,489 90	225,138 56	..... Totals.....	240,489 90

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1897.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Locomotive Power—(Abstract No. 1).

Previous Year.	Details.	Year ended 30th June, 1897.
$ cts.		$ cts.
754 36	Mechanical superintendent's salary, clerks, office and travelling expenses...	770 23
16,768 09	Wages of drivers, firemen and cleaners	18,313 54
13,355 93	Fuel	13,605 62
2,203 22	Oil, tallow, waste and small stores	2,220 88
19,329 96	Repairs to engines, tenders, and engine tools	19,134 27
617 62	Water, including pump and tank repairs	508 57
1,136 70	Miscellaneous	1,438 49
54,165 88	Totals	55,991 60

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1897.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year.	Details.	Year ended 30th June, 1897.
$ cts.		$ cts.
9,397 04	Repairs to passenger cars	8,988 98
2,436 17	do postal and baggage cars	1,434 46
3,858 18	do freight cars and vans	10,701 01
863 63	do snow-ploughs and flangers	1,303 43
14,076 57	Wages of conductors, train baggage-masters and brakesmen	15,594 87
517 61	Oil and waste for packing	642 74
2,368 04	Small stores and fuel	2,428 10
704 30	Miscellaneous	873 48
34,221 54	Totals	41,967 07

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1897.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

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

Previous Year.	Details.	Year ended 30th June, 1897.
$ cts.		$ cts.
296 84	Engineer's salary, clerks, office and travelling expenses	298 22
36,593 80	Wages in repairing roadway, fences and semaphores	37,794 51
17,071 86	Rails, chairs and spikes	19,262 81
24,540 34	Ties	21,330 73
8,109 78	Timber and lumber for repairs to bridges, cattle-guards, fences, &c	8,035 04
1,904 31	Repairs to wharfs	1,587 90
7,078 24	do buildings and platforms	10,793 58
1,099 07	do tools	1,011 49
2,491 76	Clearing ice and snow	2,230 19
99,186 00	Totals	102,344 47

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1897.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended 30th June, 1897.
$ cts.		$ cts.
20,999 74	Salaries and wages of station-masters, agents, clerks, telegraph operators, station baggage-masters, yardmasters, switchmen, watchmen and labourers	22,180 51
6,802 39	Fuel, oil, light, stationery and other incidental expenses	6,677 96
27,802 13	Totals	28,858 47

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1897.

Department of Railways and Canals.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

GENERAL CHARGES (Abstract No. 5).

Previous Year.	Details.	Year ended 30th June, 1897.
$ cts.		$ cts
3,836 86	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses	4,271 66
4,765 63	Accountant and auditor's, paymaster's and cashier's salaries, clerks, office and travelling expenses	4,765 95
301 50	Advertising	798 59
295 02	Damages to men, animals and goods	523 37
319 16	Telegraph expenses (not including pay to operators)	382 67
244 84	Miscellaneous	586 05
9,763 01	Totals	11,328 29

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1897.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of General Stores Account, Year ended 30th June, 1897.

1896.	Dr.	$ cts.	$ cts.
June 30...	To balance brought forward		115,228 03
1897.			
June 30...	To purchases during the year	63,179 73	
	Charges from other departments	18,028 20	
	Pay-rolls	1,219 33	
			82,427 26
1897.	Cr.		197,655 29
June 30...	By issues during the year		100,494 50
	Balance — Ordinary stores $39,854 16; Fuel 2,707 38; Rails and fastenings on hand 51,237 11; Old material, serviceable 3,362 14		97,160 79

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1897.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR. GENERAL BALANCE. CR.

	$ cts.		$ cts.
General stores	97,160 79	Dominion account	103,401 22
Cash	1,554 26	Accident insurance	2,625 65
Stations	930 96		
Post Office Department	4,744 90		
Militia Department	354 89		
Anglo-American Telegraph Co.	46 43		
Judge Weatherbe	30 00		
Sidney Grey	25 00		
Railway extension, Charlottetown	812 83		
Belfast Branch Railway	261 43		
Intercolonial Railway	105 38		
Total	106,026 87	Total	106,026 87

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1897.

Department of Railways and Canals.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages, for Years ended 30th June, 1897 and 1898.

Details.	1897.	1896.
Mileage of railway open	210	210
Engine mileage	339,551	324,522
Train do	254,029	245,766
Car do	1,319,903	1,235,772
Receipts per engine mile ....Cents.	45·19	45·14
do mile of railway ....Dollars.	730·68	697·51
Percentage of passenger earnings to gross receipts	40·86	42·57
do freight do do	45·54	44·64
do other do do	13·60	12·79
Expenses per engine mile:—		
Drivers, firemen and cleaners' wages	5·39	5·16
Fuel	4·01	4·12
Oil, tallow, waste and small stores	0·66	0·68
Repairs to engines	5·63	5·96
Water and tank repairs	0·15	0·19
Miscellaneous	0·42	0·35
	16·26	16·46
Mechanical superintendent's salary, office and travelling expenses	0·23	0·23
Total ....Cents.	16·49	16·69
Locomotive power per engine mile	16·49	16·69
Car expenses do	12·36	10·54
Maintenance, way and works do	30·14	30·57
Station expenses do	8·50	8·57
General charges do	3·33	3·01
Total per engine mile ....Cents.	70·82	69·38
Locomotive power, per train mile	22·04	22·04
Car expenses do	16·52	13·92
Maintenance of way and works per train mile	40·29	40·36
Station expenses per train mile	11·36	11·31
General charges do	4·46	3·97
Total per train mile....Cents.	94·67	91·60
Working expenses per mile of railway....Dollars.	1,145 19	1,072 09

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1897.

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.
1896—July	32,127	1,585 04	1,134 66	214 47	1,723 00	85 37
August	27,447	1,418 12	1,003 02	183 24	1,492 58	14 10
September	31,235	1,645 35	1,166 74	238 64	1,371 68	24 94
October	34,222	1,609 44	1,282 94	208 62	1,732 82	23 40
November	29,558	1,414 67	1,278 16	180 22	1,875 85	5 60
December	31,554	1,642 01	1,397 52	206 56	1,985 17	174 72
1897—January	23,388	1,536 15	893 46	163 24	1,779 70	.....
February	21,665	1,426 71	1,029 40	161 06	1,664 35	22 85
March	27,268	1,611 74	1,173 12	167 91	1,514 90	2 90
April	24,246	1,496 21	1,011 50	149 48	1,131 34	3 49
May	26,373	1,515 52	1,192 08	160 93	1,409 49	.....
June	30,463	1,412 58	1,043 02	186 51	1,453 39	151 20
Totals	339,551	18,313 54	13,605 62	2,220 88	19,134 27	508 57

Department of Railways and Canals

ISLAND RAILWAY.

DEPARTMENT.

for the Year ended 30th June, 1897.

		Average per Mile run.						
Miscellaneous, including Expenses of Office and Engine Houses.	Total.	Engine-men.	Fuel.	Oil, Tallow, &c.	Repairs.	Water.	Miscella-neous.	Total.
$ cts.	$ cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
102 36	4,844 90	4·93	3·53	0·68	5·36	0·26	0·32	15·08
162 23	4 273 29	5·16	3·65	0·66	5·44	0·05	0·60	15·56
185 14	4,632 49	5·26	3·73	0·76	4·39	0·08	0·60	14·82
233 59	5,090 81	4·70	3·74	0·61	5·06	0·07	0·69	14·87
170 05	4,924 55	4·78	4·32	0·61	6·34	0·02	0·59	16·66
245 00	5,650 98	5·20	4·43	0·65	6·29	0·55	0·78	17·90
210 43	4,582 98	6·56	3·82	0·71	7·60	0·00	0·91	19·60
267 52	4,571 89	6·58	4·75	0·74	7·68	0·10	1·25	21·10
193 53	4,664 10	5·91	4·30	0 61	5·55	0.02	0·71	17·10
134 86	3,926 88	6·17	4·17	0 62	4·66	0·01	0·56	16·19
174 93	4,452 95	5·74	4·52	0·61	5·34	0·00	0·67	16·88
129 08	4,375 78	4·60	3·42	0·64	4·77	0·49	0·44	14·36
2,208 72	55,991 60	5·39	4·01	0·65	5·63	0·15	0·66	16·49

S. F. HODGSON,
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.	Piloting.	With train.	Light.	Shunting.	Total.
1896—July	3,602	12,940	11,871	236	33	25,080	105	7,198	32,383
August	3,564	9,507	11,174	2,150	.....	22,831	309	6,687	29,827
September	3,858	12,231	11,736	2,918	305	27,190	164	7,034	34,388
October	4,086	12,623	13,908	2,903	16	29,450	177	7,753	37,380
November	3,514	10,060	12,594	1,368	.....	24,022	.....	6,939	30,961
December	3,809	6,657	16,419	312	.....	23,388	71	8,407	31,866
1897—January	3,251	2,780	13,997	132	110	17,019	152	6,349	23,520
February	3,061	2,560	12,723	.....	320	15,603	166	5,896	21,665
March	3,759	3,346	14,603	.....	2,224	20,173	230	6,865	27,268
April	3,321	3,514	13,960	.....	132	17,606	.....	6,640	24,246
May	3,711	2,710	15,299	2,043	198	20,250	104	8,242	28,596
June	3,516	10,206	12,907	1,328	366	24,807	39	7,045	31,891
Totals	43,052	89,134	161,191	13,390	3,704	267,419	1,517	85,055	353,991

Department of Railways and Canals.

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for the Year ended 30th June, 1897.

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.
123,269	....	4·92	8·99	3·80	12,761	2,734	378	654	39·40	8·44	1·16	2·02
128,617	.....	5·63	8·37	4·31	13,044	2,570	348	629	43·73	8·61	1·16	2·10
140,697	.. ..	5·23	8·91	4·09	13,155	3,068	370	664	38·25	8·92	1·07	1·93
163,180	....	5·54	9·14	4·35	14,928	2,748	315	628	39·91	7·35	0·84	1·68
131,740	.....	5·48	8·81	4·25	14,414	2,517	354	557	46·55	8·13	1·14	1·79
123,104	....	5·26	8·36	3·86	14,299	2,388	330	623	44·87	7·49	1·03	1·95
77,134	1,851	4·50	7·23	3·28	9,092	2,024	255	504	38·65	8·60	1·08	2·14
76,512	3,367	5·00	7·07	3·53	10,322	2,196	323	471	47·64	10·13	1·49	2·17
93,124	5,579	5·18	7·26	3·41	8,340	2,212	253	493	30·58	8·11	0·92	1·80
93,600	.....	5·35	7·30	3·86	7,255	1,984	145	405	29·92	8·18	0·59	1·67
136,163	.....	6·79	7·70	4 79	9,530	2,632	42	459	33·32	9·20	0·14	1·60
124,861	.....	5·11	9·04	3·91	9,765	3,059	10	541	30·62	9·59	0·03	1·69
1,412,001	10,797	5·35	8·22	3·99	136,905	30,132	3,123	6,628	38·67	8·51	0·88	1·87

S. F. HODGSON,
Mechanical Accountant.

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C.—PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT.

MONTHLY STATEMENT of Car Mileage for Year ended 30th June, 1897.

Month.	First Class.	Second Class and Baggage.	Postal and Smoking.	Box and Stock.	Platform.	Total.
1896—July	26,678	23,588	22,150	38,747	12,106	123,269
August	22,965	20,920	20,753	32,882	31,097	128,617
September	31,134	25,435	22,813	34,804	26,511	140,697
October	27,506	23,414	29,459	50,024	32,777	163,180
November	21,460	17,698	24,423	51,335	16,824	131,740
December	22,339	18,665	21,477	54,170	6,453	123,104
1897—January	16,475	16,122	12,885	26,557	5,095	77,134
February	14,927	14,192	11,591	24,071	11,731	76,512
March	17,949	16,567	13,243	31,738	13,627	93,124
April	18,008	12,996	15,804	39,173	7,619	93,600
May	16,789	15,820	18,237	60,188	25,129	136,163
June	24,732	21,647	19,962	42,094	16,426	124,861
Total	260,962	227,064	232,797	485,783	205,395	1,412,001
Less—Ballasting	.....	.....	13,375	332	78,391	92,098
Balance	260,962	227,064	219,422	485,451	127,004	1,319,903

S. F. HODGSON,
Mechanical Accountant.

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, 1897.

	Locomotives.	Classification of Cars.													Snow Ploughs.	Flangers.	Total.
		First Class.	Second Class.	Combined, First, Second and Baggage.	Combined, Second & Baggage.	Postal & Smoking.	Combined, Postal & Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Stock.	Platform.	Total.			
On record, 30th June, 1896, serviceable	20	16	6	1	6	1	3	2	1	3	165	10	119	333	8	5	13
do do condemned	1	....	..	....	....	..	....	..	..	..	....	..	6	6	..	2	2
Total stock, 30th June, 1896	21	16	6	1	6	1	3	2	1	3	165	10	125	339	8	7	15
Condemned on hand, 1st July, 1896	1	..	..	....	....	..	....	..	..	..	....	.	6	6	..	2	2
do during the year	....	....	1	....	....	..	....	..	..	..	....	3	2	6	..	..	..
Burnt in Tignish fire, August 30th, 1896	1	....	..	....	....	..	....	..	..	..	6	..	....	6	1	1	2
	2	....	1	....	....	..	....	..	..	..	6	3	8	18	1	3	4
Rebuilt	1	1	..	..	....	..	....	..	..	..	6	3	8	18	1	..	1
	1	1	1	....	....	..	....	..	..	..	....	..	....	2	..	3	3
ADD—Serviceable and repairing	20	16	5	1	6	1	3	2	1	3	165	10	125	338	8	4	12
Total on record, 30th June, 1897	21	17	6	1	6	1	3	2	1	3	165	10	125	340	8	7	15

S. F. HODGSON,
Mechanical Accountant.

Department of Railways and Canals.

E.—PRINCE EDWARD ISLAND RAILWAY.

Mechanical Department.

Comparative Statement of the Expenses of the Mechanical Department for the Years ended 30th June, 1896 and 1897.

——	1896.	1897.
The miles run by trains were	245,766	254,029
do engines were	324,522	339,551
do cars were	1,235,772	1,319,903
do snow ploughs were	19,420	10,797
	$ cts.	$ cts.
The cost of locomotive power was	54,165 88	55,991 60
do repairs to cars was	15,691 39	21,124 45
do do passenger cars was	9,397 04	8,988 98
do do postal and smoking cars was	2,436 17	1,434 46
do do freight cars and vans was	3,858 18	10,701 01
do labour, oil and waste for packing was	517 61	642 74
do repairs to snow ploughs and flangers was	863 63	1,303 43
The cost of locomotive power per 100 miles run by trains was	22 04	22 04
do do do engines was	16 69	16 49
do do do cars was	4 38	4 24
The cost of repairs to cars per 100 miles run by trains was	6 38	8 31
do do do engines was	4 83	6 22
do do do cars was	1 27	1 60
The cost of labour, oil and waste for packing per 100 miles run by trains was	0 21	0 25
do do do engines was	0 16	0 18
do do do cars was	0 04	0 04
The repairs to passenger cars per 100 miles run by trains were	3 82	3 53
do postal and smoking cars were	0 99	0 56
do freight cars and vans were	1 57	4 21

S. F. HODGSON,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occured in Canada on the line of the Prince Edward Island Railway during the year ended 30th June, 1897.

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
1896.												
July 9	11.30 a.m.	Spec'l	Freight..	Stanley.....	Good.....	12	Emerald.....	T. R. Stanley.	Employee..	Ankle sprained while alighting from train.	Ankle sprained....	
Aug. 10	8.30 p.m.	3	Express..	McKenna.....	Armour....	21	Port Hill.....	N. D. Armour.	do ..	Knee sprained while shunting.	Knee sprained....	
Nov. 2	9.00 p.m.	..	Shunting.	.....	McArthur..	2	Summerside..	J. H. Burns..	do ..	Slipped while shunting and sprained knee.	Knee sprained....	
Dec. 5	4.00 p.m.	...	Shunting.	.....	Lappin.....	9	Charlottetown..	F. McKee....	do ..	Knee and shoulder injured by fall while shunting.	Knee and shoulder injured.	
Dec. 19	6.30 a.m.	6	Accommodation.	Stanley.....	Good.....	12	Albany.....	S. Bolger.....	do ..	Finger lacerated while putting baggage off train.	Hand injured...	
Dec. 28	2.20 p.m.	1	Accommodation.	McKenna....	McLaine...	21	Port Hill.....	A. Flynn.....	do ..	Side injured by fall while alighting from engine.	Side injured.....	
1897.												
Mar. 29	9.30 a.m.	2	Accommodation.	McKanna....	Hunter.....	7	Northam.....	H. P. Wright.	do ..	Muscles of back sprained while shunting.	Back injured.....	
April 6	4.00 p.m.	9	Accommodation.	MacDonald..	Sutherland..	17	Mt. Stewart....	J.E. McKenna.	do ..	Leg sprained while getting off box car.	Leg sprained.....	
April 20	5.45 p.m.	1	Accommodation.	Tanton.....	Yeo.....	3	Harper's.....	Angelina Arsenault.	Passenger...	Side badly bruised—thrown off seat by car leaving track.	Side injured.....	
April 28	5.30 p.m.	1	Accommodation.	McKee.....	Yeo.....	3	Tignish.....	Jas. Enman...	Employee ..	Finger lacerated while coupling cars.	Hand injured.....	
April 29	6.30 a.m.	2	Accommodation.	McKee.....	Yeo.....	3	St. Louis.....	E. Martin....	do ..	Bruised in groin while loading boat in box car.	Body injured.....	

No. 2.

CANALS.

SAULT STE. MARIE CANAL.

SAULT STE. MARIE, 2nd August, 1897.

SIR,—I beg to submit my annual report upon the operation of the Sault Ste. Marie Canal for the year ended 30th June, 1897. As the canal was only in operation some 87 days during the autumn of 1895 this is in reality the first full year's business to report upon. The canal was closed upon the 10th day of December, 1896, and reopened on the 21st day of April, 1897, simultaneously with the St. Mary's Canal on the American side of the river.

During the fiscal year ended on the 30th of June, 1897, there had been made 2,908 lockages, passing 4,560 registered and unregistered craft, with a total tonnage of 3,692,604 tons, allowing an average time of 17⅓ minutes to a lockage, of this tonnage 14·76 per cent was Canadian.

The new 800 feet lock on the American side of the river called the "Poe" lock (after the late Gen. Poe who had charge of its construction) was opened for traffic on the 3rd day of August, 1896, and very much affected the amount of tonnage passing through our canal, the traffic falling from 1,080,966 tons in July down to 587,195 tons in August, a decrease of nearly fifty per cent; but owing to the unsatisfactory working of some of the machinery of the new American lock and as the novelty of passing through it was off, the percentage of craft passing through our canal increased and at the present time we have a fair share of the business.

The amount of freight passing through the St. Mary's River to and from Lake Superior is very considerable, amounting for the season of 1896 to 16,239,061 tons of freight carried in 18,615 vessels, with a total registered tonnage of 17,249,418 tons, or nearly twice as much as passes through the Suez Canal which is open 365 days in the year whilst the canals here are only operated on an average of 230 days in the year. The statistics of the American and Canadian locks are taken from verified reports of cargoes furnished by captains of the vessels using the locks. By an arrangement made with the officials of the American canal a daily exchange of vessel reports are made and a full record of all the Lake Superior traffic is thus secured

The new 20 foot channel constructed in the Mary's River by the American Government has allowed an increased loading of vessels to a deeper draught than formerly and cargoes of over 6,000 tons are quite common. The deepest draught of any vessel passing through the canal so far has been 18 feet.

Slight damage only has been done by vessels to the piers or lock.

The machinery in the power house has been thoroughly overhauled and repaired, the turbines and pumps including the power generators are doing their work well and are in first class condition. The incandescent dynamo for lighting the buildings has proved to be too small for the work required of it, especially during the long nights in the autumn when the strain on it is very heavy. I strongly advise that the smaller machine be replaced by a larger one. The electrician reports as follows on the arc dynamo: "Our greatest trouble in the power house during the last year has been with the arc dynamo. You are aware that this machine is a Wood No. 7 with a capacity of 40 lamps and we are running on it now 33 arc lamps with 22 incandescent lamps of 32 candle power each and in order to reach all these we have 7·3 miles of wire, including 4,250 feet of submarine cable. This is too much for a small machine of this delicate

type and it has proved itself to be by the many times it has failed to do the work during the last year. The machine at different times has burnt 7 coils out of one armature and two out of another. It is unadapted to work in this country where we have so much wind, rain and darkness. This machine is often called upon during the fall months to run from 13½ to 14½ hours and I would strongly advise you to make a change at once. There are other machines in the market of the 'open coil' type such as the F. H. and Brush both made in Canada, of these two the Brush is the best, being more adapted to be run by a water wheel where there is a change in speed and much lightning. Another advantage with this machine (Brush) is that an armature can be taken out and another put in, in a very short time, while with the one we have from 2½ to 3 hours is quick time to make the change and then the greatest care has to be used or the armature shaft will be bent rendering it unfit for use. I am quite sure that if you were to adopt this machine you would have far less expense in maintaining your lighting system and range lights, besides making it a sure thing. As the machine stands now we are sure to have the same trouble in the future that we have had in the past." In connection with the arc machine, I may remark that as our range lights are lighted from this dynamo and as it is of the greatest importance that when lighted that they be kept going continually after starting up at night, as with the strong currents which cross both of our channels it would be very dangerous to vessels in the channels if the lights were to go out, and moreover in the case of an accident happening to the present armature, the time taken to change it is much too long, with care and trouble we have only had two real serious delays so far this season, and luckily no vessels happened to be in either of the approaches at the time. All the machinery outside of the power house has been overhauled and repaired. The draw rods on the valves have been straightened, but as they are bending again, it would appear as if they were too light for the work required of them and during the coming winter they will need to be taken out and strengthened.

The machinery as a whole is in good working order.

The gates were repaired, painted and strengthened under a contract with Messrs. J. & R. Miller and are now very satisfactory.

The sweep scow was hauled out and thoroughly repaired by having a new deck, some new timbers and recaulked from top to bottom. The small derrick scow was recaulked. The engine on the sweep scow was overhauled and put in good working order.

The motor houses had two good coats of paint laid on both inside and out.

The interior walls of the power house have had a finishing coat of plaster put on and all the wood work has been repainted, much improving its appearance.

The arc lamps were thoroughly repaired, and, so far this season, have given good satisfaction.

The superintendent's residence has been completed and is now occupied, and the sewer and water pipes from it are in course of being laid. A portion of the canal grounds has been graded and levelled which adds greatly to their general appearance.

I have again to call attention to the pier of the railway swing bridge standing in the centre of the canal. Several vessels have struck it this season doing more or less damage to themselves though none to the pier.

The elbow at the lower entrance to the canal near the end of the south pier should be taken off so as to widen the channel where vessels make the turn in going out and coming into the canal if or when this dredging is done the south pier should be extended out some five hundred feet or more so as to give more room for vessels to tie up at nights after locking down whilst waiting for daylight to enable them to proceed down the St. Mary's River. On several occasions this season we have had vessels bound down lying at both piers below the lock making it difficult for vessels up bound to enter the lock.

It would be a manifest advantage to vessels using the canal at night if a light were placed on the upper red turning buoy and I am satisfied more vessels would use our canal if this were done.

Owing to the strong currents crossing our channels it is of the utmost importance for the safety of vessels that the buoys marking the channels should be kept in position,

but owing to the large number of rafts being towed through them, it has been very difficult for the Marine Department under whose charge these buoys are to retain them in place, and several vessels have struck by reason of buoys being out of their proper location, but fortunately they have suffered very little damage.

Experience shows the long narrow form of lock adopted to be the best suited to the traffic.

That the operation of the lock by electricity is vastly superior to that by hydraulics, is proved by the quicker despatch in locking vessels, and the ease in operating our lock as compared with the locks on the American side, both of which are operated by hydraulic power, our lock having been in operation without interruption or without causing delay to vessels from the date of its having been opened for traffic in 1895 up to the present time.

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

J. C. BOYD,
Superintendent.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer
Railways and Canals.

SOULANGES CANAL.

ENGINEER'S OFFICE,
COTEAU LANDING, P.Q., 28th August, 1897.

SIR,—I have the honour to report as follows:—

The total value of work let and re-let on this canal is, at contract rates, about $3,750,000.

The subjoined list gives the names of the contractors and the dates of the various contracts:—

Sections Nos. 1 and 2, Archibald Stewart, 24th September, 1892.

Section No. 3, J. & M. O'Leary, 27th March, 1893.

Sections Nos. 4, 5, 6 and 7, 1—George Goodwin; 2—Andrew Onderdonk; 17th April, 1897.

Section No. 8, Charles H. Raynor, 29th December, 1892.

Section No. 9, Randolph Macdonald, 30th January, 1893.

Section No. 10, Rogers & Taylor, 24th December, 1892.

Section No. 11: 1—George Goodwin; 2—Thomas Feeney; 3—Poupore & Fraser (Transfer); 11th May, 1892.

Section No. 2: 1—O'Brien & Son; 2—George Goodwin; 3—M. J. Hogan; 5th April, 1897.

Section No. 13, Randolph Macdonald (Manning & Macdonald), 26th September, 1892.

The above contracts do not include the cost of cement, superstructure of bridges, the lock gates and machinery, or the power house and electrical approaches for operating the canal.

For a description of the line under construction see my previous annual reports 1892-1896.

The condition of the works on the 31st July, 1897, may be briefly described as follows:—

Sections 1 and 2.—Work was begun on these sections in the fall of 1892. Up to the end of July, 1897, the progress made in the three chief items was as shown:—

Description of Item.	Approximate Total Quantity.	Done in 1896-7 (to 31st July.)	Total to 31st July, 1897.	Required to Complete.
Earth excavation	600,000	16,200	274,600	325,400
Rock do	60,000	500	53,950	6,050
Masonry of all kinds including concrete	83,140	3,640	10,140	73,000

There is a large amount of stone cut and piled up at Rockland quarry.

The foundations of Locks Nos. 1 and 2 are in. Masonry is in progress on Lock No. 1, but neither on Lock 2, or any of the other structures, has building been begun. The excavation of the reach between Nos. 2 and 3, is yet unfinished, and the foundations of Lock 3, and the Quinchien Road bridge have not been commenced.

The concrete walls of the entrance piers have been built upon the cribwork for about 700 feet, but not coped. These are included in the total quantity of masonry shown in the above table.

Value of work and materials to 31st July, 1897, $477,222.05, of which $269,780.50 is for materials.

Section No. 3.—The earthwork of this section is practically completed: also the protection lining. The superstructure of the road bridge at St. Antoine is being erected. The macadamized road on the north side of the canal is well advanced and the fencing done. There remains the sodding and trimming of the slopes, which is in progress. This section has been carried on in a quite satisfactory manner by the Messrs. O'Leary.

Value of work and materials to 31st July, 1897..... $186,343.76

Sections Nos. 4, 5, 6 and 7.—These sections were re-let to Andrew Onderdonk, (17th April, 1897). A track had been laid from the Grand Trunk Railway to the site of lock No. 4, a distance of about 7½ miles. This will serve to bring materials on to the work as well as to have the earth for making up the unfinished banks on both sides to the east of the St. Féréol Road. About 14,000 cubic yards of excavation were taken out to the 31st July. An effort will be made to get in the foundations of lock No. 4 this fall. The bottom is soft and must be piled. The question of progress in earthwork can generally be determined by multiplying plant: but as elsewhere on canal work it is the masonry of the locks which is of chiefest importance.

Arrangements have been made to get the stone from a quarry near Crookston, Ont. Piles are about being delivered at lock No. 4, but as there are over 40,000 cubic yards of masonry of all kinds to be done, very much more rapid progress will have to be made to ensure the completion of the whole work at an early date. The concrete of the St. Féréol road bridge has been resumed and is nearly finished. The foundations for the St. Dominique bridge are being prepared. Stone for protection lining and concrete which forms a large item will be hauled by cars from sections 11 and 12 during the coming winter, and some of it placed in position.

Value of work and materials to 31st July..... $7,568.15

Section No. 8.—The masonry of the St. Emmanuel road bridge is nearly completed. The culvert at the River à la Graisse has been in use for some time. The protection lining is progressing rapidly and the work of the contract may yet be almost finished this season although the slides at the west end have given a good deal of trouble.

Value of work and materials to 31st July, 1897..... $223,508.15

Section No. 9.—Between sections 8 and 9, a dam of natural earth was left across the prism. To the west of this for about 3,700 feet the material was taken out by a dredge built on the spot and launched into a cut prepared to receive it and filled by surface drainage. From this canal was formed. The soft blue clay was dropped by the dipper into cars,—hauled out to the river at Pointe au Diable—and dumped there. This plan although doubtless economical is attended with risks. In excavating under water the sides were in some places made nearly vertical, and as they had for the time being to be lett rough the contractor dug below bottom line in order to give space in which to dispose of the slope dressing. But this took away the support of the toes in material known to be very liable to slide. The water in the cut kept up the sides although completely saturated. But when it was suddenly withdrawn slides of vere considerable extent occurred as might have been expected. These will however be remedied and there is no reason why the section cannot be completed next season. There are no structures on it.

Value of work and materials to 31st July, 1897..... $108,096.80

Section No. 10.—The concrete of the bridge at the River Rouge road is well advanced. The excavation and stone protection lining are in progress. The works can be completed this season or at farthest early next year. The culvert at the Rouge answers to the purpose well.

Value of work and materials to 31st July, 1897..... $239,151.93 .

Section No. 11.—The Delisle culvert is at last nearly finished. The diversion channel is being cleared out and the water of the river will be passed through it shortly. The work of this section has changed hands several times and the progress has been, and is, quite slow. The amount of rock is, however, nearly four times that shown by the test pits. These did not catch its irregular surface, which cropped up between or on one side of them. About 10,000 cubic yards of rock and 100,000 of earth have yet to be taken out. The work will be completed during next season, but must progress faster to ensure this.

Value of work and materials to 31st July, 1897.....$249,303.95

Section No. 12.—Mr. M. J. Hogan is the third contractor who has undertaken this work. His contract is dated 5th April, 1897. His arrangements are, so far, quite satisfactory and it appears to me probable that he will finish in the time specified. Up to the 31st July, about 40,000 cubic yards of earth and some rock had been taken out. This is only a beginning—but there are two steam shovels at work—5 locomotives and a sufficient length of track, number of dump cars, &c., to ensure rapid progress in the immediate future. The work was left in very bad condition, but it is now in good business like shape. There are over 100,000 cubic yards of rock to be excavated.

Value of work and materials to 31st July, 1897..... $9,120.00

Section No. 13.—Work on this section progresses continuously but slowly. The entrance piers outside the temporary dam at the head of the canal are well advanced and will be finished early next year. The channel between them is dredged to full depth and a shoal outside removed.

The prism between stations 732-52 has been pumped out, and the retaining walls west of the guard lock are in progress. Stone for the latter is being prepared at Point Ann quarry near Belleville. There are about 41,000 cubic yards of masonry on this section. About 8,000 of this are done, leaving 33,000 to complete. There are say 13,000 cubic yards of building stone on the ground.

The canal excavation is well advanced. Some stone lining and macadam has been done. On this section the rock crops up where it was not anticipated and the clay is very hard material, thickly interspersed with boulders. All the structures will be on solid foundations. Although the work is somewhat behind hand it is in such a shape that it can be pushed ahead and finished next year.

Value of work and materials to 31st July, 1897..... $397,815.26

Out of a total of say 6½ millions of earth about 5 millions (5,005,054) cubic yards were excavated up to the 31st ultimo. A little more than half of the work (143,400 cubic yards) was removed at the same date.

There are about 200,000 cubic yards of masonry of all kinds and concrete, 41,208 of this is done chiefly in bridges, entrance walls, &c. The only lock masonry built consists of part of the bottom courses, culverts, &c, of lock No. 1.

Taking the actual working days of a building season at 150, and the masonry now remaining to be done at 160,000 cubic yards, it will require a future daily rate of over 600 cubic yards to finish the whole by the 31st October of next year. The aggregate daily average during July was about 250 yards on all the sections where building was going on.

Department of Railways and Canals.

A summary of the progress estimates for work and materials up to 31st July, 1897, compares with similar figures to the 30th June, 1896, as follows :—

No. of Section.	Contractors.	To 30th June, 1896.	To 31st July, 1897.	1896-7.	Masonry and Concrete.	
					Built.	To be Built.
		$ cts.	$ cts.	$ cts.	c. yds.	c. yds.
1 & 2	A. Stewart	443,881 90	477,222 05	33,340 15	10,140	73,000
3	O'Leary Bros	157,956 76	186,343 76	28,387 00	3,100	500
4, 5, 6 & 7	G. Goodwin	298,535 25	326,246 75	27,711 50	2,201	40,000
	A. Onderdonk		7,568 15	7,568 15	603	
8	C. H. Raynor	188,995 37	233,508 15	44,512 78	4,733	2,200
9	R. Macdonald	99,920 50	108,096 10	8,875 60		
10	Rogers & Taylor	198,249 43	239,151 93	40,722 50	6,522	2,000
11	Poupore & Fraser	201,587 70	249,303 95	47,716 25	6,071	100
12	O'Brien & Goodwin	38,211 52	38,211 52		15	
	M. J. Hogan		9,120 00	9,120 00		
13	R. Macdonald	323,777 97	397,815 26	74,037 29	7,823	33,000
		1,950,596 40	2,272,587 62	321,991 22	41,208	150,800

Assuming that the approximate value of the work sections 1 to 13 as partly re-let will now be increased to say $3,750,000, it will be seen that the balance to complete is about $1,478,000. This will necessitate a rate of expenditure about four times that of the past fiscal year, for the period from 31st July, 1897, to 31st October, 1896.

It will be observed that the masonry and concrete done is 41,208 cubic yards, and the masonry to be done is shown at 150,800. This statement applies only to existing contracts. There will be a considerable amount of masonry at the regulating weir for the summit level—power house, &c., at the crossing of the Rivière à la Graisse—so that it is probable the total quantity will not fall short of 200,000 cubic yards,

The superstructure of the Canada Atlantic Railway bridge has been erected and in use for a considerable time. There are five road bridges over the canal. At one of these (St. Antoine), the superstructure is being set up. It is expected that four of these bridges will be completed and brought into use this year.

Contracts have been let, so far, for about 75,000 barrels of Portland cement. That used has hitherto been principally of Belgian manufacture. But an excellent article is now being turned out in Canada which will doubtless soon be more largely used in our public works. In addition to the above quantity, a contract has been given for some 22,000 barrels of Thorold cement, to be delivered at various points along the line of the Soulanges Canal.

I may state in conclusion that the weather here has been wet and unfavourable so far during the present season. Last month the value of work and materials on all the nine contracts (sections 1 to 13 inclusive), was less than $50,000. The fact taken in connection with the foregoing tables and figures will make it plain that in order to secure the completion of existing contracts within a reasonable time, a greatly increased rate of progress must be at once established and uninterruptedly maintained.

I am, sir,

Your obedient servant,

THOMAS MONRO, *M. Inst. C.E.*,

Engineer Soulanges Canal.

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

Deputy Minister and Chief Engineer

Railways and Canals.

MONTREAL DIVISION.

SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, 31st August, 1897.

SIR,—I have the honour to submit the annual report on the works under my charge for the fiscal year ended the 30th June, 1897.

The various canals in this division were closed and opened to navigation as shown in the table below :—

	Closed.	Opened.
Lachine Canal	30th Nov. '96.	1st May, '97.
Beauharnois Canal	do	do
Ste. Anne Lock	23rd Nov. '96.	27th Apl. '97.
Carillon and Grenville Canals	28th Nov. '96.	26th Apl. '97.
Chambly Canal	30th Nov, '96.	3rd May, '97.
St. Ours Lock	27th Nov. '96.	11th Apl. '97.

LACHINE CANAL.

REPAIRS.

Besides the maintaining in good order of the locks, lockgates, bridges, towpaths, fences, sidewalks, buildings, &c., some heavier work was performed here as enumerated hereafter.

The wharf on the north side of basin No. 2, where all the market boats have their berths, was raised a couple feet for a length of some 300 feet and the planking renewed.

Two of the flour sheds on the same basin also had their flooring replaced, and all the posts carrying the roof were lengthened.

Another wharf on the eastern side of St. Gabriel Basin No. 2, was partly rebuilt from one foot below the water line to the top and the timber required to complete the work purchased.

The slope wall from Côte St. Paul to Lachine required a great deal of attention last spring. While the canal was unwatered in April a considerable length, especially on the north bank, was gone over and temporarily repaired. The stone forming these walls is in small blocks having scarcely any bond with each other and very liable to be displaced by frost every winter. It is the intention to overhaul the walls at an early date and rebuild them where necessary with larger stone, a greater slope being given them, a least from the level of the water to the top of the bank.

During the month of April, a good deal of work was done on lock walls, lock bottoms and supply weirs, the weirs at Lachine and St. Gabriel receiving special attention. Two valves there had to be renewed and the others extensively repaired.

During the same period two conduits for the passage of electric cables were laid across the canal by the Lachine Rapids Hydraulic Co. ; one above Wellington Bridge and the other at Côte St. Paul. Particular precautions were taken at the latter point where the north bank of the canal is high and not overstrong. The work was carefully watched and I am pleased to say that since the admission of the water into the canal, no appreciable leakage has been noticed. Another similar conduit laid by the Chambly Manufacturing Co., some 75 feet above bridge No. 1 has been equally successful.

One accident only has to be recorded for the last fiscal year. It took place on the 10th November, 1896 when the str. "Princess" of the Ottawa River Navigation Co.,

through a misunderstanding of signals, ran into the lower gates of the new lock at Côte St. Paul, straining them and breaking the foot board as well as the top of the heel post. While these gates were being removed and repaired the whole of the traffic was handled through the old lock.

The mishap was probably due to the want of sufficient light at the entrance to the lock, but I am happy to say that the extension of the electric lighting circuit to and beyond this point has removed a cause of serious danger both to the lock gates and the boats using the canal.

REPAIRS TO VESSELS.

The $2,000.00 appropriated towards maintaining the dredging fleet in good repair have been used for that purpose. Besides the usual overhauling, painting and caulking of the various vessels composing the fleet, the steam derrick boom and the crane of the steam dredge were partly renewed; the hull of the tug "Josephine" was also entirely renewed and a new sounding scow built.

INCOME.

Electric light power-house and station.

The converting of the old Tate's saw-mill into an electric light station has been under way for some time. During the last fiscal year the wooden flume inside the building was entirely rebuilt and its foundation sunk two feet deeper in order to give a better clearance for the water under the turbines. A "Hercules" wheel of a modern pattern was preserved but placed in a more advantageous position and a "New American" turbine substituted for the old "Leffel" wheel formerly running the saw-mill. The two present wheels can develop 275 H.P. at the highest state of the river, and are amply sufficient for the present and probably the future needs of the canal.

The electric machinery was transferred from the old to the new station during June and the lighting service is now complete.

Electric Light Circuit.

In connection with the above, the electric light system was extended from St. Gabriel lock to Côte St. Paul bridge, a distance of over two miles. Another circuit was also established around the various bassins on the north side of the canal where it replaces the gas lamps formerly used. The system now comprises some 120–2000 C. P. arc lights distributed along the towpaths, and around the bridges, locks and basin, as well as a long Mill street where they have superseded the incandescent lamps which never were satisfactory,

A number of incandescent lamps using the same current as the arc lights are also provided in the flour and other sheds as well as in the shops on Mill street.

Boundary Stones.

The boundaries of the lands acquired by the department in connection with the collecting drain along the canal have been marked out by means of 40 stone bornes which were recently planted under the supervision of Mr. L. G. Papineau, P.L.S.

CAPITAL.

Dredging to 20 feet between Lock Nos. 2 and 3.—This work was continued from the 1st July to the 17th October, 1896, some 1,400 feet of channel being excavated during that time on a width of 150 feet from a point opposite Seminary street to the line of Montmorency street. The 36,000 cubic yards of material thus removed were deposited in the piers then being built in the Montreal harbour by the Harbour Commissioners.

Deepening to 14 feet navigation between St. Gabriel and Lachine Locks.—This deepening has been under contract with Messrs. McNamee & Mann since 1895. At the end of 1896 the channel from Côte St. Paul to Lachine had been excavated to more than half its total width. A good deal of excavation has also been executed in the reach between Côte St. Paul and St. Gabriel locks where no rock is encountered.

Operations were stopped on the 25th of November last and resumed on the 6th May this year. During the time the canal was unwatered in April the contractors destroyed by blasting and removed a very large number of boulders which had escaped the dredges and had been piled up by them along the slope walls and around the bridge piers.

While this was going on, some excavation was done by day's labour at the Canadian Pacific Railway bridge near Lachine. This work has to be executed with great care in order not to disturb the pivot pier of the bridge. It will be resumed and probably completed next spring.

LAKE ST. LOUIS CHANNEL.

Mr. L. S. Pariseau is in charge of this work. The contractors had three dredges at work here during last year. The channel is now practically completed to its full width and depth for a distance of over 3,000 feet, and about two-thirds of the work embraced in the contract is done.

BEAUHARNOIS CANAL.

REPAIRS.

The various structures on this canal have received the customary attention during the year.

On the 11th May last the str. "Ocean" ran into the lower gates of lock No. 11, and so damaged them that they had to be almost entirely rebuilt, one of the upper gates was also thrown down but only received very slight injuries. The reach between locks Nos. 11 and 12 emptied into the one below it but caused little damage to the banks except in the vicinity of the following lock where some 150 feet in length of the north bank was washed away on its outer slope on a width of about ten feet.

Fortunately a pair of spare gates was at hand and repairs were commenced at once. After twenty-eight hours of hard and uninterrupted work the canal staff had the lock in such a shape that boats could be passed through.

Spare gates are now provided for all the locks but one, a pair was built during last winter for the guard lock at Valleyfield, and the last pair will be put under way in a month or two.

Among other important works done here during the year, I may mention the renewal of the bridges over the waste-weirs at locks Nos. 7-10 and 12, and extensive repairs to the swing bridges at St. Timothée and Valleyfield ; the overhauling of a long ditch running from a culvert between locks Nos. 12 and 13 to the river, and the re-building of the abutments of two small bridges, one on the public road at St. Timothée on the south side of the canal, and the other over the ditch just mentioned.

During the winter months, some 2,000 cubic yards of stone were purchased and broken for the purpose of macadamizing the road along the south side of the canal between St. Timothée and Valleyfield.

This road will probably be completed during the present season. A portion of the stone thus procured has been used in repairing the road along the Hungry Bay dyke, which is now in a very fair condition.

The walls along both sides of the upper entrance were partly rebuilt at low water, last fall, and the banks which were dangerous made safe.

INCOME.

Telephone Line.—An agreement was entered into last spring between the department and the Bell Telephone Co., by which this company's metallic telephone circuit running along the canal from Melocheville to Valleyfield was transferred to the Beauharnois Canal.

The company at the same time undertook to replace all the old instruments on our line with new bridging apparatus and to renew the cable crossing the canal at Melocheville.

This has been satisfactorily done and the canal telephone service which was heretobefore very poor is now as good as can be desired.

Cleaning and deepening entrances to the canal.—Dredge No. 3 was sent up to Melocheville in October, 1896, and between that date and the setting in of the winter performed considerable work in the lower entrance to the canal.

The channel at that point was deepened about three feet and the excavated material deposited in rear of the entrance guide piers on the south side in order to render them capable of resisting the pressure of floating ice during the spring floods. About 3,600 cubic yards of clay, boulders and rock was removed from the 18th October to the latter days of November when the dredge returned to Montreal.

The improvement of the channel above the upper entrance was commenced on the 9th June last and is still going on. This work will be completed during the present season.

STE. ANNE'S LOCK.

REPAIRS.

Among the repairs executed here during the last fiscal year nothing is worth mentioning except the pointing of 1,200 lineal feet of the entrance retaining walls and the renewal of some 600 feet of the eastern pier of the south channel. These piers have now been entirely renewed from the level of the water to the top and will not require any extensive repairs for a number of years.

CARILLON AND GRENVILLE CANALS.

REPAIRS.

The most important items of repairs performed here during the year were :—

At Carillon.—The renewal of the guard pier on the south side of the lower entrance; the repairing of a culvert in connection with the old canal feeder and of the bulkhead closing the old canal.

At Grenville.—The completing of three pairs of spare lock gates and the building of a puddle wall lined with plank at Cameron's farm where the bank leaked very badly.

Besides these all the structures, towpaths, fences, buildings, &c., were kept in good order.

INCOME.

A small building 30 x 18 x 12 feet, of solid brick with stone foundation and concrete floor was erected at Carillon for the purpose of storing oils, paints, glass and shelf goods of every description.

The two guide piers at the upper entrance to the Carillon Canal which were carried away during the spring of 1896, had been intended to be rebuilt at low water this spring. The timber was framed and the stone for filling procured during the winter, but the unusually high water has prevented the putting in place of the piers before the end of the fiscal year.

A pair of spare gates for Lock No. 4, Grenville Canal, was constructed during the winter months. All the locks on this section, except one are now provided with spare lock gates and the last pair will be built during the present year.

CAPITAL.

On the 9th April last a contract for the deepening and widening of the lower portion of the Grenville Canal, was signed by Messrs. Pigott & Ingles, of Hamilton. Work was commenced with a small force on the 8th May, but up to the 30th June the estimates returned only amounted to about $1,000.

The contractors have opened several places on farms along the canal, in the hope of finding stone for the slope walls, but so far without success. Mr. H. G. Stanton is in charge of this contract.

CHAMBLY CANAL.

The usual repairs to locks, lock gates, bridges, buildings, towpaths, slope walls, &c., were performed here during the year.

A rather important piece of work was done last fall at the lower entrance lock.

The face stones in the wing walls at this point had become detached from the backing, and were in danger of collapsing and camping the gates down. Fortunately the part of the walls under water was perfectly sound.

By means of iron straps and long bolts, the copings were secured to the courses underneath and made fast to a heavy piece of oak at the rear of a retaining wall about 20 feet from the face of the lock. By a somewhat similar arrangement of straps and rods, the face stones were reconnected with the backing and the voids filled up.

The east wing wall has thus been made safe, but owing to the lateness of the season the west wall could not be touched.

It will be treated in the same manner at low water next fall.

A back leak through the sill of the combined locks Nos. 7 and 8 was stopped by removing and rebuilding with the greatest care the masonry comprising it. The lower sill of lock No. 8 was also grouted, and both are now water-tight.

The superstructure of two swing bridges was renewed during the year, and the abutments of bridge No. 2 were rebuilt.

The wharf along the public road in the town of Chambly Basin was also almost entirely rebuilt while the canal was unwatered last spring.

During the month of April and the first days of May, the Chambly Manufacturing Company laid a concrete conduit across the canal for the purpose of carrying the wires from their works on the Richelieu River to their line, bringing the current to Montreal.

The work was done with great care and the canal banks restored to their former position.

INCOME.

Rubble Wall.—This wall is intended to support the canal bank along the public highway near St. Johns. It was commenced three years ago. Some 3,050 lineal feet were built last season.

Culvert at Wood's Creek.—The object of this work is the carrying off of the creek's waters under the canal to the Richelieu River.

These waters are becoming daily more and more contaminated as the town expands, and their admission into the canal as formerly, is no longer practicable.

The culvert, which is entirely built of concrete, comprises four arched conduits 154 feet long, with inlet and outlet, the walls of which are also of concrete. The passage-ways have an aggregate area of 59 square feet.

Considerable difficulty was experienced in executing the work owing to the unsteady nature of the ground which is a mixture of very soft, soapy clay and quicksand. On that account the structure could not be completed before the opening of navigation. There still remains to build the inlet and 35 feet of the culvert proper. Operations will be resumed as soon as the water can be let out of the canal next fall.

The little steam derrick and dredge combined provided for the Chambly Canal last year, were found very useful in connection with this work.

ST. OURS.

Beyond the ordinary repairs necessary to keep the lock in good working order, there is nothing worth recording here except the renewal of one of the guide piers below the lock.

Owing to high water in the Richelieu River last summer, it has been necessary to postpone the repairing of some portions of the submerged dam connected with the lock, and judging by the present high state of the river, it will likely be impossible to do anything this year.

However there is no danger either of the dam giving way or of the navigation being impeded through this cause.

In concluding I am happy to state that no serious accidents, breaks or interruptions of traffic have occurred on the canals under my charge during the last fiscal year.

Below will be found the usual statements of high and low water, fines and damages.

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

ERNEST MARCEAU,
Suptg. Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer
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, 1897.

Months.	Old Lock No. 1, Lower Sill.				Old Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1896.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	16	9	16	1	10	10	10	2
August	16	0	14	10	10	2	9	7
September	15	3	14	5	9	9	9	1
October	15	3	14	4	9	6	9	0
November	17	3	14	6	10	8	9	0
December	31	1	15	11	11	9	9	7
1897.								
January	30	0	25	2	10	11	9	2
February	26	5	22	3	11	1	8	11
March	26	7	22	2	11	2	8	8
April	32	8	18	10	13	10	11	4
May	23	6	21	4	14	4	13	4
June	21	6	18	4	13	8	11	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, 1897.

Months.	New Lock No. 1, Lower Sill.				New Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1896.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	18	11	18	3	15	10	15	2
August	18	2	17	0	15	2	14	7
September	17	5	16	7	14	9	14	1
October	17	5	16	6	14	6	14	0
November	19	3	16	8	15	8	14	0
December	33	6	18	1	16	9	14	7
1897.								
January	32	2	27	4	15	11	14	2
February	28	7	24	5	16	1	13	4
March	28	9	24	4	16	2	13	8
April	34	10	21	0	18	10	16	4
May	25	8	23	6	19	4	18	4
June	23	8	20	6	18	8	16	9

Department of Railways and Canals.

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, 1897.

Months.	Lock No. 6, Lower Sill.				Lock No. 14, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1896.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	10	11	10	3	11	5	11	2
August	10	4	9	7	12	2	11	0
September	9	8	9	3	11	2	10	6
October	9	5	9	0	10	10	10	2
November	10	5	9	0	10	9	10	0
December	13	3	9	8	10	8	10	1
1897.								
January	19	3	11	3	10	11	10	4
February	15	5	12	6	10	9	10	1
March	16	0	12	0	11	6	10	4
April	13	0	11	0	12	10	11	3
May	14	3	12	10	12	0	11	4
June	13	1	11	4	11	10	11	5

Ste. Anne's Lock.

Statement showing the depth of river water on mitre sills of Ste. Anne's Lock during the fiscal year ended 30th June, 1897.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1896.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	10	9	9	11	12	6	11	9
August	10	0	9	6	11	8	10	10
September	9	5	9	2	10	10	10	6
October	9	4	9	0	11	2	10	9
November	10	11	0	2	13	6	11	8
December	11	9	10	3	13	3	11	8
1897.								
January	11	6	10	2	12	1	10	6
February	11	6	9	5	12	1	10	9
March	11	6	9	6	12	7	10	10
April	13	11	14	4	17	0	12	5
May	14	6	13	6	17	9	16	5
June	13	6	11	10	16	5	13	8

Carillon Canal.

Statement showing the depth of river water on the mitre sills of Locks Nos. 1 and 2, Carillon Canal, during the fiscal year ended 30th June, 1897.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1896.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	13	10	13	0	14	0	13	0
August	12	11	12	1	12	10	11	10
September	12	1	11	8	11	9	11	4
October	12	5	12	0	12	7	11	5
November	14	9	12	4	15	6	12	3
December	15	4	13	6	17	9	13	0
1897.								
January	14	7	13	7	17	0	13	0
February	14	4	11	10	16	3	12	5
March	14	3	12	4	13	0	12	6
April	19	5	14	4	20	9	13	5
May	20	5	18	8	21	2	19	9
June	18	7	15	2	19	6	15	10

Grenville Canal.

Statement showing the depth of river water on mitre sills of Locks Nos. 3 and 7, Grenville Canal, during the fiscal year ended 30th June, 1897.

Months.	Lock No. 3, Lower Sill.				Lock No. 7, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1896.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	16	10	15	6	14	2	13	0
August	15	4	14	0	13	0	11	2
September	14	0	13	8	11	3	10	11
October	14	6	13	10	11	11	11	0
November	18	6	14	5	15	6	11	9
December	21	6	18	6	15	8	14	1
1897.								
January	20	0	17	0	14	1	13	6
February	19	0	17	0	13	5	11	8
March	19	0	17	0	13	10	11	3
April	24	8	17	6	21	6	14	0
May	25	6	23	1	22	4	20	2
June	22	11	18	4	20	0	16	4

Department of Railways and Canals.

Chambly Canal.

Statement showing the depth of river water on mitre sills of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ended 30th June, 1897.

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1896.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	10	8	9	6	8	10	7	9
August	9	4	8	6	8	0	7	5
September	8	8	8	0	8	0	7	0
October	8	8	8	0	8	2	6	10
November	12	2	8	4	8	8	7	5
December	12	0	10	3	8	8	7	11
1897.								
January	12	6	11	0	8	2	7	10
February	12	4	10	11	8	1	7	10
March	16	4	11	8	9	7	7	10
April	16	11	13	11	11	10	9	7
May	17	2	14	10	11	10	10	6
June	15	4	13	8	11	1	10	3

St. Ours Lock.

Statement showing the depth of river water on mitre sills of St. Ours Lock during the fiscal year ended 30th June, 1897.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1896.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	9	4	7	10	9	7	8	6
August	8	2	6	11	8	9	7	11
September	8	3	7	8	7	4	6	6
October	8	0	6	6	8	6	2	8
November	10	9	6	11	10	10	8	1
December	11	8	8	9	9	7	8	6
1897.								
January	11	4	9	0	9	0	7	9
February	9	10	8	6	8	5	8	1
March	16	3	8	7	12	7	8	1
April	17	2	14	0	13	10	12	0
May	17	10	14	10	14	2	12	3
June	15	2	11	9	12	5	11	1

LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1897.

Date.	Name of Vessels.	Name of Owners.	Fines.	Damages.	Total.
1897.			$ cts.	$ cts.	$ cts.
June 17...	Steamer "Spartan".....	Rich. & Ont. Nav. Co.....	.....	44 50	44 50
			... .	44 50	44 50

JOHN O'NEILL,
Collector.

BEAUHARNOIS CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1897.

Date.	Name of Vessels.	Name of Owners.	Fines.	Damages.	Total.
1896.			$ cts.	$ cts.	$ cts.
July 2....	Scow—No name.....	Captain Wm. Henry.....	.....	5 00	5 00
1897.					
May 11...	Steamer "Ocean"..... . . .	Captain Trowell	20 00	.....	20 00
	do	do	.....	602 08	602 08
			20 00	607 08	627 08

S. A. BRODEUR,
Collector.

CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1897.

Date.	Name of Vessels.	Name of Owners.	Fines.	Damages.	Total.
1896.			$ cts.	$ cts.	$ cts.
Oct. 30....	Boat "E. C. Baker".....	Captain W. Butler.....	5 00	....	5 00
			5 00	.....	5 00

M. D. S. MARTEL,
Collector.

TRENT CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, 1st September, 1897.

SIR,—I have the honour to submit the annual report on the works under my charge for the fiscal year ended 30th June, 1897.

The Trent Canal is a term applied to several water stretches between the Bay of Quinté on Lake Ontario and Georgian Bay on Lake Huron, which, however, in their present condition do not form a continuous line of navigation. The object of the present works is to connect these several water stretches so as to make a continuous line of navigation for barge traffic of six feet draught between Lake Ontario and Georgian Bay. The total distance between these two points is about 200 miles, but by utilizing the numerous lakes and rivers and taking advantage of the lay of the land to make flooded reaches it is hoped that no more than 15 to 20 miles will be actual canal. Champlain in his memorable march through Canada followed the line of this proposed canal, and it has since been used by the Indians and fur traders in their excursions between the upper lakes and tide water. The Imperial Government as far back as 1835 chose this route as being the most natural and feasible to make a water way between Lake Ontario and Lake Huron, and they spent a considerable amount of money to accomplish this object. The works then constructed have ever since been utilized. When the two divisions at present under construction are completed, there will be a continuous direct line of navigation of about 160 miles in length, and about the same distance of lateral navigation between Heeley's Falls and the ports on Lake Simcoe.

MAINTENANCE.

Owing to the immense country drained and the country becoming every year more cleared the proper regulation of the water under the present system becomes more difficult. On account of the new works at present being constructed between Lakefield and Peterborough it was necessary to interfere somewhat with the regular flow of the river in order that the works might be proceeded with. Navigation closed on the central reach 28th November, 1896, and opened again the 19th April, 1897. On the lower reach navigation closed on the 26th November and opened again the 13th April, 1897. The water was maintained at a navigable height on all the reaches except that above Bobcaygeon, where owing to the leakage of a private dam and the flow of water coming down from above being reduced for a time the water fell for a few days below the ordinary height.

The number of lockages was 2,648, which, however, does not fairly represent the traffic on the canal, as on some of the larger stretches the routes do not pass through any locks, so no records are kept.

REPAIRS.

The following repairs were executed :—

Peterborough.

The guard booms and piers to the upper entrance of the lock at Peterborough were overhauled and put in first class condition. The sluices of the dam were also repaired.

Hastings.

The landing pier at the lower entrance, 300 feet in length, was entirely rebuilt. A new landing pier 150 feet in length was also built at the upper entrance. A new abutment was also built at the north end of the dam and part of the flat dam was replanked and gravelled.

Lakefield.

The plank on the landing pier, most of which was completely rotten, was renewed as it was dangerous to land upon. It is proposed to fill this pier in with rock and quarry waste and gravel.

Burleigh.

The landing pier at the upper entrance was repaired and the lock gates painted.

Lovesick.

The lock gates at Lovesick were given a coat of paint.

Buckhorn.

Some of the portion piers above the dam, which were injured by the ice, were repaired as well as the booms.

Bobcaygeon.

The lock wall on the north side was pointed and the rear of the wall was built up with a dry wall and filled in solid with stone and gravel. The projecting platform at the end of this wall was removed and built up solid and the pier extended to meet the old pier on the north side. This has made a great improvement at the lower entrance pier. The tops of the piers of the dam were planked over in order to prevent small fish being thrown into the piers where they rotted, and the smell therefrom was a great nuisance to the residents of the village.

Fenelon Falls.

The swing bridge was replanked with 3 inch plank.

Minor repairs were also done at Lovesick and Young's Point. A number of new buoys were placed in the channel and others were put in to replace those that had been removed.

INCOME.

Peterborough.

The line of guard booms and piers at the upper entrance to the lock was extended as far as the Grand Trunk Railway bridge. This extension was much needed to prevent vessels drifting over the dam in a heavy side wind.

Burleigh.

A new landing pier was built above the swing bridge, in order to provide snubbing ground for down vessels when the lock was occupied. This pier has been greatly appreciated since its construction.

Lindsay.

A fish pass was constructed in the dam at Lindsay for the purpose of allowing the fish to pass up into Lake Scugog.

Chisholms.

An appropriation was made for the building of a dam at this station. Considerable preparation was made and material was purchased, when an order was received to stop further work.

Hastings.

Thousands of boulders were removed from the channel above Hastings and the channels thus cleared were buoyed out. A channel also 700 feet wide, with 7 feet depth of water was blasted out of the solid rock but was not removed. This will be completed when the dredge can be used for this purpose.

Dredging at Bobcaygeon and Katchawannoe Lake.

Very little could be done at these places in the way of dredging as the dredge was employed during the whole season at Rosedale.

Two new drill scows were built in preparation for the work as soon as the dredge can be obtained for this work.

CAPITAL.

Dredging mouth of Otonabee River.

The "City of Peterborough" with a scow on which a heavy drag was suspended, was employed in cleaning out the channel through the accumulation of sawdust deposited there by the saw mills.

Rosedale.

Between Balsam Lake and Cameron Lake the river is very shallow with a rock bottom on which there is not more than three and a half feet of water. A channel 4,600 feet, 90 feet in width and 7 feet in depth is being excavated. The rock was drilled by means of four steam drills on scows, then blasted, and is now being dredged. This channel forms part of the main line of the canal and without it the canal was practically divided except for very light draught vessels. This work is nearly completed, and the traffic has already considerably increased, though it is still impossible for the large vessels to pass through owing to the small size of the lock at this point which is the property of the Ontario Government.

The present swing bridge, which also is the property of the Ontario Government, is not of the required width, neither is it on the line of the new channel. The Dominion Government has made a grant to build a new steel bridge, with piers of concrete, which will be a great improvement to the present one.

CONSTRUCTION.

Section No. 1, Simcoe-Balsam Lake Division.

The work on this section has been continuously prosecuted throughout the year by the contractor Andrew Onderdonk. Nearly all the rock and earth has been completed. All the cribwork for the entrance pier at Balsam Lake on the south side has been built and placed in position, but it is not yet filled with stone. One crib has also been built and put in line on the north side of the entrance. This work cannot be proceeded with at present owing to the very high water. The deviation of the Grand Trunk Railway at the canal crossing has been made, but nothing has been yet done in raising the track of the main line, though I understand the contractor has made the necessary arrangements with the railway authorities to have this done. The following structures have yet to be built—two guard gates, two regulation weirs, concrete piers for one highway swing bridge, one highway and one railway high level bridge. The work on this section has been carried on most satisfactorily.

Section No. 1, Peterborough–Lakefield Division.

The work on this contract has been proceeded with steadily by the contractors, Messrs. Brown, Love & Aylmer. The work on this section consists for the most part in excavating five short cuts across the points of land at the bends of the river, and the

construction of the necessary locks (five in number) to overcome the difference of levels, and of four dams to hold the water on the several reaches and of the raising of roads in lieu of those which will be flooded. The excavation for the several cuts, locks and dams on this section is about completed, with the exception of that at Lakefield which is rock and will be proceeded with during the winter and be completed in the spring. Locks No. 4 and 5 have been completed, being built wholly of concrete. Lock No. 4 was completed last fall and had gone through winter showing no defects whatever. These are the first locks which have been built wholly of concrete in Canada, and their present condition proves the adaptability of the use of concrete in the construction of locks. Such concrete as is suitable for lock construction is only obtained by the greatest care in the selection of the cement and other constituents of the concrete and in the mixing and laying. If any one of these particulars is neglected failure is sure to follow. The neglect of one or more of these particulars has probably led to prejudice against the use of concrete in engineering works.

Dam No. 3 was about completed last fall, and dam No. 4 was about two-thirds completed, the high water up to the 30th of June prevented their completion. The following work is yet to be done, viz., the completion of dams Nos. 3 and 4, the construction of dams at Nos. 2 and 5, and of locks Nos. 1, 2 and 3, and the gates for all the locks, two entrance piers and the abutments for a high level bridge at Lakefield, one guard gate and the raising of the Grand Trund Railway track near Lakefield. The work is proceeding very satisfactorily on this section.

Section No. 2, Peterborough–Lakefield Division.

The contractors on this section are Messrs. Corry & Laverdure. The excavation on this section is fairly well advanced, being about half completed. The great part of the excavation yet to be done is in connection with the hydraulic lock and that near the Warsaw and Norwood Roads. The works completed are as follows:—

The entrance piers and piers for Grand Trunk Railway swing bridge (except pivot pier) at Nassau, the piers for the Warsaw and Norwood Road Bridges, the Maria Street Bridge, the pipe culvert near the Norwood Road, the waste weir and embankment near Nassau, about half the earth excavation and about all the rock work. The works yet remaining to be done are the dam and pivot pier for highway bridge at Nassau, one ordinary lift lock at Ashburnham, the concrete in connection with the hydraulic lift lock, three guard gates and about 200,000 cubic yards of earth work. The superstructures for the bridges are not yet included in this contract, but the superstructures for the Maria Street and Warsaw Road bridges have been completed by the Central Bridge Works of Peterborough.

PLANT.

The dredge "Otonabee" has been in constant use at Rosedale except for a couple of months (August and September). It is rather lightly constructed for this class of work and has to be constantly repaired and strengthened.

TUG "EMPIRE."

The tug "Empire" has been fully employed during the year in attending the dredge, in buoying out the navigation channel, delivering of timber for the different works of repair, hauling gravel for the staunching of dams, &c.

Three new drill scows were built, two at Bobcaygeon and one at Hastings. A new double hoisting engine and boiler was purchased, also a new boiler for the steam drills.

I have the honour to be, sir,
Your obedient servant,
RICHD. B. ROGERS,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer
Railways and Canals.

STATEMENT showing the highest and lowest Water Level at each Lock on the Trent Canal for the fiscal year ended 30th June, 1897.

Station.	1896.											
	July.		August.		September.		October.		November.		December.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Hastings	7 11	7 7	6 11	6 11	7 4	6 10	7 1	6 10	7 8	7 1	7 8	7 8
Peterborough	7 10	5 9	7 5	5 6	7 5	5 6	7 7	5 6	8 1	6 11	7 10	7 10
Lakefield	6 3	5 11	5 9	5 8	5 9	5 8	5 9	5 6	8 1	5 6	7 1	5 6
Young's Point	6 7	6 3	6 0	5 9	5 11	5 6	5 9	5 7	8 3	7 1	8 4	7 1
Burleigh Falls	6 7	5 9	6 0	5 6	5 10	5 6	5 9	5 6	8 3	5 9	8 4	5 6
Lovesick	6 9	5 9	5 11	5 6	5 9	5 6	5 6	5 6	6 10	6 6	6 10	6 6
Buckhorn	6 9	6 7	6 4	5 9	5 7	5 7	5 7	5 6	6 8	6 6	6 10	6 6
Bobcaygeon	7 6	6 10	6 11	6 5	6 2	5 7	6 9	6 2	7 4	6 11	7 4	6 7
Fenelon Falls	8 0	6 0	7 6	6 0	6 7	5 11	7 10	5 11	8 2	6 11	7 10	6 0

Station.	1897.											
	January.		February.		March.		April.		May.		June.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Hastings	7 2	6 9	7 0	6 9	7 10	7 0	8 10	9 7	9 0	8 9	8 0	8 0
Peterborough	6 6	5 11	5 10	5 8	7 11	7 0	9 2	8 0	9 2	9 0	9 6	9 1
Lakefield	6 1	6 0	5 7	5 6	6 9	6 1	7 5	6 8	7 7	6 7	6 2	5 11
Young's Point	7 0	6 0	6 5	5 6	6 7	6 3	9 1	8 6	9 5	8 9	8 1	7 4
Burleigh Falls	5 6	6 11	6 3	6 3	.....	7 11	....	9 4	.....	9 8	.....	8 3
Lovesick	5 6	5 6	5 8	5 6	7 4	5 8	8 6	6 3	8 8	6 5	7 10	6 5
Buckhorn	5 11	5 7	6 5	6 4	6 4	5 5	7 7	6 5	7 8	6 9	6 9	6 7
Bobcaygeon	5 11	5 9	5 10	5 6	6 10	5 5	7 1	6 10	7 2	6 10	7 3	6 11
Fenelon Falls	5 6	6 1	6 1	5 11	6 4	5 10	7 4	6 0	7 2	5 10	6 9	6 0

RICHARD B. ROGERS,
Superintending Engineer.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 12th July, 1897.

SIR,—I have the honour to submit herewith my annual report on the works performed on the Rideau Canal, under my charge, during the fiscal year ended 30th June, 1897.

Navigation closed at Ottawa, 23rd November, 1896.

Navigation closed at Kingston Mills, 28th November, 1896.

Navigation opened at Ottawa, 1st May, 1897,

Navigation opened at Kingston Mills, 1st May, 1897.

On all the levels both ascending and descending, the water was maintained throughout the whole season of navigation, so as to give continually the required depth on the lock stills.

Below the locks at Kingston, however, the same trouble occurred as during the last three or four years, on account of the lowness of the water in Lake Ontario.

However, last winter the chief point of obstruction known as the "Basket" shoal was blasted out and a channel formed through it, so that no more trouble need be feared at this point, as there now exists the same depth of water over this shoal as there is on the lower still of the locks at Kingston Mills.

Some complaints were also made about the shoal near Manotick known as the "White Horse," but provision has been made in the estimates for its removal, and it will be blasted out this coming winter.

The spring freshet this year was particularly light, and no damage was done at any of the stations either by water or ice.

The principal repairs and other works performed at the various lock stations and bridges along the line of navigation are as follows:—

OTTAWA.

One pair of lock gates renewed. The stone for rebuilding lock still No. 3 was purchased by contract with Mr. Michael Stafford of Hull, but on account of the unsatisfactory manner in which he carried out his contract, the stone arrived too late for building into the sill, but was cut by our own masons ready to go in as soon as navigation closes. The nine pairs of lock gates at this station were painted by contract with Mr. James G. Howe of Ottawa. The projections of rock along the west side of the wharfs above the locks were blasted off and removed.

The whole of the roadway round the basin behind the wharfs was excavated to a depth of about two feet, and macadamized, making a solid and permanent road, where formerly, in wet weather, loaded wagons were unable to pass. The uncompleted portion of the sheet piling on the east side of the Deep Cut was finished by contract with Mr. J. R. Booth of Ottawa.

The lock house and collector's office was painted and cleaned inside and out, and the walls outside the building covered with fine broken slate quarry waste.

STEWARTON BRIDGE.

The steel swing span was raised and repaired, and the whole bridge, tool house and bridge tender's cottage painted (two coats) by contract with Mr. John Waller.

Department of Railways and Canals.

BANK STREET BRIDGE.

An accident occurred to this bridge last month, owing to the main beam supporting the ballast pocket under the short arm of the swing giving way. I, however, put men to work at once to make temporary repairs, and there was no delay to navigation or bridge travel. The whole bridge is to be rebuilt this year.

HARTWELL'S LOCKS.

Three pieces of coping were put in the middle lock. Lock walls grouted and repaired. Four new chain blocks. Fencing on south side of towpath road repaired, and towpath road gravelled from Bank Street Bridge to Hogsback. Store house and lock labourer's cottage repaired.

HOGSBACK LOCKS.

Protection boom repaired. Bulkhead re-planked and small repairs to apron below same. One new ice breaker crib built, and two others raised three courses and filled with stone. Rest pier of swing bridge repaired. Lockmaster's house re-shingled, and store house and swing bridge painted.

BLACK RAPIDS LOCK.

Extensive repairs were made to this station, which was badly shaken by the freshet in 1896. The long dam was rebuilt of 10-in. by 12-in. timber. The embankments and weirs repaired, four new stop logs supplied, and stone placed below slopes of dam. The works here are now in better shape than they have been for years.

LONG ISLAND LOCKS.

New coping course placed on sill No. 3, which sill has since been burst up by the water, but is now bolted down with oak straps and 1½-inch rock bolts. Bulkhead replanked and hand railing renewed. Top of dam and lock walks gravelled. Stone placed on dam.

MANOTICK BRIDGE.

Swing span rebuilt, and whole bridge painted.

WELLINGTON BRIDGE.

Whole bridge painted.

BECKETT'S LANDING.

Planking and hand rail repaired, whole bridge painted.

BURRITT'S RAPIDS LOCK.

New store house built 24 ft. by 16 ft., bulkhead and waste weir rebuilt, new ice breaker crib built and 5 new stop logs supplied. The old wooden swing bridge in the village was taken down and replaced by a new steel span, the work being done by contract with the Central Bridge Company of Peterborough, Ont. A new wooden fence on both sides of the bridge approaches was built by contract with Mr. Patterson of Burritt's Rapids. The bridge-tender's house is now being repaired.

NICHOLSON'S LOCKS.

Lockmaster's house shingled. Sundry small repairs to locks. Swing bridge replanked. About 800 feet of the dry stone wall on the west side of the upper cut was taken down and rebuilt by contract with Mr. M. Driscoll of Merrickville.

CLOWE'S QUARRY LOCK.

Sundry small repairs made to station.

MERRICKVILLE LOCKS.

One pair of lock gates renewed. South bulkhead rebuilt. Long dam replanked on back. Sunday small repairs made to masonry of locks. Four new chain blocks supplied.

MAITLAND'S LOCK.

Swing bridge painted. New stop log carrier built and flooring of bulkhead and swing bridge renewed. The upper cut at this station is usually very low towards the autumn and should be deepened at least two feet for a distance of at least 1,000 feet by blasting.

EDMOND'S LOCK.

One new swing bar. Long dam repaired with oak blocks.

OLD SLY'S LOCKS.

One pair of lock gates renewed. One new swing bar on middle gates. Lockmaster's house shingled. Four new chain blocks supplied. Four new ice breaker cribs built in front of weirs and new boom placed between them.

SMITH'S FALLS COMBINED LOCKS.

One pair of locks gates renewed. One new swing bar. South side of basin sheeted with two rows of inch boards. Back of dam replanked with 3-in. pine plank. Swing bridge replanked. The old wooden swing bridge across the middle lock was removed and the road closed, as the new crossing at the detached lock is now completed.

SMITH'S FALLS DETACHED LOCK.

The work of making a crossing at this lock, which was commenced last year, is now completed, the approaches and roadway between the canal and the by-wash, also the masonry abutments for the by-wash bridge, sidewalks, fencing, etc., having been built by contract with Mr. H. Grant of Ottawa, and the steel span across the by-wash being built by contract with contract with the Central Bridge Company of Peterborough. A portion of this new roadway crossing, the property of Mr. G. H. Gould, was expropriated by order of the department; Mr. Gould subsequently being awarded the sum of $1,350 for the land so taken.

POONAMALIE LOCK.

Sundry small repairs were made to station and gravel placed on embankment.

PERTH BRANCH.

Lockmaster's house at Beveridge's lock station painted, also store-house. Plank purchased by contract with Mr. M. Ryan of Smith's Falls, for re-flooring four bridges and basin wharfs in Perth. The bridge plank is not yet delivered, but the wharf plank has been supplied and laid.

OLIVER'S FERRY BRIDGE.

Small repairs made to flooring and approaches raised and graded.

NARROWS LOCK.

Lock house was painted, kitchen built to lock labourer's house. Upper and lower piers were renewed from water line up. Small repairs to lock and swing bridge and gravel on dam.

NEWBORO' LOCK.

The old wooden Howe truss high level bridge across the cut was taken down and replaced with a steel structure, the work being done by contract with the Central Bridge Company of Peterborough. The approaches on each side were raised and the grade reduced, and fenced on both sides. The permanent bulkhead across the mouth of the cut was raised two courses, and a concrete apron laid under water on the up stream side of the sill and wings, and sundry small repairs to lock, &c.

CHAFFEY'S LOCK.

The approaches to the swing bridge across the lock were raised and rebuilt. The by-wash bridge was repaired. A new store house built 16 x 24. Four new chain blocks and sundry small repairs made to station.

DAVIS'S LOCK.

Preparations are being made to rebuild the upper wing walls of the lock. Sundry small repairs were made to station.

JONES'S FALLS LOCKS.

The long bridge across the old river was rebuilt by our own carpenters, the timber having been supplied by contract with Messrs. W. C. Edwards and Company, Limited, of Ottawa. The bridge across the waste weir was rebuilt. One pair of lock gates renewed. Three new sluice frames and two new swing bars, lockmaster's house was repaired and sundry small repairs made to station. Timber was purchased to rebuild Morton dam, and the work will be proceeded with this autumn.

BRASS'S POINT.

The bridge floor was relaid throughout with 3-inch white pine plank.

UPPER BREWER'S MILLS LOCKS.

Bridge across old river repaired and planked. Two culverts repaired and swing bridge raised. New house built for lock labourer, which is finished all but the plastering which has been let to Mr. A. Newlands of Kingston.

BREWER'S LOWER MILLS LOCK.

Swing bridge rebuilt. Gravel placed on dam and on lock walks. Sundry small repairs to station.

KINGSTON MILLS LOCKS.

Swing bridge and fencing painted. Small repairs made to station. Mr. F. Keenan of Kingston Mills, was awarded the contract for supply and delivery on the embankments of 250 cubic yards of stone. The "Basket" shoal about ½ mile below the locks was removed last winter by submarine blasting (the material being red granite) the debris being removed by our dredge in April, and the new channel thus made has been buoyed out, and I do not think any more trouble will be experienced at this point

as there is slightly more water over this shoal now than on the lower still of the locks at Kingston Mills. The cut from the foot of the locks to the "Basket" shoal was dredged out last summer, and navigation at this point is better now than it has been for years.

GENERAL.

The contract for the annual supply of white oak timber (about 4,500 cubic feet) was awarded to Mr. Thomas McTiernan of Ottawa. Six hundred barrels of "Josson" Portland cement were purchased from Mr. DeSola of Montreal. Three thousand pounds of white lead were purchased by contract with Mr. Jas. G. Howe of Ottawa. Our portable pumping engine was thoroughly overhauled and repaired, and a new set of wheels with 5-inch tires purchased for it and a new shed built to receive it at Ottawa.

DREDGING PLANT.

The dredge "Rideau" was fitted out in March, and commenced removing the blasted rock at the "Basket" on 1st of April, and had the channel clear for boats by 1st May. A new pair of swing cylinders were finished by Raney, Salley & Co., of Kingston, and the usual spring repairs, such as caulking, painting, &c., were made.

The tug "Shanly" was caulked from her keel upwards and painted inside and out. New wire guards were placed on the cabin and forecastle skylights. A new boat was purchased to replace the old one, which was useless.

Two of the dump scows were partially rebuilt, and are now as good as new; the other two were caulked.

The dredge was employed last year in deepening the approaches to the wharfs at the port of Westport, and in deepening the cut below Kingston Mills, and removing rock at Basket shoal.

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.,
Deputy Minister and Chief Engineer
Railways and Canals.

Department of Railways and Canals

RIDEAU CANAL.

TABLE showing monthly, the Highest and Lowest Water on the Lower Sills of the Locks at Ottawa and Kingston Mills, respectively, from July 1st, 1896, to June 30th, 1897.

OTTAWA.						KINGSTON MILLS.					
Highest.			Lowest.			Highest.			Lowest.		
	Ft.	in.		Ft.	in.		Ft.	in.		Ft.	in.
July 1	11	8	July 31	9	10	July 1	7	8	July 18 to 31	7	2
Aug. 1	9	10	Aug. 31	7	10	Aug. 1 to 3	7	2	Aug. 30 to 31	7	0
Sept. 3 and 4	7	11	Sept. 17 and 18	6	7	Sept. 1 and 2	6	11	Sept. 13	6	2*
Oct. 15 to 22	8	11	Oct. 1	7	9	Oct. 1	6	6	Oct. 28	5	11†
Nov. 26	13	9	Nov. 1 to 4	8	7	Nov. 1 to 16	6	3	Nov. 30	6	0
Dec. 4	13	7	Dec. 18 and 19	12	4	Dec. 12 and 13	6	6‡	Dec. 31	6	0
Jan. 1 and 2	12	6	Jan. 21 to 31	10	4	Jan. 17	6	4	Jan. 15	5	11
Feb. 14 to 26	10	3	Feb. 5 to 12	10	2	Feb. 17	6	5	Feb. 11 and 12	5	10
March 31	12	8	March 1 to 11	10	4	March 13	7	2	March 1 and 2	6	0
April 30	21	5	April 10	12	0	April 27	7	6	April 3	6	7
May 2 and 3	22	9	May 31	20	1	May 28 to 31	8	0	May 1	7	1
June 1	19	9	June 30	14	10	June 1 to 9	8	0	June 26 to 30	7	10

* Strong northerly wind, which lowered the water on the sill for the day, it went up to 6′ 6″ the next day.

† Strong north wind, water rose to 6′ 2″ next day.

‡ South wind, water fell to 6′ on 15th.

ARTHUR T. PHILLIPS,
Acting Superintending Engineer

RIDEAU CANAL OFFICE,
OTTAWA, 12th July, 1897.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1897.

SIR,—I beg to forward this my annual report for the fiscal year ending 30th June, 1897, upon construction as connected with the enlargement of the canals in my charge.

CORNWALL CANAL.

(Opened for traffic, 1843.)

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 is located on the north side of the St. Lawrence, on ground sloping rapidly towards the river, and at a considerable elevation above it.

The works of enlargement, now under construction, consist in deepening, widening and straightening the original channel, in strengthening and protecting the embankments, and in the construction of new and enlarged locks, supply weirs, bridges, &c.

Also in addition to the above and not included in the original contracts, the construction of dams across the north or Sheik's Island channel, with the necessary regulating weir, &c., on the island, designed to perfect the channel and do away with the existing ruinously and imperfectly constructed embankments west of the village of Mille Roches, embraced in contracts 6 and 7, and part of 5 and 8, which have been abandoned.

This improvement in the alignment was considered necessary, for the reason that the class of vessels for which the enlarged canal is designed, would have great difficulty in navigating it, and that on some of the curves west of Mille Roches, it would be practically impossible for those of full canal size to pass each other while 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, and the weir and head-race to the mills, was completed in 1882.

Section No. 10, upper entrance, which was commenced in 1884, was completed in 1895, and the final estimate forwarded to the department.

In 1888 the remainder of the work required to complete the enlargement was placed under contract, and with the exception of the abandoned section No. 6 and 7 and section No. 8, which has been completed, is still in progress.

And in 1893 the contract for section No. 4 was extended to include the construction of Sheik's Island dams, which are now completed, and the contracts for section 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 & Son	Nov. 5th, 1888.
Lock 19	3	do	do
Maple Grove	4	do	do
Sheik's Island Dams	....	do	June 19th, 1893.
Mille Roches	5	The Gilbert Blasting & D. Co.	Nov. 2nd, 1888.
Moulinette	6	do do	do
Sand Bridge	7	do do	do
Long Sault	8	do do	do
Dickinson's Landing	10	Jocks, Delorimier & Broder.	April 7th, 1884.

NOTE.—Section No. 2 includes the completion of section No 1. Section No. 4 includes the Sheik's Island dams. Section No. 8 adjoins section No. 10.

The water was drawn off the canal by the 8th March, and so continued until the 30th April following; this enabled the contractors to proceed with work which could not be carried on during navigation.

The stone delivered during the year was procured from the Mille Roches quarries.

SUMMARY OF YEAR'S WORK.

Section No. 1.

The coping and parts of the top courses of old locks 15, 16 and 17, at lower entrance, have been renewed, and the upper recess and wing walls of old lock 16 raised to the level of coping of lock 17 (10 feet), in order that the basin between these locks, when completed, may be used as a dry dock.

The necessary excavation and raising, strengthening and protecting the banks are in progress.

The banks along the raceway to the mills, at lower entrance, have been raised and protected with stone.

Section No. 2.

Part of the south-east retaining wall of the Cornwall swing bridge, displaced by improper dumping from derrick, has been rebuilt and strengthened by the contractor.

All the banks on this section have been completed and protected with stone, except for a short distance in front of the town of Cornwall and below the weir at lock 18.

The pitched stone slope wall on the outer or river slope of the embankment or tow-path above lock 18 has been completed.

A considerable quantity of dredging still remains to be done in the reach above lock 18, in order to reduce the bottom to the required level.

Section No. 3.

The coping and part of the upper courses of the old lock 19 have been renewed, and the repairs and renewals to the foundation of the lock completed.

Glance piers of cribwork at the head and foot of lock 19 have been built.

The slopes of banks throughout the section within the prism of canal have been completed and protected with stone.

The pitched stone slope wall on the outer or river slope of the embankment below lock 19 is being proceeded with.

Very little dredging remains to be done on this section to give the required depth of water.

Section No. 4.

The banks on this section have been completed and protected with stone on the canal side, with the exception of some short stretches above lock 20.

Dredging on the section is practically completed.

The water was let out of the canal on the 8th March last, between which date and the 30th April the "Guard Gates"—a structure situated about 1,200 feet west of the locks (No. 20) and supply weir at Maple Grove; and rendered necessary by the opening of the Sheik's Island channel—was commenced and completed with the exception of a pair of lock gates and some protection to slopes now in progress.

Section No. 5.

Work on this section is practically completed; the banks have been raised, trimmed and protected with stone, and very little dredging remains to be done to give the required depth of water throughout the section.

The old culvert or tunnel under the canal at Mille Roches has been removed, and the new embankment or tow-path has since been completed throughout.

Section No. 8.

This section is now completed.

Sheik's Island Dams.

The lake formed by these dams has been in use since last season, that part of the old canal lying between the dams comprising part of section No. 5, sections Nos. 6 and 7 and part of No. 8 having been abandoned except for local purposes.

The salient points in the lake have been buoyed to mark the channel; lights will also be provided at the upper and lower entrances.

Two openings have been dredged across the tow-path of the old canal opposite Moulinette to give access to the wharfs and front of the village.

The superstructure of the swing bridge across the canal at Mille Roches, also that of the bridge formed over the island weir in connection with the Sheik's Island dams has been completed and brought into use.

WILLIAMSBURG CANALS.

FARRAN'S POINT.

(Opened for traffic, 1847.)

This canal is about ¾ of a mile in length and has a lockage of 3½ feet.

It overcomes a short swift rapid above the village of Farran's Point, which is situated about 5 miles west of the village of Dickinson's Landing, the head of the Cornwall canal.

The contract with the Gilbert Blasting and Dredging Co., dated 12th May, 1896, to restore the prism of canal to its original dimensions, has been completed.

The enlargement of this canal having been authorized, tenders were advertised for on the 9th May, 1897. On the 1st June a contract was entered into with the Canadian Construction Company, the work to be completed 31st January, 1899.

The delivery of materials and plant was commenced on the 4th June.

The work commences at Farran's Point, the entrance of the canal, and extends west to Empey's Bay, a distance of about 7,000 feet.

The works contemplated in the proposed scheme of enlargement consist in forming a new lower entrance, north of that at present in use, and beyond the influence of the "Big Eddy" at the foot of the rapid, also of a new lock extending from deep water west to a point about 200 feet above the old lock, and nearly parallel to it, of the deepening and straightening of the present channel to the head of the old canal and its extension through Point Avoyon to Empey's Bay.

The old lock will not be interfered with beyond such necessary repairs as may be required to continue it in use.

RAPIDE PLAT CANAL.

(Opened for traffic, 1847.)

The lockage of this canal is 11½ feet.

It overcomes the rapid known as "Rapide Plat," and extends from the village of Morrisburg west to Flagg's Bay, about 3¾ miles.

The works now under contract and in progress are as follows :—

Location.	Section.	Contractors.	Date of Contract.
Morrisburg..	1	Poupore & Fraser.....	January 26, 1891.
New Road	3	Poupore & Fraser.....	January 26, 1891.

NOTE.—The change in alignment, east of lock 24, formerly section No. 4, is included in section No. 3'

The work of enlargement now in progress consists of the deepening and widening of the old channel and in constructing a new and enlarged lock, supply weir, and entrance pier at the village of Morrisburg.

The enlargement was commenced in 1884, on section No. 4, the upper or western entrance, and completed and brought into use in 1888.

Section No. 1.

This section extends west along the river front of the village of Morrisburg and includes the lift lock.

Since the work was commenced a change in the proposed alignment of the lower end of this section was made, by placing the centre line of the new lock parallel to that of the old lock No. 23, thereby improving the direction of the river entrance, and enabling upward bound vessels to avoid the strong current.

Dredging at the lower entrance is almost completed.

The pier constructed of cribwork at the lower entrance of the new lock was completed and brought into use on the 28th November last.

The lock gates were placed in position on the 15th of July, 1896, and on the 24th the new lock (23) was brought into use.

The masonry wall connecting the foot of the old and new locks was completed on the 29th September, 1896.

Masonry for the south retaining wall at the head of the new lock, which was in progress July 1, 1896, was carried on until 15th September, 1896, and resumed on 23nd March, 1897, and completed on the 6th May, 1897.

Dredging operations on this section were resumed on the 17th July, 1896, carried on until 19th August, 1896, resumed on 2nd December, 1896, and closed for the season on the 9th December, 1896. Again resumed on 30th March, 1897, and are now in progress.

The greater part of the excavated material was placed in embankment in rear of the lock and south retaining walls.

Mooring posts of oak have been placed in positions on either side of the new lock and at lower entrance.

The masonry wall connecting the head of the old and new locks was commenced on 8th May, 1897, and is now in progress.

The removal of the old weir and head-race to the mills which was commenced on the 30th April, 1897, was completed on 19th May, 1897.

Masonry of the new supply weir and wall connecting same with head of old lock was commenced on 24th June, 1897, and is now in progress.

The removal of the coping and portions of the upper courses of the old lock 23 was commenced on 9th May, 1897, and is now in progress.

The removal of the foundation and mitre sills of old lock 23 was commenced on the 11th June, 1897. This work which is designed to increase the depth of water on the lower mitre sill consists of excavation, concrete filling, placing new timbers, and new mitre sills, removing part of the upper breast wall, underpinning the lower recess and tail-bay walls, with rubble masonry and concrete, and raising and repairing the lower gates. When completed these alterations will afford 3 feet more of water on the lower sill, or nine feet at lowest water.

Generally the work on this section is nearing completion.

Section No. 3.

This section commences a short distance above Mariatown and extends west to the vicinity of the guard lock, No. 24, and includes the widening and deepening of the east end of section No. 4, and also the formation of spoil grounds and other works in the vicinity of Flagg's Bay.

Dredging operations on this section which are now in progress, are nearly completed.

The greater part of the dredged material is being utilized in raising, widening and strengthening the tow-paths and embankments.

The formation of the north slope of this section, above water, was completed on the 28th June, 1897.

The banks on this section are being protected with stone on canal side, which work will shortly be completed.

Generally the work on this section is in a condition to insure its completion by the end of the present season.

GALOPS CANAL.

POINT IROQUOIS DIVISION.

(Opened for traffic, 1847.)

This canal, as originally constructed, was about three miles in length, with a lockage of 5 feet 7 inches at lock 25, in the village of Iroquois, from whence it extended westwards to Presqu'Ile and Sparrowhawk's Point, surmounting the Point Iroquois rapids and intermediate stretches of swift water.

About ten years after the completion of these works, some important changes were made, viz. :—The lower mitre sill of lock 25 was lowered 3 feet 2 inches, and means afforded of regulating the depth of water on the upper sill, and consequently in the canal, by connecting it with the Galops division at lock 26 by an embankment in the river.

This division is now termed the Iroquois section, and is under contract.

JUNCTION DIVISION.

(Opened for traffic, 1856.)

The junction division commences at Presqu'Ile, and extends up stream to lock 26 at the village of Cardinal.

It consists chiefly of an embankment about 2½ miles in length formed in the river and connects the Galops and Point Iroquois divisions, and thereby, as previously stated raises the water and affords a means of controlling the level on the Iroquois division.

This division is embraced in the Cardinal section and is under contract.

GALOPS DIVISION.

(Opened for traffic, 1846.)

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 Galops rapids, which it was designed to overcome and which commence about seven miles east of the town of Prescott.

The eastern half of the old canal now forms part of the Cardinal section.

The western portion is known as the upper entrance—under contract with Murray & Cleveland.

Some years after the completion of the canal the pier head was extended up stream by cribwork and the lockage or fall increased by 11½ inches, now still further increased by a recent additional extension to complete the upper entrance.

The new Galops locks (No. 27, guard lock, and 28, lift lock) are situated side by side, and are the most westerly of the St. Lawrence navigation.

UPPER ENTRANCE, GALOPS CANAL.

The works now under contract and in progress and for which Messrs. Murray & Cleveland are the contractors, were commenced in 1889.

The contract was entered into on the 14th November, 1888, to be completed on the 15th June, 1891.

It embraces the construction of a lift lock connecting with the river below the rapid, and of a guard lock and supply weir, and the removal of the old guard lock, &c., also the deepening, widening and strengthening of the channel from the upper entrance to Round Bay, a distance of about one mile.

Work as under has been done during the year :—

About 13,000 cubic yards of rock and 60,000 cubic yards of earth have been excavated from the canal prism.

The upper entrance pier on the south side of the canal has been extended up stream 300 feet. It is formed of cribwork 30 feet wide up to a level of one foot below lowest water, filled with and protected by the blasted rock from the excavation.

The foundation for a masonry retaining wall and ice breaker has been laid on this cribwork.

An entrance pier of cribwork 315 feet long and 30 feet wide and carried up to a level of one foot lowest water, has been placed below the lift lock on the south side of lower entrance and on this a foundation has been formed for a retaining wall.

About 5,000 cubic yards of embankment have been made in connection with entrance pier.

The north wall of the old guard lock No. 27 has been removed.

The drilling and blasting operations in the rock cut in the vicinity of old guard lock 27, are being successfully continued.

Cribs are being framed for the extensions of the north wall of the guard lock to connect with the main land.

By special efforts on the part of the contractors a new channel through the rock cut south of the old guard lock was opened for navigation on the 28th October, 1896. This enabled the heavily laden grain barges drawing nine feet to avoid the low water in the Galops rapids.

A communication was received in May, 1897, from the forwarding companies to the effect that they did not intend running the Galops Rapids during the season and asking that the channel south of old guard lock be protected by booms or otherwise rendered safe for the purpose of navigation, which was accordingly done.

On the 1st June both the dredges employed on this work were removed to the new works on "North Channel" St. Lawrence River.

GALOPS CANAL ENLARGEMENT.

IROQUOIS SECTION.

The enlargement of the eastern portion of what is known as the Galops Canal having been authorized, tenders for the Iroquois section were advertised for on the 17th April, 1897. On the 20th May a contract was entered into with Messrs. Larkin & Sangster, the work to be completed January 31, 1899.

The delivery of materials and plant was commenced on the 17th May.

The contract begins at "Iroquois," the eastern entrance of the canal, and extends westerly to Presqu'Isle, a distance of about 16,000 feet.

By the proposed scheme of enlargement it is designed to raise the normal level of the existing canal 6 feet; that is to the height of the lowest known stage of water in the River St. Lawrence above the guard lock, and thus, on the main line of navigation dispense with the lift lock No. 26 at Cardinal, which will hereafter be connected directly with the river for the convenience of the village of Cardinal, the mills and the coasting trade.

CARDINAL SECTION.

Tenders for the Cardinal section were advertised for on the 17th of April, 1897. On the 10th of May a contract was entered into with Messrs. Wm. Davis & Sons, the work to be completed January 31, 1899.

The work was commenced on the 3rd of June, and plant and materials delivered shortly after the contract was awarded.

The contract embraces the old "Junction" and the eastern half of the "Galops" divisions; it commences at Presqu'Isle and extends west through the rear of the village of Cardinal to Gates' Point, the eastern end of the upper entrance contract now under construction, a distance of about 17,000 feet.

The proposed scheme of enlargement contemplates abandoning the use of lock 26 on the main line in future and raising the normal level of the existing canal 6 feet above the lowest known stage of the River St. Lawrence at the upper entrance.

RIVER ST. LAWRENCE.

NORTH CHANNEL.

This work having been authorized, tenders were advertised for on the 10th April, 1897. On the 14th May a contract was entered into with Mr. M. A. Cleveland, the work to be completed January 31, 1899.

Work was commenced on June 1st.

The proposed channel, which will be 200 feet in width, begins about three-quarters of a mile above the upper entrance of the Galops Canal, and is practically an extension of canal navigation for about three miles west to the deep water in the Prescott reach, opposite Johnstown.

In connection with this contract, it is proposed to form a dam across the "Gut" channel between "Adams'" and "Galops" Islands, by utilizing the rock excavated from the east end of the channel.

ST. LAWRENCE RIVER AND CANALS.

It is proposed, as opportunity offers, to continue the surveys of the Morrisburg reach, and also of the shoals in Lake St. Francis.

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

TOM S. RUBIDGE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer
Railways and Canals.

SL. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1897.

SIR,—I have the honour to submit the following report on the maintenance of the canals in my charge for the fiscal year ended 30th June, 1897.

The St. Lawrence district extends from the province line, Lake St. Francis, to the harbour of Presqu'Ile on Lake Ontario, and embraces the Cornwall, Williamsburg and Murray Canals, also the improvement of the channel way in the intermediate navigable reaches.

CORNWALL CANAL.

The navigation for the season of 1896 closed on the 5th of December.

The canal, which was unwatered on the 8th March, 1897, for the purposes of construction and also for ordinary repairs, was re-opened for traffic on the 1st of May following.

At the lower entrance, both new and old locks were dismantled and prepared for winter in the usual manner.

Navigation has been satisfactorily maintained, and water for manufacturing purposes has not been interfered with, notwithstanding the prevailing low stage of the river, of which there is every indication of a continuance.

The usual works of renewal and repair at the workshops were carried on during the winter and all necessary repairs to the various structures made during the period the canal remained unwatered in the spring.

As a rule, unwatering when necessary during the season of navigation has only been resorted to during off hours on Sunday, or in urgent cases by arrangement with the forwarders.

At the old lower entrance the locks Nos. 15, 16 and 17 have been thoroughly repaired and are now brought into frequent use.

The basin below lock 17 has been enlarged, the material excavated being used to raise the banks of the head-race to the mills; and whilst the repairs to lock 16 were in progress the masonry of the upper recess was raised to the level of coping of lock 17. This with a view to ultimately convert the basin into a dry dock.

One pair of gates has been raised and repaired and erected in the upper recess of lock 16.

New hanging gear has been fitted on all gates of the old entrance locks.

No accidents interfering with navigation have occurred.

Three pairs of spare gates for new locks 15 and 17, built under contract by J. & R. Miller were delivered at Cornwall in June, 1896.

A new pontoon gate lifter in place of the "John Page," wrecked in July, 1895, and built under contract by Messrs. J. & R. Miller was delivered at the foot of the canal in July last. The machine was tested by hanging the gates of lock 23, and when in use has worked very satisfactorily.

During the season of navigation the banks, ditches and structures generally were kept in repair.

During the winter of 1896-97 the new road connected with the lower Sheik's Island dam was macadamized and a considerable amount of stone delivered for protection to outside slopes in the newly formed lake.

A new set of crabs for operating the gates, have been placed on the guard lock, No. 21.

An iron railing has been placed on the lower dam to protect the road.

A new telephone cable under the canal near the workshops has been laid and extensive repairs made to the telephone line generally.

The Cornwall bridge, the regulating weir at the guard lock and some other minor structures have been painted.

A new watch house has been built at the Mille Roches bridge.

The repairs scow has been partially rebuilt.

Extensive repairs and renewals will have to be provided for at the following works, viz :—The ice breaker at the foot of the canal. Repairs to all recesses of new locks 15 and 17, this will involve their unwatering and necessitate the use of the old lower entrance locks.

A new regulating and supply weir, for the lower mills, at lock 17.

The collector's office and the existing lock houses at lower entrance. The question of building lock houses at all new locks is again submitted for consideration.

The superannuations of the past year are as follows, viz :—

Wm. Tackaberry, lock and harbour master at lower entrance, 1st July, 1897.

The office of superintendent having been abolished the services of Mr. A. P. Ress were dispensed with on the 31st March, 1897, since which date all duties connected with the maintenance of the canal have been performed by Inspector Ramsay of the construction staff, a practical man of long experience on canal work.

The following is a list of fines imposed during the past year, viz. :—

1896	July 20th	Damages	Barge "Bella"	$20 00	paid.
do	August 3rd	Fine	Tug "St. George"	5 00	do
do	do 21st	Damages	Str. "Melbourne"	15 00	do
do	do 26th	Fine	Barge "St. Louis"	3 00	do
do	do 27th	do	Tug "Perthia"	5 00	do
do	Sept. 12th	Damages	Str. "Passport"	10 00	not paid.
do	Nov. 11th	Fine	Barge "MarieStella"	5 00	paid.
do	do 11th	Damages	Barge "Thurst"	15 00	do
do	do 11th	do	Barge "St. B."	4 00	do
do	do 12th	Fine	Tug "Antelope"	10 00	do
do	do 12th	do	Barge "National"	5 00	do
do	do 16th	Damages	Barge "Winnipeg"	10 00	do
do	do 20th	do	Str. "Niagara"	20 00	do
do	do 20th	do	Str. "Hamilton"	18 00	do
do	do 23rd	Fine	Barge "Ireland"	10 00	do
do	do 23rd	Damages	do do	25 00	do
do	Dec. 9th	Fine	Tug "Beaver"	10 00	do
1897	June 29th	Damages	Str. "Alexandria"	50 00	do
do	do 29th	do	Str. "Cuba"	11 50	do
do	do 29th	Fine	do do	5 00	do
do	do 29th	do	Tug "Beaver"	2 00	do

The highest water recorded during the season of navigation at lock 15, lower entrance, was 10 ft. 1 in., and the lowest 8 ft. 7 in.

The highest water during the season of navigation at lock 21, upper entrance, was 9 ft. 11 in., and the lowest 7 ft. 8 in.

The above levels with reference to the mitre sills of old locks 15 and 21 respectively.

The highest and lowest water recorded during the year ending 30th June, 1897, at locks 15 and 21 is as under, viz. :—

Lock 15 : highest, 26 ft. 8 in., January ; lowest, 8 ft. 4½ in., December.

Lock 21 : highest, 9 ft. 11 in., June ; lowest, 7 ft. 11 in., February.

WILLIAMSBURG CANALS.

The several divisions of these canals, viz., Farran's Point Canal, Rapide Plat Canal and the "Pt. Iroquois," the "Junction" and the "Galops," collectively styled Galops Canal, were closed for navigation on the 5th of December, 1896, and reopened for the season of 1897 on the 25th of April.

The buoy service from Sheik's Island, Cornwall Canal, to Prescott was duly performed, the buoys having been taken up at the close of the season of 1896 and replaced at the opening of navigation in 1897.

No accidents have occurred during the past year.

The low water which prevailed up to the close of the season of 1897 caused much inconvenience to navigation, particularly at locks 23 and 25 and in the reach above lock 26 at Cardinal. At the opening of navigation, 1897, the water was somewhat higher and is continuing to rise; it will probably attain its normal height of 9 or 10 feet on mitre-sills about midsummer, after which the low water stage of the river may be looked for.

With the exception of extensive repairs to the government wharf at lock 25, opposite the grist mill, the work of the maintenance staff has been general and only ordinary repairs have been made to the various structures, lock gates, bridges, &c., and to the banks, booms and entrance piers.

The lowest water on the mitre sill of old lock 23, the governing point on the canals during the season of navigation was 5 ft. 9 in.

The following is a statement of fines imposed and collected for the year ending 30th June, 1897:—

August 10, 1896	—Fine, Barge "Dorchester"	$ 5 00
do 15, 1896	—Damages, Str. "Cuba"	35 00
do 24, 1896	—Fine, Barge "Helma"	5 00
September 15, 1896	—Damages, Str. "Spartan"	162 95
October 9, 1896	—Fine, Str. "Alexandria"	5 00

The office of the superintendent was abolished on the 31st March, 1897, and the work of maintenance on the canals continued by Mr. R. Armstrong, the foreman of the repairs staff.

FARRAN'S POINT CANAL.

Some minor repairs have been made to the lock and gates.

The contract entered into with the Gilbert Blasting and Dredging Co., for restoring the prism of canal to its original depth, has been completed.

RAPIDE PLAT CANAL.

The new lock 23 was brought into use on the 24th of July, 1896 and locking through the old lock discontinued for the rest of the season.

In April, 1897, a dam was formed at the head of the old lock by the contractors to enable them to complete the masonry of the lock and supply weir, &c. A dam was also constructed across the old entrance in connection with the work of lowering the mitre sill, &c.

The dam at the head of the lock shuts off the supply of water to the mills, they have, therefore, been obliged to stop whilst the work is in progress.

Minor repairs have been made at lock 24 to fencing, ditches, snubbing posts, &c.

New watch houses have been provided and placed at locks 23 and 24, under contract with B. S. Wickware.

The ordinary repairs to banks have been made.

GALOPS CANAL.

Iroquois Division.

Temporary repairs have been made on the booms above lock 25, also to the rip-rap protection.

The repairs to entrance pier opposite Beach's grist mill have been completed.

Junction Division.

The embankment has been kept in good repair and rip-rap renewed when required.

Galops Division.

At lock 26 a pair of spare gates have been placed in the upper recess.

The use of the swing bridge has been discontinued since May, 1896, when it was condemned. It is not propossd to make any repairs as the wood work is rotten. If a bridge is considered necessary it should be replaced by one of iron.

The dredging commenced by Wm. Davis & Sons last fall has been discontinued.

Upper Entrance.

Some minor repairs have been made to the gates of locks 27 and 28.

The banks and ditches have been kept in good condition generally.

During the winter general repairs were made to the buoy boat and scows. Buoys painted and prepared for spring and a number of spare buoys provided and ironed. A pair of gates from the old guard lock were also repaired and adapted for use in lock 26.

The ranges in connection with the new channel through the Galops rapid have been repaired and painted.

A shed at lock 26 has been repaired and converted into a collector's office.

Many minor repairs have been made to the workshops at Cardinal, also on the works from time to time as required.

The lowest water on the mitre sill of old guard lock 27 during navigation was 10 feet 4 inches, and the highest was 7 feet 6 inches.

MURRAY CANAL.

The canal was closed for navigation on the 3rd December, 1896, and opened again on the 5th April, 1897.

The number of vessels that passed through the canal for the years 1896-97 was 629.

No accidents have occurred and no fines have been imposed during the year ending 30th June, 1897.

The bridge structures have been thoroughly overhauled and repaired and machinery cleaned, tightened, &c.

The floor planking on the highway swing bridges is in very bad condition and needs extensive repairs.

Extensive repairs are also required to the superstructure of piers at both entrances to the canal.

The scow, workshops and offices have been repaired and painted, and a woodshed and fence built.

A considerable quantity of broken stone has been deposited around foundation of the railway and Trenton Road bridges to prevent a repetition of the scouring of last year.

Extensive repairs have been made to the rip-rap on north bank of canal.

Generally the banks have been maintained in good condition, the main ditches kept open, and new back ditches formed where required.

A wharf or landing stage is urgently required at the collector's office near the Smithfield Road bridge.

All vessels are now obliged to stop at the bridge where the canal is narrow, thus entailing considerable delay to traffic through the canal, as well as to travel on public highway, by reason of the bridge being kept open much longer than otherwise would be necessary.

The lights at the entrances to the canal are not suitable for the purpose, and new and more powerful range lights are required at each entrance.

The highest water recorded during the year was 13 feet, and the lowest 10 feet 8 inches.

I append a statement showing the highest and lowest water during the past year on each of the canals in my district, also a condensed statement of the highest and lowest water during the season of navigation from the year 1891 to 1896, both inclusive.

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

TOM S. RUBIDGE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer
Railways and Canals.

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District, for the Year ending 30th June, 1897.

MONTH.	CORNWALL CANAL.				WILLIAMSBURG CANALS.										LAKE ONTARIO.	
	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.
1896.																
July	9 10	9 5½	9 6	8 11	8 10	8 3	8 1	7 5	8 4	7 5	10 10	9 10	9 5	8 4	12 5	12 3
August	9 6½	9 2½	9 4	8 9	8 9	8 2	8 1	7 2	8 3	7 3	10 9	9 6	9 4	8 3	12 4	11 10
September	9 3	8 10	9 2	8 1	8 3	7 5	7 9	6 3	7 8	6 2	10 9	8 0	8 9	8 0	12 0	11 5
October	9 2	8 6½	8 5	7 10	7 9	7 1	7 0	6 0	7 6	5 8	9 4	8 2	9 4	7 6	11 [illegible]	11 2
November	9 7	8 7	9 3	7 8	8 9	6 11	8 2	5 9	8 5	5 7	11 3	8 3	9 9	7 6	11 6	11 1
December	12 7	8 4½	8 10	7 1	8 3	6 6	7 0	5 2	7 6	5 3	9 [illegible]	7 2	8 7	7 2	11 6	11 0
1897.																
January	26 8	8 11	8 7	7 3	8 3	6 6	7 0	5 3	7 2	5 0	9 3	6 8	8 1	7 6	11 3	10 8
February	19 9	14 0	7 11	7 1	8 3	6 4	6 6	5 0	6 3	5 0	8 6	6 7	7 11	7 3	11 2	10 10
March	18 8	11 3	9 4	7 3	11 0	6 10	7 9	5 8	7 7	5 5	9 9	7 2	8 9	7 5	12 0	11 0
April	10 11	9 6	9 6	8 8	9 6	8 0	8 4	6 0	9 0	7 2	11 2	9 2	10 4	8 2	12 6	12 0
May	10 0	9 9	9 10	8 7	9 10	8 4	8 10	7 7	9 1	7 8	11 7	10 0	9 7	8 9	12 10	12 7
June	10 1	9 8	9 11	9 5	9 6	9 0	8 11	8 5	9 3	8 5	11 8	11 2	10 0	9 5	13 0	12 9

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District, May to November in each Year.

Year.	Cornwall Canal.								Williamsburg Canals.							
	Lock No. 15.				Lock No. 21.				Lock No. 22.				Lock No. 23.			
	Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.	
	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.
1891	May....	11 10	Nov ..	8 9½	May....	11 11	Nov....	8 2	May....	10 11	Nov....	7 6	May....	11 1	Nov....	7 0
1892	August.	12 1	May....	9 4	August.	10 10	do	8 10	July....	10 3	do	7 10	July....	9 9	May....	7 6
1893	May. ..	12 5	Nov....	9 7	May....	11 9	do	9 0	May....	11 2	do	8 3	May....	11 1	Nov....	7 1
1894	June ...	11 0	do	9 2	June ...	10 11	do ...	8 6	June....	10 6	do	7 10	June....	10 1	do	7 0
1895	May....	9 10	do	8 0	May....	9 4	do	7 4	May....	8 9	do	5 10	do	8 0	do	4 10
1896	May....	10 2½	Oct.....	8 6½	May....	9 11	do	7 8	May....	9 4	do	6 11	do	8 11	do	5 9

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District, May to November in each Year—*Concluded.*

Year.	Williamsburg Canals—*Concluded.*												Lake Ontario.			
	Lock No. 24.				Lock No. 25.				Lock No. 27.				Murray Canal.			
	Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.	
	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.	Month.	Ft. in.
1891	May....	12 0	Nov....	6 9	May....	13 11	Nov....	9 0	May...	12 0	Nov....	8 0	May....	14 9	Nov....	11 5½
1892	Sept....	10 0	do	7 0	July....	12 8	do	9 4	July....	10 3	do	8 3	July....	13 6	do	12 1
1893	May....	11 2	August.	7 4	May....	13 10	do	10 0	May....	11 6	do	8 2	June ...	14 9	do	12 2
1894	June ...	10 5	Nov ..	6 9	July....	13 3	do	9 1	July...	10 9	do	9 1	do ...	14 0	do	12 2
1895	May....	8 3	do	4 5	May....	10 10	do	6 8	May....	9 10	do	6 9	May....	12 5	do	12 4
1896	do . ..	9 3	do	5 7	do	12 0	do ...	8 3	do	10 6	do	7 6	do	12 10	do	11 1

WELLAND CANAL.

ST. CATHARINES, ONT., 23rd October, 1897.

SIR,—I have the honour to report upon the operation and maintenance of the Welland Canal and its branches for the fiscal year ended 30th June, 1897.

The Welland Canal system is as follows:—

Main Line of Canal—from Port Dalhousie to Port Colborne.

Length in miles	26¾
No. of lift locks	25
" guard "	2
" aqueducts	1
" highway bridges	17
" railway "	6
" ferries	3

Constructed for 14 feet of water upon the mitre sills.

Old Canal—from Port Dalhousie to Allanburgh; now used chiefly for water power.

Miles	12½
No. of lift locks	25
" guard "	1
" highway bridges	13
" railway "	1

Nine feet of water available at present.

Welland Canal Feeder—from Junction with Main Line of Canal to Grand River at Dunnville.

Length in miles	21
No. of locks	2
" highway bridges	9
" railway "	2
" ferries	1

Five feet of water available at present.

Stromness Branch—from Stromness, on the Feeder, to Port Maitland, on Lake Erie.

Length in miles	1¾
No. of locks	1
" highway bridges	1

Five feet of water available at present.

Chippawa Branch—from Port Robinson, on the Main Line of Canal, to the Niagara River at Chippawa.

Length in miles	8¼
No. of locks	1
" highway bridges	3
" railway "	3

Nine feet of water available at present.

During the last half of the season of 1896 the low water which prevailed throughout the entire line of navigation was felt at Port Dalhousie and Port Colborne to the extent of reducing the draught of vessels from 14 feet to 13 feet 9 inches, and occasionally when the winds were up the lake to 13 feet 6 inches.

At the beginning of the present season of navigation the lakes had nearly regained their normal level, and vessels drawing 14 feet found no difficulty in passing through the canal at the opening of navigation and up to the end of the fiscal year.

The interruptions to navigation were unimportant until the morning of 21st May, 1897, when the steamer "J. H. Outhwaite" of Cleveland, upward bound, carried away the four gates of lock No. 7, causing an entire stoppage of navigation until the forenoon of 26th May.

A cash deposit of $9,975 was made by the owners on account of the estimated cost of repairing damage, and the vessel was allowed to proceed when locking was resumed.

The damage was consequent on the speed of the vessel being too fast, which gave no time to recover from a slip of the lines.

During the year four members of the operative staff were superannuated, at the ages of 66, 71, 73 and 74.

Two of the positions so made vacant were not filled again, the office of superintendent being abolished with the superannuation of that official, and the duties being taken by the superintending engineer.

In the other case, the duties of a water regulator at Allanburg, who was superannuated, were added to those of the lockman at the adjacent lock and bridge.

RENEWALS UNDER INCOME APPROPRIATIONS.

The work of renewing with concrete the timber superstructure of the east pier at Port Dalhousie was continued, a contract having been entered into with Messrs. Battle & Newman for that purpose.

The timber superstructure was removed to a foot below "low water mark," at which level blocks of concrete, 4 ft. x 4 ft. x 6 ft., made with Portland cement, were laid to form both faces of the pier, the space between the two lines of blocks being filled with concrete, made with natural hydraulic cement, manufactured in the locality.

The length of pier renewed under Messrs. Battle and Newman's contract was 789 feet, the contract being completed as specified.

In the harbour at Port Dalhousie, the low water made it desirable to remove accumulations of silt, &c., and this was done by Messrs. Hingston & Woods, whose dredge was brought from Port Dover for the purpose.

The tow-path bridges over the reservoir entrances from lock 16 to 23 were renewed, steel beams being used in place of the timber stringers which originally carried the floor.

Materials were also obtained for renewing the remainder of the tow-path bridges which needed renewal.

On lock 24 level, the west side wall was raised an average of 14 inches and coped, for a distance of 850 feet to admit of the narrow embankment in rear of it being raised also.

It had been in contemplation to renew certain portions of the side walls of this level, but the urgency of an early opening of navigation made it undesirable to unwater the level, and commence work under doubtful conditions for completion, which work if commenced would have to be completed before the canal could be opened.

At Port Colborne, accumulations of sand between the piers, were dredged out by Messrs. Hingston & Woods, who did similar work at Port Dalhousie.

On the old canal, a pair of spare gates for lock No. 2 were built, and the bridge which carried the main road over the race between Nos. 1 and 2 levels was taken down, as soon as a timber truss bridge of 60 feet span and wide enough for two teams to pass had been constructed to replace it.

On the Welland raceway, the original timber bridge with two bents, on the line of West Main street was replaced by a steel truss bridge of 60 feet span.

On the Feeder, the drainage on the north side was materially improved, and the timber swing bridge at Stromness Basin was rebuilt.

REPAIRS.

The locks, weirs and bridges, and other structures, have been replaced from time to time, as required, the ditches have been cleaned out, and embankments raised and made good where needed, the cost of this last item being much increased by the tow-path in certain localities being used as a highway.

These small repairs, requiring daily attention, have fully occupied the repair gangs, and consumed large quantities of materials in keeping the works in serviceable condition.

The canal was closed December 15, 1896, and was opened for navigation April 20, 1897.

Appended will be found a statement of damages to canal property, and amounts paid, or due for the same, and to whom paid.

Also a statement of fines collected from vessels or canal employees for breaches of canal rules and regulations.

Also a statement of the highest and lowest recorded depths of water monthly, on the mitre sills of the locks at Port Dalhousie and Port Colborne.

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

W. G. THOMPSON, M. Inst. C.E.,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Railways and Canals.

Department of Railways and Canals.

STATEMENT of Damages to Welland Canal property, during the Fiscal Year ended 30th June, 1897, 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.
1895.		$ cts.	$ cts.	1896.	
Aug. 29	Steamer Nicaragua	12 10		Sept. 3	Port Colborne.
1896.					
May 8	do do	6 23		do 16	do Dalhousie.
				1897.	
do 10	Brigantine F. D. Ewens	11 34		May 17	do do
do 11	Steamer Ionia	19 04		do 11	do Colborne.
				1896.	
do 12	do Sequin	16 02		July 1	do Dalhousie.
				1897.	
do 21	do Outhwaite	9,975 00		May 26	Deposited on acct.
do 26	Brigantine G. M. Morley	50 00		do 10	Port Colborne.
				1896.	
do 30	Steamer Sequin	10 51		July 1	do Dalhousie.
June 3	Brigantine Neelon	15 13		Aug. 15	do do
				1897.	
	do Lisgar	15 10		April 29	do do
				1896.	
June 8	Schooner Emerald	2 81		July 15	do Colborne.
do 17	Brigantine Ceylon	14 94		do 22	do Dalhousie.
do 22	Schooner St. Louis	17 28		do 21	do do
do 30	Steamer Omaha	19 40		do 23	do do
July 1	do do	10 50		do 24	do Colborne.
				1897.	
do 9	do Topeka	18 15		Aug. 15	do Dalhousie.
				1896.	
do 16	do Canester	25 00		July 23	do do
				1897.	
do 25	Brigantine G. B. Owen	9 35		Aug. 17	do do
				1896.	
do 31	do Moravia	75 00		Aug. 1	do Colborne.
do 31	do do	17 24		Sept. 16	do Dalhousie.
do 31	Steamer Servia	83 75		do 16	do do
Aug. 6	do Bothnia	298 08		do 9	do Colborne.
do 15	do F. H. Prince	4 67		do 1	do Dalhousie.
do 20	do P. J. Ralph	8 77		do 16	do do
do 22	do W. L. Frost	31 63		Oct. 23	do do
do 24	do Omaha	9 29		Sept. 19	do do
do 25	Yacht Comanche	20 00		Aug. 25	do Colborne.
do 26	Steamer Bannockburn	26 41		Nov. 21	do Dalhousie.
do 26	do Colonial	42 32		do 17	do Colborne.
				1897.	
Sept. 4	Schooner B. L. Pennington	7 55		May 18	do Dalhousie.
				1896.	
do 17	Steamer P. J. Ralph	11 92		Nov. 27	do do
Oct. 5	do W. B. Morley	14 32		Oct. 13	do Colborne.
do 27	Tug Escort	24 23		Dec. 1	do do
do 29	Steamer Newaygo	13 85		Nov. 7	do Dalhousie.
Nov. 5	Brigantine No. 111	387 85		do 5	do Colborne.
do 12	Steamer Monteagle	14 12		do 30	do do

STATEMENT of Damages to Welland Canal property, during the Fiscal Year ended 30th June, 1897, and amount paid on account of damages in the same year—*Concluded.*

Date of Damage.	Name of Vessel.	Amount of Damages.		Date Paid.	Where Paid.
		Paid.	Unpaid.		Collector's Office.
1896.		$ cts.	$ cts.	1897.	
Nov. 25.....	Steamer Omaha	50 00	.....	April 28.....	Port Colborne.
1897.					
April 24.....	do W. L. Frost	5 25	.....	May 15.....	do Dalhousie.
do 26.....	do J. B. Ketchum	.....	13 96	.....	
do 27.....	Brigantine J. J. Case..	21 97	.....	June 9.....	do do
May 1.....	Steamer Cuba	10 82	.....	May 28.....	do do
do 10.....	do J. R. Langdon.....	7 54	.....	do 30.....	do do
do 11.....	Brigantine Augustus	.....	16 18	.....	
do 13	Tug Inez	.....	14 03	.....	
	Total.....	11,434 48	44 19		

STATEMENT of Fines collected from Vessels contravening Canal Regulatians and from Locktenders for neglect of duty during the Fiscal Year ended 30th June, 1897.

Date of Fine.	Name of Vessel.	Amount of Fine.		Date Paid.	Where Paid.
		Paid.	Unpaid.		Collector's Office.
1895.		$ cts.	$ cts.	1896.	
Aug. 24.....	Steamer D. R. Vanallen....	10 00	.....	July 11.....	Port Colborne.
1896.					
May 26.....	Steamer D. R. Vanallen. ...	10 00	.....	July 1.....	Port Dalhousie.
July 29 ..	do Erin.....	10 00	.....	Oct. 15.....	do do
Aug. 15. ...	do Brg. Niagara... ...	10 00	.....	Aug. 22.....	do do
Dec. 1	Schooner Dolly Mordon.....	.....	10 00	.....	
1897.				1897.	
Apr. 23.....	Steamer St. Lawrence.....	10 00	.....	May 6.....	Port Colborne.
May 13.....	do Cuba.....	5 00	.....	do 15.....	do Dalhousie.
1896.	*Locktenders.*			1896.	
July 22....	Thomas Bradley.....	4 00	.....	July 25.....	Port Dalhousie.
		59 00	10 00		

STATEMENT showing the Highest and Lowest depth of water on the Upper Mitre Sill of the Old Lock, Port Colborne, Welland Canal, for the Fiscal Year ended 30th June, 1897.

MONTHS.	UPPER SILL.				MONTHS.	UPPER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1896.	Ft.	in.	Ft.	in.	1897.	Ft.	in.	Ft.	in.
July	11	9	10	7	January	11	9	9	10
August	11	10	11	1	February	11	10	9	10
September	12	7	10	5	March	14	6	9	8
October	11	6	10	3	April	13	2	10	7
November	12	1	10	4	May	12	9	11	8
December	11	10	9	10	June	12	3	11	8

STATEMENT showing the Highest and Lowest depth of water on the Upper Sill of the New Lock, Port Colborne, Welland Canal, for the Fiscal Year ended 30th June, 1897.

MONTHS.	UPPER SILL.				MONTHS.	UPPER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1896.	Ft.	in.	Ft.	in.	1897.	Ft.	in.	Ft.	in.
July	14	8	13	6	January	14	8	12	9
August	14	9	14	0	February	14	9	12	9
September	15	6	13	4	March	17	5	12	7
October	14	5	13	2	April	16	1	13	6
November	15	0	13	3	May	15	8	14	7
December	14	9	12	9	June	15	2	14	7

STATEMENT showing the Highest and Lowest depth of water on the Lower Mitre Sill of Lock No. 1, Old Welland Canal, Port Dalhousie, for the Fiscal Year ended 30th June, 1897.

MONTHS.	LOWER SILL.				MONTHS.	LOWER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1896.	Ft.	in.	Ft.	in.	1897.	Ft.	in.	Ft.	in.
July	12	4	11	10	January	10	11	10	5
August	12	0	11	6	February	11	2	10	8
September	11	7	11	1	March	11	8	10	9
October	11	5	10	9	April	12	4	11	6
November	11	0	10	4	May	12	9	12	4
December	11	1	10	9	June	12	10	12	6

STATEMENT showing the Highest and Lowest depth of water on the Lower Mitre Sill of Lock No. 1, New Welland Canal, Port Dalhousie, for the Fiscal Year ended 30th June, 1897.

MONTHS.	LOWER SILL.		MONTHS.	LOWER SILL.	
	Highest.	Lowest.		Highest.	Lowest.
1896.	Ft. in.	Ft. in.	1897.	Ft. in.	Ft. in.
July	15 3	14 9	January	13 10	13 4
August	14 11	14 5	February	14 1	13 7
September	14 6	14 0	March	14 7	13 8
October	14 4	13 8	April	15 3	14 5
November	13 11	13 3	May	15 8	15 3
December	14 0	13 8	June	15 9	15 4

ST. PETER'S CANAL.

ST. PETER'S CANAL OFFICE, 20th July, 1897.

SIR,—I have the honour to submit the following report upon the St. Peter's Canal, for the fiscal year ended 30th June, 1897.

This canal was closed for navigation on the 2nd day of January, 1897, and opened again on the 20th day of April, 1897. The total number of vessels that passed through during the year was 1,612. The swing bridge across the canal and the lock gates are in good working order, but the sheaves or pulleys in lockwall should be renewed.

The side cribwork of eastern tow-path wants renewing; some slight repairs are also needed on western tow-path. New mooring posts are wanted at both entrances of the canal.

Traffic month by month compares favourably with that of former years.

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

JOHN D. MATHESON,
Lockmaster and Collector.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer,
Railways and Canals.

REPORT

OF THE

SECRETARY OF THE RAILWAY COMMITTEE

OF THE

PRIVY COUNCIL

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 period from the 1st of January, 1897, to the 15th of November, 1897, and the decisions arrived at. They are as follows:—

Application of the Montreal Belt Line Railway for permission to cross the Lachine Canal at Côte St. Paul and Montreal.—Granted.

Application of the Hamilton Radial Electric Railway Company for permission to cross the Grand Trunk Railway at Burlington.—Granted.

Application of the Hull Electric Company for permission to cross with its electric cars the Canadian Pacific Railway at Hull, P.Q.—Granted.

Application of the Municipality of Metapedia for permission to cross with a public road the Intercolonial Railway at Metapedia.—Granted.

Petition of the Municipality of the County of Pictou for permission to open a public road across the tracks and land of the Intercolonial Railway at McPhee's siding, east of Bear River.—Granted.

Application of the London Street Railway Company for permission to cross the Grand Trunk, Canadian Pacific and the London and Port Stanley Railways, in the city of London.—Granted.

Application of the Canadian Pacific Railway Company for approval of plan and profile of a crossing, by its railway, of a road between Caughnawaga and Laprairie, and for the diversion of the road.—Approved.

Application of the Canadian Pacific Railway Company for approval of plans of trestle bridges over Kelesquasheshing Lake and River.—Approved.

Complaint of the municipality of Three Rivers against the Canadian Pacific Railway *re* drainage.—Under consideration.

Application of the city of Sherbrooke for a re-hearing as to who is to bear the cost of protection at the crossings of certain streets, in the city of Sherbrooke, by railways.—Under consideration.

Application of the Grand Trunk Railway Company *re* interlocking switch of the United Counties Railway with the Grand Trunk Railway at St. Hyacinthe.—Under consideration.

Application of the Grand Trunk Railway Company *re* interlocking and derailing appliances at the Grand Trunk Railway by the Canada Southern Railway at the Ontario Peat and Fuel Company's works.—Under consideration.

Protection to be provided at the crossings of the Intercolonial Railway by the St. John Street Railway.—Under consideration.

Application of the Toronto, Hamilton and Buffalo Railway Company for permission to cross highway at station 100 + 12 at Chippawa River.—Under consideration.

Application of the Lake Erie and Detroit River Railway Company for permission to build a branch line at Ridgetown.—Granted.

Application of the Lake Erie and Detroit River Railway Company for permission to build a branch line at Blenheim.—Granted.

Application of the London and Port Stanley Railway Company for permission to build a branch line at Port Stanley.—Granted.

Application of the Hamilton Radial Electric Company for permission to cross the Burlington Canal.—Granted.

Application of the Corporation of the Parish of St. Blaise for permission to build a public road across the Montreal and Champlain Railway (G. T. Ry.)—Granted.

Application of the Ontario, Belmont and Northern Railway Company for permission to run along Cameron Street, in the Village of Marmora, and for approval of junction with the Central Ontario Railway.—Granted.

Application of the City of Winnipeg for permission to build a bridge across Salter Street over the tracks of the Canadian Pacific Railway.—Under consideration.

Application of the Grand Trunk Railway Company for permission to build a branch line at Merritton.—Under consideration.

Application of the City of Toronto to re-open case *re* crossing of the Grand Trunk Railway and Canadian Pacific Railway on Lansdowne Avenue.—Under consideration.

Application of the Kaslo and Slocan Railway Company for a re-hearing of the differences between that company and the Nakusp and Slocan Railway at Sandon, B.C.—Under consideration.

Protest of Mr. Powell *re* closing of Hughson Street in the City of Hamilton.—Not granted.

Application of the Sherbrooke Street Railway Company to vary order *re* protection at the crossing of its railway with the Canadian Pacific Railway in the City of Sherbrooke.—Withdrawn.

Application of the County of Wentworth to vary order of the 4th of December, 1896, *re* crossing of certain streets and toll roads in the City of Hamilton by the Toronto, Hamilton and Buffalo Railway Company.—A new order was issued in this matter.

Application of the Hull Electric Company to cross the Canadian Pacific Railway by an overhead bridge.—Granted.

Application of the Grand Trunk Railway *re* interlocking and derailing appliances at the crossing of the Grand Trunk Railway by the Canadian Pacific Railway at Queen's Wharf, Toronto.—Granted.

Application of Messrs. McDermott and Robinson for permission to open two streets across the tracks of the Canada Atlantic Railway.—Dismissed.

Complaint of Mr. E. Morgan *re* discrimination in rates on apples by the Grand Trunk Railway.—Under consideration.

Petition of the Bell Telephone Company for permission to increase their rates.—Under consideration.

Application of the Montreal Park and Island Railway Company for permission to acquire the use of a piece of land at Lachine belonging to the Grand Trunk Railway Company in lieu of the lot approved of by an order of the Railway Committee.—Granted.

Application of the Central Counties Railway Company for permission to leave out the packing or filling required by section 262 of The Railway Act, from December to April each year, both months inclusive.—Granted.

Application of the Canada Atlantic Railway Company for permission to leave out the packing or filling required by section 262 of The Railway Act, from December to April each year, both months inclusive.—Granted.

Application of the Ottawa, Arnprior and Parry Sound Railway Company for permission to leave out the packing or filling required by section 262 of The Railway Act, from December to April each year, both months inclusive.—Granted.

Petition of the Northumberland Stone Company asking that the Moncton and Buctouche Railway Company be compelled to put a swing in their railway bridge across the Buctouche River.—Granted.

Application of Mr. Hugh McLean asking that the Central Counties Railway Company be compelled to put a swing in their railway bridge across the Salmon River, near Chipman.—Under consideration.

Petition of the Hamilton Radial Electric Railway Company for permission to expropriate certain lands at Burlington belonging to the Grand Trunk Railway Company.—Under consideration.

Application of the City of Toronto for an order directing that protection be provided at the crossing of Bay Street, Toronto.—Granted.

Application of the Toronto, Hamilton and Buffalo Railway Company for approval of plans and profiles of all highway crossings from Waterford to Cainsville.—Approved.

Application of the City of Toronto for an order to change the grade of the York Street Bridge.—Granted.

Application of the Quebec District Railway Company for approval of crossing of the Canadian Pacific Railway on Dalhousie Street, in the City of Quebec.—Approved.

Application of the Toronto, Hamilton and Buffalo Railway Company for permission to expropriate part of a road allowance in the Township of Barton to be used in connection with their sorting yard.—Granted.

Application of the Chateauguay and Northern Railway Company for permission to cross the Montreal Street Railway on Ontario Street in the City of Montreal.—Granted.

Application of the City of Toronto for an order directing that two certain water mains or pipes may be laid and maintained under the tracks of the Grand Trunk and Canadian Pacific Railways on Esplanade Street, Toronto.—Granted.

Application of Mr. John Owens for permission to construct a flume under the Calgary and Edmonton Railway, on Sec. 12, Tp. 21, Range 1, west of 5th Meridian.—Under consideration.

Application of Mr. R. A. Wallace for permission to construct a flume under the Calgary and Edmonton Railway, on Sec. 7, Tp. 19, Range 28, west of 4th Meridian.—Under consideration.

Application of the Calgary Irrigation Company, for permission to construct ditches across the Canadian Pacific and Calgary and Edmonton Railways.—Under consideration.

Application of the City of Quebec, for an order approving of a street being made across the railway track of the North Shore Railway Company at rail level, in the City of Quebec.—Granted.

Application of the Moncton Electric Street Railway Company for an extension of time for putting in derailing appliances at the crossings of the Intercolonial Railway by its railway in the City of Moncton.—Granted.

Application of the Grand Trunk Railway Company *re* Orders of 29th November, 1894, with respect to crossings of steam railways by the Toronto and Montreal Street Railway Companies, and as to maintenance of signal lights, &c.—Under consideration.

Application of the Kingston, Napanee and Western Railway Company (now Bay of Quinté Railway Company) for permission to cross the Canadian Pacific Railway at Tweed.—Under consideration.

Application of the Township of Shefford for permission to open a road across the tracks of the Stanstead, Shefford and Chambly Railway (which is a division of the Central Vermont Railway), at Gallagher's Cut.—Under consideration.

Petition of Mr. Charles Sturrock for an order compelling the Grand Trunk Railway Company to refund him $1,079.20, overcharged rates on coal, and also the costs of his application.—Under consideration.

Application of the Canadian Pacific Railway Company for permission to construct a branch line upon, and to carry it along, road allowance on west side of Secs. 22, 27 and 34, of Township 11, Range 2, east of 1st Principal Meridian.—Under consideration.

Application of the London Street Railway Company, for permission to cross the Grand Trunk Railway on Rectory Street, in the city of London.—Under consideration.

Application of the Montreal and Ottawa Railway Company for permission to cross the Rockland branch of the Canada Atlantic Railway.—Under consideration.

Application of the United Counties Railway Company for permission to cross the Central Vermont Railway at Iberville.

Application of the Ottawa and New York Railway Company for approval of crossing of Canadian Pacific Railway at South Finch.—Under consideration.

Application of the Ottawa and New York Railway Company for permission to enter their terminal property in Ottawa, over the tracks of the Canada Atlantic and Ottawa, Arnprior and Parry Sound Railways, or to lay their own tracks upon government property at present leased to the Ottawa, Arnprior and Parry Sound Railway.

Application of the Ottawa and New York Railway Company for permission to enter Ottawa over the tracks of the Canada Atlantic and Ottawa, Arnprior and Parry Sound Railways, and to use the central station.—Under consideration.

Application of the Winnipeg Street Railway Company for permission to cross the Canadian Pacific Railway at Main Street and Higgins Avenue in the City of Winnipeg.—Under consideration.

Canadian Pacific Railway Company applies for permission to fill in part of trestle on branch line from Peterborough to Dickson's Mills.—Under consideration.

Application of the Grand Trunk Railway Company for permission to lay a siding from its railway to McLaughlin's Mill on the corner of Bay and Esplanade Streets, Toronto.—Under consideration.

Application of the Ontario and Quebec Railway Company (C. P. R.) for permission to change the location of their line between Mono Road and Melville Junction in Township of Caledon.—Under consideration.

Department of Railways and Canals

Application of the Central Ontario Railway Company for permission to remove the packing or filling required by section 262 of The Railway Act from December to April each year, both months inclusive.—Under consideration.

Application of the Town of Galt for permission to make a street crossing over the Canadian Pacific Railway at Myrtle Avenue.—Under consideration.

Application of the Nakusp and Slocan Railway Company for permission to build a branch line from Three Forks to Bear Lake and Whitewater in British Columbia.—Under consideration.

COLLINGWOOD SCHREIBER,
Secretary Railway Committee P.C.

Prepared by
J. W. PUGSLEY,
Clerk of the Ry. Committee, P.C.

PART II

STATEMENTS OF THE ACCOUNTANT

No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ending 30th June, 1897.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.	
			Staff.	Repairs.
CANALS.	$ cts.	$ cts.	$ cts.	$ cts.
Beauharnois		9,813 15	21,012 64	14,862 98
Carillon		4,939 20	13,780 29	11,607 95
Grenville	1,908 44			
Chambly		12,665 88	18,754 17	13,128 55
Cornwall	438,487 51		15,540 43	16,438 32
Lachine	282,052 48	14,664 21	57,533 20	25,820 73
Lake St. Louis	73,300 41			
Murray			5,526 87	3,966 41
Rideau	10,720 50	19,079 11	31,461 55	29,535 94
Sault Ste Marie	209,561 82		15,381 59	7,671 79
Soulanges	363,126 06			
Ste. Anne's			2,357 51	1,688 12
St. Lawrence	12,347 31			
St. Ours			2,135 60	707 06
St. Pierre			2,728 38	1 20
Trent	486,575 70	13,880 37	4,965 39	3,497 90
Welland	2,282 35	22,283 06	88,095 20	41,247 81
Williamsburg, Galops	262,793 78	3,880 76	8,697 54	8,210 91
do Rapide Plat	205,480 55			
Total	2,348,636 91	101,205 74	287,970 36	178,385 47
GENERAL ON CANALS.				
Dredge Vessels, Lachine				2,000 00
do Rideau				6,998 46
Miscellaneous		2,479 33	1,137 15	1,337 86
Salaries and contingencies of canal officers			36,444 26	
Sunday labour			14,859 39	
Surveys and inspections		458 14		
Total		2,937 47	52,440 80	10,336 32
RAILWAYS.				
Annapolis and Digby	41,457 29			
Baie des Chaleurs			18,679 97	
Canadian Pacific	14,054 50			
Cape Breton	405 00			
Intercolonial	145,142 00		2,925,968 67	
Oxford and New Glasgow	3,565 52			
Prince Edward Island			240,489 90	
Windsor Branch			10,821 04	
Total	204,624 31		3,195,959 58	
GENERAL ON RAILWAYS.				
International Railway Congress, Brussels		97 33		
Railway statistics		1,310 28		
Railway subsidies		230,355 30		
Reporting evidence before Railway Committee		136 44		
Surveys and inspections		3,574 94		
Total		235,474 29		

STATEMENT showing the amount expended by the Department of Railways and Canals, &c.—*Concluded.*

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.	
			Staff.	Repairs.
MISCELLANEOUS.	$ cts.	$ cts.	$ cts.	$ cts.
Costs of litigation		6,016 01		
Expenses of investigations			597 39	
Salaries of engineers, draughtsmen, &c		17,991 50		
Salaries of extra clerks, &c.		1,135 39		
Total		25,142 90	597 39	
RECAPITULATION.				
Total on Canals	2,348,636 91	101,205 74	287,970 36	178,385 47
Total on Canals, general		2,937 47	52,440 80	10,336 32
Total on Canals	2,348,636 91	104,143 21	340,411 16	188,721 79
Total on Railways	204,624 31		3,195,959 58	
Total on Railways, general		235,474 29		
Total on Railways	204,624 31	235,474 29	3,195,959 58	
Total Railways and Canals, including Miscellaneous	2,553,261 22	364,760 40	3,536,968 13	188,721 79

Total amount expended, $6,643,711.54.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

LEONARD SHANNON,
Accountant.

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, 1897.

ST. PETER'S CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	156,523 32	....	.....	.....
do since do do ..	1868	21,519 72	.....	.....	.....
do do do do ..	1869	70,719 80	.....	....	....
do do do do ..	1870	.....	46,193 57	....	.....
do do do do ..	1871	.....	.....	225 36	555 78
do do do do ..	1872	....	....	280 00	6,122 07
do do do do ..	1873	.....	....	343 32	6,539 58
do do do do ..	1874	.....	....	725 93	1,558 57
do do do do ..	1875	20 97	.....	560 00	889 35
do do do do ..	1876	11,125 00	.....	641 55	....
do do do do ..	1877	63,330 18	.....	600 00	17 45
do do do do ..	1878	26,511 51	.....	600 00	....
do do do do ..	1879	107,337 75	.....	631 50	.....
do do do do ..	1880	80,120 54	....	400 00	.....
do do do do ..	1881	69,434 76	.....	959 58	.....
do do do do ..	1882	484 00	.....	1,920 54	200 63
do do do do ..	1883	.....	....	2,089 19	232 42
do do do do ..	1884	2,471 40	....	2,601 47	367 85
do do do do ..	1885	16,820 15	....	1,929 11	183 11
do do do do ..	1886	2,316 85	... .	2,360 67	297 81
do do do do ..	1887	1,087 75	750 00	2,777 13	343 23
do do do do ..	1888	.....	... .	3,217 77	1,588 40
do do do do ..	1889	.....	500 00	3,085 29	353 38
do do do do ..	1890	.....	.....	3,110 15	255 34
do do do do ..	1891	972 65	510 53	3,255 30	312 02
do do do do ..	1892	14,387 00	30,936 82	3,007 70	1,461 24
do do do do ..	1893	811 59	9,987 78	2,938 15	1,856 30
do do do do ..	1894	437 05	3,852 21	2,935 94	1,986 70
do do do do ..	1895	868 44	26,222 46	2,499 81	353 55
do do do do ..	1896	1,455 21	16,743 64	2,182 04	260 90
do do do do ..	1897	.....	....	2,728 38	1 20
Total.....	.....	*648,755 64	135,697 01	48,605 88	25,736 88

*Expenditure as above . . .. $ 648,755 64
Less expenditure prior to Confederation..... 156,523 82

Agreeing with Public Accounts, 1897, page xvi ... $492,232 32

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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

BAIE VERTE CANAL—SURVEY,

——	Year ending 30th June.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
do since do	1868		
do do do	1869		
do do do	1870		
do do do	1871		17,929 34
do do do	1872		6,399 41
do do do	1873		14,943 83
do do do	1874		4,018 90
do do do	1875		443 00
do do do	1876		110 75
do do do	1877		22 30
do do do	1878		
do do do	1879		
do do do	1880		
do do do	1881		520 00
do do do	1882		
do do do	1883		
do do do	1884		
do do do	1885		
do do do	1886		
do do do	1887		
do do do	1888		
do do do	1889		
do do do	1890		
do do do	1891		
do do do	1892		
do do do	1893		
do do do	1894		
do do do	1895		
do do do	1896		
do do do	1897		
Total			44,387 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

Department of Railways and Canals

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

LACHINE CANAL.

——	Year ending 30th June.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government	....	40,000 00				
Government expenditure prior to Confederation	.....	2,547,532 85				
Government expenditure since Confederation	1868			1,852 70	13,742 05	10,431 51
do do	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement of 1843 to 1848			2,589,532 85			
Expenditure by Dominion Government	1870				15,834 49	13,302 39
do do	1871			12,231 40	17,478 52	15,093 25
do do	1872	36,708 15			16,076 93	12,334 69
do do	1873	7,824 28		35,158 21	23,601 03	34,300 60
do do	1874	158,618 35			25,811 07	22,828 66
do do	1875	197,420 52			28,592 01	30,057 34
do do	1876	327,769 39			33,797 73	29,103 65
do do	1877	1,439,375 73			33,148 86	19,824 33
do do	1878	1,484,619 63			39,062 97	13,646 41
do do	1879	958,053 30			42,338 84	12,400 78
do do	1880	369,566 74			38,950 90	10,223 62
do do	1881	292,165 51			39,027 99	19,888 33
do do	1882	252,821 33		2,978 66	41,158 90	17,116 46
do do	1883	396,496 96		1,859 68	45,554 91	18,199 59
do do	1884	188,266 18			48,624 51	19,683 24
do do	1885	111,215 23			49,004 85	20,199 78
do do	1886	210,509 42			50,969 10	19,199 18
do do	1887	28,772 52		12,981 59	53,113 97	22,567 81
do do	1888	19,414 34		7,996 38	52,229 61	19,999 64
do do	1889	76,032 96		972 71	54,110 67	22,957 71
do do	1890	7,448 03		8,238 46	53,114 34	22,999 38
do do	1891	217 53		16,155 75	50,721 69	36,292 98
do do	1892	87,852 35		27,480 80	57,729 37	67,499 62
do do	1893	445,983 21		50,937 40	53,185 00	51,616 79
do do	1894	64,345 14		15,856 74	60,174 03	40,939 70
do do	1895	189,944 36		32,405 20	56,337 44	25,891 45
do do	1896	184,998 25		8,193 15	58,342 96	24,950 20
do do	1897	282,052 48		14,664 21	57,533 20	25,820 73
Cost of last enlargement	.....	.....	7,818,491 89			
Total	.....	.....	*10,408,024 74	249,963 04	1,218,576 96	711,455 66

*Total expenditure on capital account as above $10,408,024 74
Less charged to St. Lawrence River and Canals, see page 9. $2,950,104 15
Less expenditure by Imperial Government 40,000 00
2,990,104 15

Agreeing with Public Accounts balance sheet, 1897, page xvi $7,417,920 59

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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

BEAUHARNOIS CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
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
do do do	1896			20,725 47	15,050 85
do do do	1897		9,813 15	21,012 64	14,862 98
Total		*1,611,690 26	187,150 03	500,945 81	384,955 25

*See page 9 for total cost of St. Lawrence River and Canals.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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	
do do do	1896	7,457 05	
do do do	1897	12,347 31	
Total		1,159,480 13	98,378 46

ST. LAWRENCE RIVER AND CANALS.

St. Lawrence River and Canals, as above	$ 1,159,480 13
Beauharnois Canal, see page 8	1,611,690 26
Cornwall Canal " " 11	6,392,150 04
Williamsburg Canals " " 12	4,696,694 04
Lake St. Louis " " 10	127,962 86
Soulanges Canal " " 25	2.639,034 61
Lachine Canal, from prior to Confederation to June 30, 1875, see page 7	2,950,104 15
Agreeing with Public Accounts Balance Sheet, 1897, page xvi	$ 19,577,116 09

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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

LAKE ST. LOUIS.

	Year ending 30th June.	Chargeable to Capital.	Chargeable to Income.
		$ 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		
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	
do do do	1896	49,909 31	
do do do	1897	73,300 41	
Total	*	127,962 86	

*Included in total cost of St. Lawrence River and Canals, see page 9.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

Department of Railways and Canals.

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

CORNWALL CANAL.

——	Year ending 30th June.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,933,152 69				
Government expenditure since Confederation	1868			2,786 00	11,244 47	3,774 18
do do	1869	10,692 04			10,347 91	3,859 14
do do	1870			17,780 05	10,368 16	7,145 42
do do	1871			7 50	11,848 39	8,891 61
do do	1872			10,000 21	10,594 30	8,163 70
do do	1873			1,011 75	13,042 25	12,467 65
do do	1874				13,405 20	7,610 70
do do	1875	1,780 00			13,351 91	7,097 34
Cost of original construction			1,945,624 73			
Expenditure by Dominion Government	1876				13,320 61	6,423 67
do do	1877	49,211 37			13,375 70	6,440 54
do do	1878	145,015 45			13,825 50	4,935 21
do do	1879	143,092 05			13,817 96	4,983 15
do do	1880	109,454 95			14,440 33	9,735 76
do do	1881	53,948 14			15,173 60	5,524 10
do do	1882	44,587 61			15,052 20	6,634 62
do do	1883	21,728 93			18,283 67	8,361 71
do do	1884	23,018 13			18,475 48	9,007 73
do do	1885	62,034 90		16,298 96	15,988 96	12,368 51
do do	1886	57,820 83		6,960 95	15,994 80	11,832 83
do do	1887	46,966 43			17,520 54	12,100 29
do do	1888	67,945 74			16,938 54	13,942 64
do do	1889	163,993 85			17,890 55	58,205 26
do do	1890	365,038 01		2,000 00	17,063 49	12,758 18
do do	1891	599,001 85		1,459 98	16,077 72	9,830 05
do do	1892	398,555 25		2,345 26	15,596 66	9,864 36
do do	1893	352,536 13			15,173 01	9,668 14
do do	1894	404,990 22			15,344 02	7,733 54
do do	1895	450,689 65		21,497 74	15,414 56	13,053 55
do do	1896	448,408 31		2,175 00	15,472 26	25,259 56
do do	1897	438,487 51			15,540 43	16,438 32
Cost of enlargement			4,446,525 31			
Total			*6,392,150 04	84,323 40	439,983 18	334,111 46

* Included in total cost of St. Lawrence River and Canals, see page 9.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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

WILLIAMSBURG CANALS.

	Year ending 30th June.	Capital.				Removals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation being amount of original construction					1,320,655 54		5,745 97	6,442 41
Government expenditure since Confederation	1868						5,769 81	5,670 88
do do do	1869						5,573 13	6,546 16
do do do	1870						6,382 17	5,308 41
do do do	1871					1,077 00	5,542 94	3,230 07
do do do	1872						6,424 49	7,347 75
do do do	1873						6,857 19	7,395 92
do do do	1874						6,547 62	4,110 29
do do do	1875						7,418 39	11,690 98
do do do	1876						7,388 08	10,053 61
do do do	1877						7,430 11	4,449 78
do do do	1878						7,517 20	3,549 71
do do do	1879						7,590 15	3,999 77
do do do	1880						7,572 35	5,020 73
do do do	1881						7,589 44	7,447 69
do do do	1882						7,423 48	7,299 39
do do do	1883				13 19		7,757 04	7,349 37
do do do	1884				2,473 44		7,696 67	8,198 03
do do do	1885		70,764 07	32,473 05	103,237 12		7,671 54	7,847 05
do do do	1886		78,014 92	71,820 79	149,835 71		7,635 54	7,904 76
do do do	1887		32,862 02	82,990 98	115,853 00		7,646 79	8,190 13
do do do	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,485 28	8,794 61
do do do	1889		37,661 15	22,206 11	59,867 26		8,954 53	8,191 69
do do do	1890		126,417 42	12,660 95	139,078 37		8,678 25	7,987 40
do do do	1891	2,853 76	172,779 88	55,036 96	230,670 60		9,458 33	8,551 32
do do do	1892		218,511 17	158,034 15	376,545 32	797 83	8,676 03	8,347 97
do do do	1893		154,524 01	217,669 28	372,193 29	3,675 00	10,230 09	7,029 95
do do do	1894		223,992 81	274,397 42	498,390 23		9,675 09	7,371 37
do do do	1895		118,464 53	228,892 70	347,357 23	13,720 36		

Government expenditure since Confederation	1896	4,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
do do do	1897	.....	262,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
Total	...	7,833 76	1,664,158 87	1,701,559 24	*4,69[illegible],694 04	33,371 66	228,623 75	212,573 91

Original construction	$1,320,655 54
Cost of enlargement	3,376,038 50
Total	$4,696,694 04

Included in total cost of St. Lawrence River and Canals, page 9.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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

WELLAND CANAL.

	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government	.....	222,220 00	.....	.....	.....
Government expenditure prior to Confederation	.....	7,416,019 83	.....	.....	.....
do since do	1868	12,097 84	.....	37,679 05	38,852 96
do do do	1869	43,486 36	.....	39,060 61	50,773 03
do do do	1870	.....	22,173 72	40,340 45	65,009 19
do do do	1871	.....	48,569 10	42,383 33	53,381 02
do do do	1872	53,680 32	6,022 44	37,085 37	50,276 90
do do do	1873	82,282 20	47,876 27	45,382 99	66,550 73
do do do	1874	746,420 61	.....	50,966 48	103,666 99
do do do	1875	1,047,119 91	.....	52,595 00	88,539 99
do do do	1876	1,569,478 19	700 00	57,623 31	81,376 12
do do do	1877	2,199,962 61	.....	59,963 47	49,783 93
do do do	1878	2,138,392 99	.....	60,138 59	66,393 53
do do do	1879	1,552,697 41	.....	59,942 23	56,755 57
do do do	1880	1,252,924 75	.....	63,198 10	76,535 25
do do do	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
do do do	1882	603,402 17	13,664 80	74,641 51	84,374 97
do do do	1883	549,433 29	5,979 03	109,207 21	72,707 62
do do do	1884	432,336 21	.....	113,276 87	90,926 97
do do do	1885	463,505 38	6,150 21	112,670 00	91,534 66
do do do	1886	215,380 75	1,359 00	111,660 22	69,507 48
do do do	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
do do do	1888	429,720 94	10,740 86	110,806 01	86,518 97
do do do	1889	225,910 21	43,803 80	113,587 05	77,547 77
do do do	1890	117,633 22	51,648 28	109,202 02	72,686 19
do do do	1891	36,371 03	19,767 73	107,662 63	82,548 30
do do do	1892	29,541 21	9,008 80	104,673 73	73,771 87
do do do	1893	8,259 94	25,103 13	104,926 73	65,016 84
do do do	1894	1,571 78	13,430 20	102,018 80	53,053 71
do do do	1895	3,809 35	24,245 02	90,438 07	48,270 94
do do do	1896	1,677 67	18,768 99	87,988 11	62,542 64
do do do	1897	2,282 35	22,283 06	88,095 20	41,247 81
Total	.....	*23,771,635 76	401,716 30	2,352,982 87	2,066,842 28

Total expenditure as above	$ 23,771,635 76
Less expenditure by Imperial Government	222,220 00
Agreeing with Public Accounts Balance Sheet, 1897, page xvi.	$ 23,549,415 76

Original cost of construction including first enlargement	$ 7,693,824 03
Enlargement, including new Welland Canal	16,077,811 73
Total expenditure as above	$ 23,771,635 76

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897

Department of Railways and Canals

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

STE. ANNE'S LOCK AND CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	134,456 51	.....	.....	.....
do since do	1868	.....	.....	778 16	432 47
do do do	1869	.....	.....	1,062 96	1,873 51
do do do	1870	.....	.....	1,136 54	1,280 36
do do do	1871	.....	.....	1,285 84	1,539 02
do do do	1872	.....	1,939 46	1,106 80	1,393 63
do do do	1873	.....	540 11	2,199 64	1,264 40
do do do	1874	12,753 27	.....	2,614 90	7,208 63
do do do	1875	32,627 71	.....	1,859 20	4,506 68
do do do	1876	24,935 85	.....	1,952 14	4,033 72
do do do	1877	30,003 08	.....	1,982 65	1,756 93
do do do	1878	14,618 85	.....	2,057 32	541 95
do do do	1879	22,113 02	.....	2,202 03	3,259 70
do do do	1880	3,054 68	.....	2,152 57	1,704 71
do do do	1881	69,042 76	.....	2,553 02	3,257 92
do do do	1882	193,158 36	.....	2,611 30	2,343 99
do do do	1883	172,959 95	.....	2,569 86	3,448 83
do do do	1884	142,006 25	.....	2,775 32	2,725 49
do do do	1885	93,679 57	.....	2,618 60	4,042 04
do do do	1886	129,681 67	.....	2,611 90	5,803 01
do do do	1887	45,276 08	6,054 10	2,537 41	1,499 96
do do do	1888	18,910 55	1,372 59	2,505 61	1,380 75
do do do	1889	24,786 33	.....	2,569 22	1,750 79
do do do	1890	6,151 14	.....	2,571 04	1,525 51
do do do	1891	.....	8,173 69	2,505 69	1,503 56
do do do	1892	.....	25,471 61	2,571 28	1,666 21
do do do	1893	.....	6,521 88	2,581 08	2,800 03
do do do	1894	.....	3,497 56	2,640 00	2,799 63
do do do	1895	.....	3,694 33	2,508 14	3,025 91
do do do	1896	.....	.....	2,495 54	4,993 89
do do do	1897	.....	.....	2,357 51	1,688 12
Total.....	.....	*1,170,215 63	57,265 33	65,973 27	77,031 35

* Included in total cost of Ottawa River Works, see page 18.

Original construction.....	$ 134,456 51
Enlargement, including new lock.....	1,035,759 12
	$ 1,170,215 63

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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.
Imperial Government		*			
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 do	1869			6,549 38	10,157 42
do do do do	1870		4,167 96	6,617 81	9,852 09
do do do do	1871		23,119 37	8,676 90	8,218 24
do do do do	1872	165,257 28		8,324 51	17,235 31
do do do do	1873	133,199 10	3,051 38	10,068 28	8,781 50
do do do do	1874	245,258 38		10,710 88	10,605 82
do do do do	1875	339,864 76		10,378 57	18,520 44
do do do do	1876	326,203 16		10,764 38	11,475 96
do do do do	1877	245,738 04		11,050 27	10,304 06
do do do do	1878	22,676 20		11,401 30	5,082 72
do do do do	1879	243,141 24		11,501 22	7,629 98
do do do do	1880	281,514 27		11,959 14	7,625 54
do do do do	1881	336,707 53		13,059 18	8,076 91
do do do do	1882	433,084 39		14,387 49	7,582 68
do do do do	1883	433,575 10		17,479 58	8,310 02
do do do do	1884	399,267 16		17,393 91	7,918 42
do do do do	1885	157,187 72		19,702 30	10,429 26
do do do do	1886	104,973 24	75 00	20,597 82	9,303 31
do do do do	1887	20,747 11		20,011 36	10,554 41
do do do do	1888	38,996 29		21,531 12	10,036 62
do do do do	1889	298 17		22,098 88	10,135 66
do do do do	1890	17 58	4,526 61	15,896 16	7,582 38
do do do do	1891		4,395 25	21,230 22	10,796 68
do do do do	1892	34,585 64	15,036 48	17,458 69	8,620 15
do do do do	1893	207 00	42,298 74	16,762 71	10,669 28
do do do do	1894	385 55	20,034 94	14,144 98	11,620 09
do do do do	1895		5,963 76	15,453 21	12,303 25
do do do do	1896	3,850 31		13,995 69	12,161 10
do do do do	1897	1,908 44	4,939 20	13,780 29	11,607 95
Total		† 4,031,697 30	147,425 91	419,288 11	302,108 53

*Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

†Included in total cost of Ottawa River Works, see page 18, cost of enlargement $3,968,643.66.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

Department of Railways and Canals.

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

CULBUTE LOCK AND DAM.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation..	1868	.....	.....	.....	.....
do do do ..	1869	.....	.....	.....	.....
do do do ..	1870	.....	.....	.....	.....
do do do ..	1871	.....	.....	.....	.....
do do do ..	1872	.....	.....	.....	.....
do do do ..	1873	.....	835 53	.....	.....
do do do ..	1874	.....	38,388 99	.....	.....
do do do ..	1875	63,659 29	.....	.....	.....
do do do ..	1876	76,842 44	.....	.....	.....
do do do ..	1877	56,081 87	.....	.....	.....
do do do ..	1878	5,933 53	.....	.....	.....
do do do ..	1879	20,694 19	.....	.....	.....
do do do ..	1880	16,688 20	.....	202 50	259 31
do do do ..	1881	4,721 62	.....	962 85	.....
do do do ..	1882	29,567 15	.....	790 00	162 33
do do do ..	1883	14,249 60	.....	695 00	288 99
do do do ..	1884	8,151 16	.....	733 50	.....
do do do ..	1885	19,071 76	.....	730 00	572 75
do do do ..	1886	26,385 27	.....	730 00	2,396 14
do do do ..	1887	7,760 88	.....	730 00	967 33
do do do ..	1888	7,573 99	.....	739 50	730 60
do do do ..	1889	17,112 01	.....	1,050 00	116 53
do do do ..	1890	2,818 35	.....	747 83	.....
do do do ..	1891	2,183 15	9,122 05	745 25	499 91
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
do do do ..	1896	.....	.....	.....	.....
do do do ..	1897	.....	.....	.....	.....
Total	.....	*379,494 46	55,328 87	11,507 48	6,936 15

*Included in total cost of Ottawa River Works, see page 18.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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	166 50	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
do do do do	1896		21,452 29	34,052 77	30,196 38
do do do do	1897	10,720 50	19,079 11	31,461 55	29,535 94
Total		*4,095,043 87	286,010 24	842,023 68	565,845 94

* Ottawa River Works.

Ste. Anne's Lock, page 15		$1,170,215 63
Carillon and Grenville Canals, page 16		4,031,697 30
Culbute Canal, page 17		379,494 46
Rideau Canal as above	$4,095,043 87	
Less expenditure by Imperial Government	3,911,701 47	
		183,342 40
Total Ottawa Works (Capital)		$5,764,749 79
Add expenditure on slides and booms prior to Confederation	$ 719,247 13	
Since Confederation	7,243 60	
Add expenditure on Chats Canals prior to Confederation	482,950 81	
Add expenditure in 1881, charged to Miscellaneous, *see* page 229, part ii Public Accounts	1,136 84	
Add amount transferred, *see* page xxxvi Public Accounts, Balance sheet 1881	233,555 85	
		1,444,134 23
		$7,208,884 02
Less expenditure prior to Confederation, transferred to Income Accounts	320,618 28	
Less expenditure, 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous.	165,257 28	
		485,875 56
Agreeing with Balance Sheet, Public Accounts, 1897, page xvi		$6,723,008 46

EPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

LEONARD SHANNON,
Accountant.

Department of Railways and Canals.

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

ST. OURS LOCK.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	121,537 65	....	....	....
do since do do ..	1868	....	....	1,532 75	753 74
do do do ..	1869	....	.....	1,755 15	1,399 18
do do do ..	1870	....	.....	1,458 09	1,006 22
do do do .	1871	....	....	1,414 48	1,210 98
do do do ..	1872	....	....	1,565 80	1,263 19
do do do ..	1873	....	....	2,076 50	1,575 10
do do do ..	1874	....	....	2,219 13	2,363 42
do de do .	1875	....	....	1,362 22	1,245 69
do do do ..	1876	....	....	1,403 92	1,601 71
do do do ..	1877	....	....	1,533 40	750 80
do do do ..	1878	....	....	1,556 65	283 77
do do do ..	1879	....	....	1,581 55	456 07
do do do ..	1880	....	....	1,614 01	705 54
do do do ..	1881	....	....	1,741 97	1,299 77
do do do ..	1882	....	....	2,002 71	1,902 41
do do do ..	1883	....	17,230 32	2,361 65	2,188 08
do do do ..	1884	....	5,279 17	2,315 37	1,494 99
do do do ..	1885	....	4,700 64	2,271 57	3,652 63
do do do ..	1886	....	....	2,311 70	4,143 47
do do do ..	1887	....	....	2,175 37	5,864 78
do do do ..	1888	....	....	2,216 04	2,801 17
do do do ..	1889	....	17,964 45	2,421 14	2,002 63
do do do ..	1890	....	24,571 96	2,138 40	1,935 44
do do do ..	1891	....	21,696 74	2,011 08	4,460 16
do do do ..	1892	....	3,585 34	2,168 44	1,944 33
do do do ..	1893	....	....	2,136 66	1,994 34
do do do ..	1894	....	....	2,216 68	924 55
do do do ..	1895	....	....	2,161 63	915 50
do do do ..	1896	....	....	2,094 91	1,678 49
do do do ..	1897	....	....	2,135 60	707 06
Total.....	.....	*121,537 65	95,028 62	57,954 57	54,525 21

*Included in total cost of Chambly Canal and River Richelieu, see page 20.

LEONARD SHANNON.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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
do do do do	1896	.....	3,694 63	19,349 65	11,801 12
do do do do	1897	.....	12,665 88	18,754 17	13,128 55
Total	.....	*637,206 76	430,690 42	449,885 14	423,455 70

*Chambly Canal and River Richelieu.

Chambly Canal as above.....		$ 637,206 76
St. Ours Lock, see page 19.....		121,537 65
		$ 758,744 41
Less amount deducted at Confederation, see Public Accounts, 1868, part i, page 9.		
Government expenditure prior to Confederation.		
Chambly Canal as above.....	$ 634,711 76	
St. Ours Lock, page 19.....	121,537 65	
	$ 756,249 41	
Returned as an asset in Public Accounts, 1868.	433,807 83	
		$ 322,441 58
Agreeing with Public Accounts, 1897, page xvi		$ 436,302 83

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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

MURRAY CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					
do since do	1868		400 00		
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882	7,135 63			
do do do	1883	84,071 68			
do do do	1884	118,187 43			
do do do	1885	148,902 66			
do do do	1886	179,704 52			
do do do	1887	142,563 66			
do do do	1888	146,754 37			
do do do	1889	215,326 46			
do do do	1890	106,760 35		494 31	
do do do	1891	61,260 49		5,137 03	173 53
do do do	1892	5,964 22		5,803 48	3,505 15
do do do	1893	30,838 79		5,499 62	5,341 34
do do do	1894			5,667 52	5,295 57
do do do	1895			5,354 97	5,063 49
do do do	1896			5,409 10	5,410 33
do do do	1897			5,526 87	3,966 41
Total		*1,247,470 26	400 00	38,892 90	28,755 82

*Agreeing with Public Accounts Balance Sheet, 1897, page xvi.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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

TRENT CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		309,371 31			
do since do do	1868				
do do do do	1869				
do do do do	1870				
do do do do	1871				
do do do do	1872				
do do do do	1873				
do do do do	1874				
do do do do	1875				
do do do do	1876				
do do do do	1877				
do do do do	1878				
do do do do	1879				
do do do do	1880	561 50		1,188 92	3,568 89
do do do do	1881			2,489 93	2,233 50
do do do do	1882		5,836 51	2,011 92	8,115 50
do do do do	1883	40,767 16	9,303 66	2,235 50	3,047 42
do do do do	1884	120,393 91	6,198 57	2,208 64	5,264 35
do do do do	1885	121,382 84		3,303 87	4,653 50
do do do do	1886	75,103 30		1,639 75	5,917 88
do do do do	1887	179,541 63		1,938 08	6,008 88
do do do do	1888	114.879 35		1,770 29	5,151 42
do do do do	1889	47,592 13	29,677 92	3,242 05	5,935 94
do do do do	1890	58,644 50	11,522 65	3,450 99	730 55
do do do do	1891	9,826 49	3,164 81	3,803 66	4,888 98
do do do do	1892	4,457 28	6,506 97	3,695 85	4,721 85
do do do do	1893	5,962 47	10,838 90	3,739 86	2,087 17
do do do do	1894	3,412 32	20,403 93	3,785 47	4,988 59
do do do do	1895	53,907 70	21,143 41	4,184 18	3,374 49
do do do do	1896	392,976 08	6,185 75	4,349 34	3,329 97
do do do do	1897	486,575 70	13,880 37	4,965 39	3,497 90
Total		2,025,355 67	144,663 45	54,003 69	77,516 78

Total expenditure on Capital account as above		2,025,355 67
LESS,—Expenditure prior to Confederation	309,371 31	
" Year 1880	561 50	309,932 81
Agreeing with Public Accounts Balance Sheet, 1897, page xvi		$ 1,715,422 86

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

Department of Railways and Canals.

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

TAY CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1868				
do do do	1869				
do do do	1870				
do do do	1871				
do do do	1872				
do do do	1873				
do do do	1874				
do do do	1875				
do do do	1876				
do do do	1877				
do do do	1878				
do do do	1879				
do do do	1880				
do do do	1881				
do do do	1882		748 65		
do do do	1883	4,831 80			
do do do	1884	50,878 12			
do do do	1885	92,473 97			
do do do	1886	65,561 51			
do do do	1887	49,617 92			
do do do	1888	54,166 57			
do do do	1889	89,486 18			
do do do	1890	22,226 23		*	*
do do do	1891	17,114 78		*	*
do do do	1892	29,771 65		*	*
do do do	1893			*	*
do do do	1894			*	*
do do do	1895			*	*
do do do	1896			*	*
do do do	1897			*	*
Total		†476,128 73	748 65	*	*

*Included in Rideau Canal.
†Agreeing with Public Accounts, 1897, page xvi.

Cost of Canal as above	476,128 73
Paid in 1896-97 but charged as voted under Rideau Canal Capital—Final Estimate, Wm. Davis & Sons	10,720 50
Total cost of Tay Canal	$ 486,849 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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	
do do do	1896	189,986 59		16,074 70	2,650 17
do do do	1897	209,561 82		15,381 59	7,671 79
Total		*3,657,573 65	949 35	34,889 02	10,321 96

* Agreeing with Public Accounts, 1897, page xvi.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

Department of Railways and Canals.

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

SOULANGES CANAL.

——	Year ending 30th June.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederat'n.					
do since do 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			
do do do ..	1896	535,939 07			
do do do ..	1897	363,126 06			
Total..		*2,639,034 61			

* Included in total cost of St. Lawrence River and Canals, see part ii, page 9.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

STATEMENT showing amount expended on Construction and Enlargement of Canals, to 30th June, 1897.

Canal.	Construction.	Enlargement.	Total.
St. Peters	248,762 84	399,992 80	648,755 64
Lachine	2,589,532 85	7,818,491 89	10,408,024 74
Beauharnois	1,611,690 26	.....	1,611,690 26
St. Lawrence River and Canals	18,442 85	1,141,037 28	1,159,480 13
Lake St. Louis	.....	127,962 86	127,962 86
Cornwall	1,945,624 73	4,446,525 31	6,392,150 04
Williamsburg — Farran's Point	.....	7,833 76	4,696,694 04
Williamsburg — Galops	.....	1,664,158 87	
Williamsburg — Rapide Plat	.....	1,701,559 24	
Williamsburg — Williamsburg	1,320,655 54	2,486 63	
Welland	7,693,824 03	16,077,811 73	23,771,635 76
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville	73,053 64	3,968,643 66	4,031,697 30
Culbute	379,494 46	.....	379,494 46
Rideau	4,095,043 87	.....	4,095,043 87
St. Ours	121,537 65	.....	121,537 65
Chambly	637,206 76	.....	637,206 76
Murray	1,247,470 26	.....	1,247,470 26
Trent	309,932 81	1,715,422 86	2,025,355 67
Tay	476,128 73	.....	476,128 73
Sault Ste. Marie	3,657,573 65	.....	3,649,952 90
Soulanges	2,639,034 61	.....	2,639,034 61
Total	$29,189,466 05	40,107,686 01	69,289,531 31

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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	33,784 06	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
do do	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
do do	1897	2,341,016 16	101,205 74	287,970 36	178,385 47	384,780 53
Total	.....	69,297,152 06	2,453,498 27	6,764,673 31	5,282,172 88	11,302,577 27

*This does not include expenditure which has been charged to Canals—General—but amounts expended on specified Canals.

Department of Railways and Canals,
Ottawa, 1st November, 1897.

LEONARD SHANNON,
Accountant.

DR. CANALS, 1896-97. CR.

COLLECTORS of Canal Tolls in Account with Revenue.

CANAL REVENUE.				Total Canal Revenue Accrued.	Hydraulic and other Rents, &c.	Total.	COLLECTION DIVISIONS.	DEPOSITS TO THE CREDIT OF THE RECEIVER GENERAL.		Total.	Cost of Staff, Repairs and Offices of Collection, Chargeable to Revenue.
Tolls.	Wharfage and Storage.	Fines.	Other Receipts.					On account, Canal Revenue.	On account, Hydraulic Rents.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.
							Welland Canal				133,783 06
132,739 98		40 00	39 92	132,819 90	879 50	133,699 40	Port Colborne	132,819 90	879 50	133,699 40	3,740 53
51,038 13		49 00	20 18	51,107 31	709 15	51,816 46	Port Dalhousie	51,107 31	709 15	51,816 46	2,302 61
306 62				306 62	318 34	624 96	Dunnville	306 62	318 34	624 96	778 00
48 99				48 99		48 99	Port Maitland	48 99		48 99	579 12
725 46				725 46	4,209 43	4,934 89	St. Catharines	725 46	4,209 43	4,934 89	211 00
81 05				81 05	5 00	86 05	Chippawa	81 05	5 00	86 05	130 00
184,940 23		89 00	60 10	185,089 33	6,121 42	191,210 75	Totals	185,089 33	6,121 42	191,210 75	141,524 32
							St. Lawrence Canals				173,347 65
1,028 34		20 00		1,048 34	2,334 50	3,382 84	Beauharnois	1,048 44	2,334 50	3,382 84	1,367 74
31,092 58		60 00		31,152 58	4,351 75	35,504 33	Cornwall	31,152 58	4,351 75	35,504 33	2,065 12
721 82		25 00		746 82	3,602 95	4,349 77	Cardinal	746 82	3,602 95	4,349 77	1,191 00
2,510 02	18 54		975 29	3,503 85		3,503 85	Lachine	3,503 85		3,503 85	2,230 25
25,169 31	2,503 80		14,474 50	42,147 61	24,048 57	66,196 18	Montréal	42,147 61	24,048 57	66,196 18	7,543 44
9,500 72				9,500 72		9,500 72	Kingston	9,500 72		9,500 72	1,197 21
70,022 79	2,522 34	105 00	15,449 79	88,099 92	34,337 77	122,437 69	Totals	88,099 92	34,337 77	122,437 69	188,942 41
							Chambly Canal				34,725 38
12,388 13		5 00		12,393 13	10 00	12,403 13	Chambly	12,393 13	10 00	12,403 13	1,587 80
11,385 86				11,385 86	50 00	11,435 86	St. John's	11,385 86	50 00	11,435 86	1,691 00
590 83				590 83		590 83	St. Ours	590 83		590 83	614 40
24,364 82		5 00		24,369 82	60 00	24,429 82	Totals	24,369 82	60 00	24,429 82	38,618 58
							Ottawa Canals				29,923 92
24,913 34				24,913 34		24,913 34	Ottawa	24,913 34		24,913 34	
6,520 72			8 00	6,528 72	13 00	6,541 72	Grenville	6,528 72	13 00	6,541 72	1,063 73
933 14				933 14	3 00	936 14	Carillon	933 14	3 00	936 14	856 15
1,033 76				1,033 76		1,033 76	St. Anne's Lock	1,033 76		1,033 76	891 61
33,400 96			8 00	33,408 96	16 00	33,424 96	Totals	33,408 96	16 00	33,424 96	32,735 41

							Rideau Canal				62,949 44
2,699 31	42 76		94 50	2,836 57	3,783 25	6,619 82	Ottawa	2,836 57	3,783 25	6,619 82	2,418 05
1,144 53				1,144 53	130 00	1,274 53	Kingston Mills	1,144 53	130 00	1,274 53	369 85
524 16			33 92	558 08	80 20	638 28	Smith's Falls	558 08	80 20	638 28	483 32
4,368 00	42 76		128 42	4,539 18	3,993 45	8,532 63	Totals	4,539 18	3,993 45	8,532 63	66,220 66
											2,729 58
4,530 69			12 00	4,542 69		4,542 69	*St. Peter's Canal*	4,542 69		4,542 69	236 76
4,530 69			12 00	4,542 69		4,542 69	Totals	4,542 69		4,542 69	2,966 34
							Murray Canal				9,788 52
595 79				595 79	4 00	599 79	Brighton	595 79	4 00	599 79	337 05
595 79				595 79	4 00	599 79	Totals	595 79	4 00	599 79	10,125 57
							Trent Valley Canal				8,463 29
53 53				53 53		53 53	Burleigh	53 53		53 53	1 35
334 75			118 00	452 75		452 75	Bobcaygeon	452 75		452 75	36 90
41 86			2 90	44 76	54 00	98 76	Trenton Falls	44 76	54 00	98 76	3 25
20 45			0 25	20 70		20 70	Hastings	20 70		20 70	10 00
285 37				285 37	3 00	288 37	Peterborough	285 37	3 00	288 37	34 28
44 52				44 52		44 52	Buckhorn	44 52		44 52	
780 48			121 15	901 63	57 00	958 63	Totals	901 63	57 00	958 63	8,549 07
		10 00		10 00	10 00	20 00	*Sault Ste. Marie Canal*	10 00	10 00	20 00	24,718 38
							Dredge Vessels				8,998 46
							nspection				1,920 05
							Department of Public Printing and Stationery				940 25
							General				3,470 84
323,003 76	2,565 10	209 00	15,779 46	341,557 32	44,599 64	386,156 96	Grand Totals	341,557 32	44,599 64	386,156 96	529,730 34
							Less Refunds			1,376 43	
							Net Revenue			384,780 53	

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

HYDRAULIC AND OTHER RENTS.

Balances due 1st July, 1896.	Accrued during the Year ended 30th June, 1897.	Totals.	Name of Work.	Abatement.	Deposited to the Credit of the Receiver General.	Balance due 30th June.	Totals.
$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.
28,132 79	6,295 89	34,428 68	Welland Canal		6,121 42	28,307 26	34,428 68
3,365 62	608 33	3,973 95	Williamsburg Canal		3,602 95	371 00	3,973 95
1,697 50	3,991 75	5,689 25	Cornwall do		4,351 75	1,337 50	5,689 25
8,093 50	1,657 33	9,750 83	Beauharnois do	710 00	2,334 50	6,706 33	9,750 83
22,595 24	19,485 11	43,080 35	Lachine do	1,249 74	24,048 57	17,782 04	43,080 35
276 84	145 00	421 84	Chambly do		60 00	361 84	421 84
2,717 89	3,335 65	6,053 54	Rideau do	2 00	3,993 45	2,058 09	6,051 54
73 00	56 00	129 00	Trent Valley do		57 00	72 00	129 00
	10 00	10 00	Sault Ste. Marie Canal		10 00		10 00
	116 00	116 00	Carillon & Grenville Canal		16 00	100 00	116 00
4 00	4 00	8 00	Sundry Canals		4 00	4 00	8 00
354 18		354 18	Intercolonial Railway Land Sales	354 18			354 18
68,310 56	35,705 06	104,015 62	Totals	2,315 92	44,599 64	57,100 06	104,015 62

Department of Railways and Canals,
Ottawa, 1st November, 1897.

LEONARD SHANNON,
Accountant.

Department of Railways and Canals.

STATEMENT showing Refunds Canals Tolls paid during the Year 1896-97.

Date.	To Whom Paid.	Refunds of Tolls on	Canals.	Amount.	Total.
1896.				$ cts.	$ cts.
Oct. 2	Canadian Forwarding and Export Company	Coal, Government Works	St. Lawrence	62 21	
do 2	Canadian Forwarding and Export Company	do do do	do	94 38	
do 2	Kingston and Montreal Forwarding Company	Unused "Let Pass"	do	18 78	
do 30	Canadian Forwarding and Export Company	Coal, Government Works	do	139 01	
Nov. 19	Kingston and Montreal Forwarding Company	do do do	do	104 70	
do 19	Montreal Transportation Co.	Cement do do	do	17 67	
do 28	George Hall Coal Company	Coal do do	do	62 00	
do 28	Canadian Forwarding and Export Company	do do do	do	89 37	
do 28	Montreal Transportation Co.	Cement do do	do	17 79	
1897.					
Jan. 4	H. Muir & Son	Barge "Riley"	do	20 27	
do 25	Canadian Forwarding and Export Company	Unused "Let Pass" and Tolls twices paid	do	53 02	
Feb. 18	Kingman, Brown & Company	Wharfage dues over paid.	do	38 75	
Mar. 16	Central Vermont Railway	Corn and Wheat	do	34 50	
May 17	Capt. Hefferman	Coal, Government Works	do	227 02	
June 30	do	do do do	do	146 33	
					1,125 79
1896.					
Oct. 9	Battle and Newman	Material do do	Welland	55 31	
do 14	G. E. Morden	Lumber do do	do	152 01	207 32
	Total				1,333 11

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

STATEMENT showing Refunds of Rentals paid during the Year 1896-97.

Date.	——	Amount.	Total.
1897.		$ cts.	$ cts.
Jan. 22	Dey Bros.	36 66	
Mar. 22	Estate Late Jno. Brannigan	6 66	
	Total		43 32

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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	1868	483,353 65	359,961 08	420,752 58
do do do	1869	282,615 18	387,548 47	455,022 76
do do do	1870	1,729,381 49	445,208 75	471,245 09
do do do	1871	2,916,782 13	442,993 31	565,713 52
do do do	1872	5,131,141 51	595,076 22	622,900 56
do do do	1873	5,201,450 37	1,011,892 60	703,458 26
do do do	1874	3,614,898 81	1,847,175 24	893,430 17
do do do	1875	3,426,099 55	1,532,589 62	861,593 43
do do do	1876	1,108,321 59	1,277,197 79	848,861 46
do do do	1877	1,318,352 19	1,661,673 55	1,154,445 35
do do do	1878	408,816 74	1,811,273 56	1,378,946 78
do do do	1879	226,639 19	2,010,183 22	1,294,099 69
do do do	1880	2,048,014 60	1,607,956 70	1,520,310 45
do do do	1881	608,732 80	1,780,353 53	1,777,856 76
do do do	1882	585,568 79	2,080,592 37	2,100,315 85
do do do	1883	1,616,632 96	2,383,477 20	2,395,034 99
do do do	1884	1,405,377 52	2,366,719 95	2,376,666 19
do do do	1885	1,195,363 08	2,460,229 87	2,392,605 00
do do do	1886	544,958 17	2,508,473 10	2,406,858 88
do do do	1887	823,070 86	2,854,158 91	2,621,337 41
do do do	1888	742,203 09	3,300,481 94	2,937,337 40
do do do	1889	655,228 13	3,174,785 19	2,923,736 46
do do do	1890	365,246 48	3,500,455 80	2,958,243 38
do do do	1891	79,929 34	3,691,273 65	3,007,630 51
do do do	1892	168,101 77	3,458,891 39	2,978,950 82
do do do ...	1893	228,984 79	3,062,207 45	3,099,815 20
do do do	1894	166,362 43	2,999,317 07	3,020,485 74
do do do	1895	327,034 51	2,964,940 98	2,979,795 59
do do do	1896	259,105 23	3,029,304 08	2,994,201 93
do do do	1897	145,142 00	2,936,789 71	2,906,631 25
Total.....	.....	*48,579,634 49	63,543,182 30	57,068,283 46

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

Total cost of construction as above..... $48,579,634 49

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
		$48,282,761 59
Cape Breton Railway.....		3,860,289 54
Oxford and New Glasgow Railway.....		1,949,063 21
Eastern Extension Railway.....		1,324,042 81
Total Capital cost of Intercolonial Railway system		$55,416,157 15
Governor General's car "Victoria".....		1,290 31
Agreeing with Public Accounts, 1897, page xvi.....		$55,417,447 46

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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		*	†
do do do	1896		*	†
do do do	1897		*	†
Total		‡1,324,042 81	538,094 06	462,465 68

* Included in Intercolonial Railway working expenses † Included in Intercolonial Railway revenue.
‡ Included in total cost of Intercolonial Railway system, page 32.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

CARLETON BRANCH 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			
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			
do do do	1896			
do do do	1897			
Total		*88,410 48		

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

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

Department of Railways and Canals.

CAPE BRETON RAILWAY.

——	Year.	Capital.	Working Expenses
		$ cts.	$ cts.
Government expenditure prior to Confederation	1868	.....	.....
do since do	1869	.....	.....
do do do	1870	.....	.....
do do do	1871	.....	.....
do do do	1872	.....	.....
do do do	1873	.....	.....
do do do	1874	.....	.....
do do do	1875	.....	.....
do do do	1876	.....	.....
do do do	1877	.....	.....
do do do	1878	.....	.....
do do do	1879	.....	.....
do do do	1880	.....	.....
do do do	1881	.....	.....
do do do	1882	.....	.....
do do do	1883	.....	.....
do do do	1884	.....	.....
do do do	1885	.....	.....
do do do	1886	.....	.....
do do do	1887	76,501 89	.....
do do do	1888	689,450 50	.....
do do po	1889	1,083,276 60	.....
do do do	1890	1,170,523 62	.....
do do do	1891	521,441 62	.....
do do do	1892	99,936 96	.....
do do do	1893	59,982 74	.....
do do do	1894	158,770 61	.....
do do do	1895	*	.....
do do do	1896	*	.....
do do do	1897	405 00	.....
Total.....	.....	§3,860,289 54	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
§ Included in total cost of Intercolonial Railway system, see page 32.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897

OXFORD AND NEW GLASGOW 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		
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	*	
do do do	1896	*	
do do do	1897	3.565 52	
Total		1,949,063 21	†

*Included in Intercolonial Railway capital. †Included in Intercolonial Railway working expenses. §Included in total cost of Intercolonial Railway system, see page 32.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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			
do do do	1896			
do do do	1897			
Total		*333,942 72		*

*Agreeing with Public Accounts, 1897, page xvi.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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
do do do	1896	.....	225,138 56	146,476 54
do do do	1897	.....	240,489 90	153,443 13
Total.....	.....	3,750,565 38	5,104,210 23	3,270,580 19

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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 do	1868			
do do do do	1869			
do do do do	1870			
do do do do	1871	30,148 32		
do do do do	1872	489,428 16		
do do do do	1873	561,818 44		
do do do do	1874	310,224 88		
do do do do	1875	1,546,241 67		
do do do do	1876	3,346,567 06		
do do do do	1877	1,691,149 97		
do do do do	1878	2,228,373 13		
do do do do	1879	2,240,285 47		
do do do do	1880	4,044,522 72	78,892 01	104,975 69
do do do do	1881	4,968,503 93	236,944 98	291,498 06
do do do do	1882	(1) 4,589,075 79	1,786 20	
do do do do	1883	(2) 10,033,800 04	266 09	
do do do do	1884	(3) 11,192,722 02	327 02	
do do do do	1885	(4) 9,900,281 53		
do do do do	1886	(5) 3,672,584 81		
do do do do	1887	(6) 915,057 49		
do do do do	1888	52,098 65		
do do do do	1889	86,716 07		
do do do do	1890	40,980 54		
do do do do	1891	37,367 00		
do do do do	1892	66,211 39		
do do do do	1893	413,836 49		
do do do do	1894	146,539 87		
do do do do	1895	49,209 77		
do do do do	1896	65,669 49		
do do do do	1897	14,054 50		
Total		*62,733,469 20	318,216 30	396,473 75

*Agrees with Public Accounts balance sheet, 1896-97, page xvi.

(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	

*See also Statement No. 3, page 44, for this expenditure.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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	
do do do	1896		
do do do	1897	41,457 29	
Total		* 660,683 09	

*Of this amount Parliament voted under 52 Vic., cap. 8, the sum of $500,000 as a subsidy to the Western Counties Railway which is also shown in the statement of subsidies page 44.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

Department of Railways and Canals.

STATEMENT showing amount expended on Capital Account on Railways.

Railways.	——	——
	$ cts.	$ cts
Intercolonial	48,282,761 59	
Cape Breton	3,860,289 54	
Oxford and New Glasgow	1,949,063 21	
Eastern Extension	1,324,042 81	
Governor General's car "Victoria"	1,290 31	
		55,417,447 46
Carleton Branch		48,410 48
Montreal and European Short Line		333,942 72
Prince Edward Island		3,750,565 38
Canadian Pacific		62,733,469 20
Annapolis and Digby		660,683 09
Total		122,944,518 33
Memo. re Recapitulation—Railways.		
Total cost as per statement above		122,944,518 33
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement page 32		296,872 90
Agreeing with total cost of construction, as per statement, page 42		123,241,391 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

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
do do do	1896	324,774 72	3,254,442 64	3,140,678 47
do do do	1897	204,624 31	3,195,959 58	3,060,074 38
Total	.....	123,280,100 92	69,522,382 86	61,196,803 08

Total amount paid on construction.....	$123,280,100 92
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.....	$123,240,100 92
Add expenditure Governor General's car "Victoria".....	1,290 31
	$123,241,391 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

Department of Railways and Canals.

RECAPITULATION—RAILWAYS AND CANALS.

EXPENDITURE.

Railways—Capital Account, see statement page 41			$ 122,944,518 33
Canals— do do do 27			69,297,152 06
Total cost of Government Railways and Canals Capital Account.			$ 192,241,670 39
Railway Subsidies, chargeable to Consolidated Fund as per Statement No. 3, page 44		$ 41,890,887 33	
LESS subsidies already included in Railways Capital Account (statement page 41) to Canadian Pacific Railway	$ 25,000,000 00		
Western Counties Railway	500,000 00		
		25,500,000 00	16,390,887 33
*Total expenditure on Railways and Canals, Capital Account, and Railway Subsidies			$ 208,632,557 72

REVENUE.

Canals, revenue received from July 1st, 1867, to June 30th, 1897. (For details see page 27)		$ 11,302,577 27
Railways, revenue received from July 1st, 1867, to June 30th, 1897. (For details see page 42)		61,196,803 08
Total revenue received from July 1st, 1897		$ 72,499,380 35
Memo of cost of operating and maintaining Railways and Canals to June 30th, 1897 :—		
Canals chargeable to Income	$	2,453,498 27
LESS prior to Confederation		98,378 46
	$	2,355,119 81
From Confederation (July 1st, 1867) to June 30th, 1897 :—		
Staff		6,764,673 31
Repairs		5,282,172 88
Total Canals, see statement page 27	$	14,401,966 00
Railways, Working expenses, see page 42		69,522,382 86
Total	$	83,924,348 86

* 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, which sum has now been transferred to the public debt as a liability. (See Public Accounts 1896-97, p. X.) These items are dealt with by the Finance Department.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

No. 3.

STATEMENT showing Subsidies voted for Railways as to which contracts have been entered into and payments made up to the 30th June, 1897.

Subsidies voted. Authority.	Subsidies voted. Amount.	Railways.	Payments. 1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	Total June 30th, 1897.
	$ cts.		$	$	$	$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
46 Vic., cap. 25	156,800 00	International Railway, Quebec	144,000				8,960 00		3,840 00								156,800 00
53 do 2																	
45 do 14	384,000 00	Quebec and Lake St. John Railway, Quebec	32,000	37,027	186,745	202,219	232,013 00	19,911 00	38,440 00	70,350 00	26,222 73	76,471 77	81,600 00		3,744 00		1,006,743 50
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					95,744 00	7,600 00		1,856 00	13,932 80				208,732 80
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	24,158 00							18,750 00			193,578 00
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	40,050 00	13,950 00									224,000 00
47 do 8	76,800 00																
50-1 do 24	32,000 00																
47 do 8	32,000 00	Great Northern Railway, Quebec.		25,088					20,000 00					32,000 00	32,000 00		142,688 00
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						9,500 00	24,100 00						48,000 00
45 do 14	660,000 00	Northern and Pacific Junction Railway, Ontario		154,440	1,051,590	78,370			35,000 00								1,320,000 00
46 do 26	660,000 00																
53 do 2																	
47 do 8	128,000 00	Canada Eastern Railway, formerly Northern and Western Railway, N.-B., including also Chatham Branch Railway			128,000	18,200	159,400 00	6,300 00	100 00	600 00				30,400 00			366'839 84
48-9 do 59	19,200 00																
49 do 10	32,000 00																
48-9 do 59	24,439 84																
51 do 3	140,800 00																
57-8 do 4	35,200 00																
47 do 8	60,342 00	Quebec Central Railway, Quebec			60,342										288,000 00		348,342 00
51 do 3																	
53 do 2	288,000 00																
48-9 do 59	72,000 00	Montreal and Sorel Railway, Quebec			64,972	4,950			6,719 50								93,757 57
53 do 2	40,000 00																
48-9 do 59	30,000 00	Montreal and Champlain Junction Railway, Quebec			30,000		16,400 00	36,700 00	5,400 00			15,100 00					103,600 00
50-1 do 24	64,000 00																
51 do 3	9,600 00																
46 do 25	38,400 00	Elgin, Petitcodiac and Havelock, Railway, N.B			38,400					17,116 07							82,652 82
51 do 3	44,252 82																
47 do 8	22,400 00	St. Louis and Richibucto Railway, N.B			22,400						44,252 82						22,400 00
48-9 do 59	96,000 00	Canada Atlantic Railway, Ont			48,480	44,384		9,491 20	149,812 00								282,355 20
49 do 10	38,400 00																
50-1 do 24	180,000 00																
47 do 6	750,000 00	Esquimalt and Nanaimo Railway, B.C			422,520	327,480											750,000 00
47 do 8	96,000 00	Erie and Huron Railway, Ontario				96,000				30,188 00							96,000 00
46 do 25	320,000 00	Baie des Chaleurs Railway, Quebec				250,000	50,300 00	75,200 00	148,675 00				95,825 00				620,000 00
47 do 8	300,000 00																
52 do 3																	
48-9 do 59	118,400 00	New Brunswick and Prince Edward Railway, N.B				97,440	16,000 00										113,440 00
50-1 do 24	217,600 00	St. Lawrence, Lower Laurentian and Saguenay Railway, Quebec, now Laurentian Railway				64,430	28,383 00			32,003 00	92,784 00						217,600 00
49 do 10	11,200 00	L'Assomption Railway, Quebec				11,200											11,200 00
49 do 10	32,000 00	Great Eastern Railway, Quebec				19,200				16,300 00	4,845 00						40,345 00
50-1 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, Ontario				15,000						17,000 00	32,000 00	32,000 00		48,000 00	144,000 00
52 do 3																	
49 do 10	96,000 00	Buctouche and Moncton Railway, N.B				40,480	20,573 57		4,366 00	1,600 43			34,580 00				101,600 00
50-1 do 24	6,400 00																
47 do 8	51,200 00	Albert Southern Railway, N.B				1,000	18,428 57	1,387 06		10,684 37	18,960 00						50,460 00
52 do 3																	
57-8 do 4	274,940 00	Lac Témiscamingue Colonization Railway, Quebec				14,400	3,000 00	9,000 00	26,360 00					233,198 95	17,900 75	6,476 25	310,335 95
49 do 10	38,400 00	Joggins Railway, N.S					26,138 78		9,761 22	1,600 00							37,500 00
50-1 do 24	4,000 00																
45 do 14	240,000 00	Témiscouata Railway, N.B., and Quebec					249,684 00	163,216 00	74,300 00	82,770 00	54,830 00	21,150 00					645,950 00
48-9 do 58	258,000 00																
51 do 3	100,000 00																
53 do 2	51,200 00																
48-9 do 59	44,800 00	Leamington and St. Clair Railway, Ontario					32,000 00	19,200 00									51,200 00
50-1 do 24	6,400 00																
49 do 10	16,000 00	Toronto, Grey and Bruce Railway, Ontario					14,656 00										14,656 00
50-1 do 24	22,400 00	Dominion Lime Co., Quebec					11,840 00	3,520 00									15,360 00
49 do 10	256,000 00	West Ontario Pacific Railway and Ontario and Quebec Railway					60,000 00	800 00	189,200 00	6,000 00							256,000 00
53 do 2																	
50-1 do 24	96,000 00	Drummond County Railway, Quebec					15,057 00	13,815 00	12,428 00	136,000 00	5,105 00	13,435 00		92,096 00			287,936 00
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						45,000 00		47,400 00	12,800 00						105,200 00
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						19,700 00	20,080 00	1,500 00							41,280 00
53 do 2	10,200 00																
50-1 do 24	54,400 00	South Norfolk Railway, Ontario						54,400 00									54,400 00
50-1 do 24	51,200 00	Guelph Junction Railway, Ontario						46,000 00									46,000 00
48-9 do 59	22,400 00	Belleville and North Hastings Railway, Ontario						21,888 00									21,888 00
49 do 10																	
49 do 10	108,800 00	Hereford Railway, Quebec						63,900 00	91,300 00								155,200 00
52 do 3	48,000 00																
50-1 do 24	118,400 00	Lake Erie and Detroit River Railway, Ontario						106,500 00	11,900 00				220,331 00				338,731 00
55-6 do 5	224,000 00																
50-1 do 24	62,400 00	Beauharnois Junction Railway, Quebec						54,650 00	4,250 00						3,500 00		62,400 00
56 do 2																	
50-1 do 24	138,400 00	Ste. Catharines and Niagara Central Railway, Ontario						26,640 00		11,760 00							38,400 00
55-6 do 5	108,000 00																
57-8 do 4	108,800 00																
52 do 3	30,000 00	Fredericton and Ste. Mary's Railway Bridge Co., N.B						30,000 00									30,000 00
50-1 do 24	9,600 00	Harvey Branch Railway Co., N.B						5,553 57									5,553 57
55-6 do 5	240,000 00	Nova Scotia Central Railway Co., N.S							219,100 00	3,300 00	8,300 00						230,700 00
50-1 do 24	44,800 00	Cumberland Railway and Coal Co., N.S							29,400 00	10,450 00							39,850 00
52 do 3	19,200 00	Pontiac and Renfrew Railway Co., Ontario							9,800 00	3,800 00							13,600 00
52 do 3	54,400 00	Thousand Islands Railway Co., Ontario							10,400 00				14,000 00				24,400 00
52 do 3	96,000 00	Quebec, Montmorency and Charlevoix Railway Co., Quebec							65,600 00					30,400 00			96,600 00
56 do 3																	
52 do 3	375,000 00	St. Clair Frontier Tunnel Co., Ontario							173,000 00	143,400 00	58,600 00						375,000 00
50-1 do 24	57,600 00	Brantford, Waterloo and Lake Erie Railway, Ontario							36,620 00	16,190 00					4,790 00		57,600 00
57-8 do 4																	
51 do 3	287,200 00	Port Arthur, Duluth and Western Railway, Ontario								87,000 00	70,075 00	114,125 00					271,200 00
53 do 2																	
50-1 do 24	192,000 00	Montreal and Ottawa Railway, Ontario								49,960 00			23,640 00			32,000 00	105,600 00
53 do 2																	
54-5 do 8																	
57-8 do 4																	
50-1 do 24	44,800 00	Cornwallis Valley Railway, N.S								42,670 00	2,130 00						44,800 00
52 do 3																	
52 do 3	320,000 00	Ottawa & Gatineau Railway, Quebec								87,582 00	38,790 00	104,380 00	53,376 00				284,128 00
57-8 do 6	64,000 00																
47 do 8																	
51 do 3	83,612 54	Central Railway, N.B								75,639 00	83,612 54						159,251 54
52 do 3	142,400 00																
53 do 2	48,000 00																
57-8 do 4																	
53 do 2	361,270 00	Montreal and Western Railway, Quebec								76,143 00	32,253 00	133,388 00	119,486 00				361,270 00
52 do 3	128,000 00	Parry Sound Colonization Railway									30,400 00	28,820 00		68,780 00	24,800 00		152,800 00
57-8 do 4	64,000 00	Shuswap and Okanagan Railway, B.C									162,260 00		640 00	300 00			163,200 00
52 do 3	163,200 00																
54-5 do 8	89,600 00	Tobique Valley Railway, N.B									73,000 00	41,674 46	19,341 54				134,016 00
53 do 2	35,200 00																
55-6 do 5	9,600 00																
53 do 2	112,000 00	Columbia and Kootenay Railway, B.C									88,800 00						88,800 00
53 do 2	35,200 00	Waterloo Junction Railway, Ontario									32,800 00						32,800 00
53 do 2	99,200 00	Orford Mountain Railway, Quebec									32,000 00		52,800 00				84,800 00
53 do 2	57,600 00	St. Lawrence and Adirondack Railway, Quebec									40,256 00	24,448 00	297 60				65,001 60
55-6 do 5	25,024 00																
55-6 do 5	40,000 00	New Glasgow Iron, Coal and Railway, N.S										32,945 84	5,454 16		1,440 00		39,840 00
56 do 2	102,400 00	United Counties Railway, Quebec											88,973 00	42,728 15	52,926 85	2,700 00	187,328 00
57-8 do 4	102,400 00																
55-6 do 5	21,600 00	Philipsburg Junction Railway Quarry Company, Quebec											18,688 00	2,912 00			21,600 00
55-6 do 5	430,400 00	Ottawa, Arnprior and Parry Sound Railway, Ontario											101,120 00	249,280 00	80,000 00		430,400 00
56 do 2	67,200 00	Montfort Colonization Railway, Quebec											32,000 00	35,200 00			67,200 00
55-6 do 5	48,000 00	Lotbinière and Mégantic Railway, Quebec											35,200 00	38,400 00		22,400 00	96,000 00
57-8 do 4	48,000 00																
56 do 2	48,000 00	Grand Trunk, Georgian Bay and Lake Erie Railway, Ontario												39,744 00			39,744 00
55-6 do 5	80,000 00	Canadian Pacific Railway, Revelstoke to Arrow Lake, B.C												28,000 00		52,000 00	80,000 00
57-8 do 4	121,600 00	Nakusp and Slocan Railway, B.C												117,760 00			117,760 00
55-7 do 5	89,600 00	Dominion Coal Company, N.S												32,000 00	55,808 00		87,808 00
56 do 2	22,400 00	Oshawa Railway and Navigation Company, Ontario													22,400 00		22,400 00
57-58 do 4	51,200 00	Tilsonburg, Lake Erie and Pacific Railway, Ontario													51,200 00		51,200 00
56 do 2	11,200 00	St. Stephen's and Milltown Railway, N.B													9,635 89		9,635 89
57-8 do 4	38,400 00	Gulp Shore Railway Company, N.B														28,635 05	28,635 05
57-8 do 4	9,000 00	Cap de la Madeleine Railway, Quebec														7,424 00	7,424 00
56 do 2	32,000 00	Ontario, Belmont and Northern Railway Company Ontario														30,720 00	30,720 00
			208,000	403,245	2,171,249	1,406,533	1,027,041 92	846,721 83	1,491,595 72	1,079,105 87	1,061,615 93	624,794 07	1,043,285 10	1,123,949 10	648,145 49	230,355 30	13,365,637 33
37 do 14	1,525,250 00	Canada Central Railway															1,525,250 00
46 do 2																	
44 do 1	25,000,000 00	Canadian Pacific, main line															25,000,000 00
47 do 8	1,500,000 00	Canadian Pacific, extension															1,500,000 00
48-9 do 58		Western Counties Railway															500,000 00
																	41,890,887 33

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

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1897.

PART III

RAILWAY SUBSIDIES

No. 1.

RAILWAY SUBSIDIES.

TABLE of per mile Cash Subsidies paid in aid of Railway Construction, showing amount of subsidy granted for same Railways.

Number.	Name of Railway.	On following named Railways. No. of miles built.	No. of miles paid and provided for.	Subsidy paid and Available at June 30, 1897.	Subsidy paid to 30th June, 1897.	Subsidy paid to 1st Nov., 1897.
				$ 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	19·50	19·50	62,400 00	62,400 00	62,400 00
4	Belleville and North Hastings	6·84	6·84	21,888 00	21,888 00	21,888 00
5	Brantford, Waterloo and Lake Erie	18	18	57,600 00	57,600 00	57,600 00
6	Brockville, Westport and Sault Ste. Marie	44·50	44·50	105,200 00	105,200 00	105,200 00
7	Buctouche and Moncton	31·75	31·75	101,600 00	101,600 00	101,600 00
8	Canada Atlantic	54·05	54·05	282,355 20	282,355 20	282,355 20
9	Canada Central	120	120	1,525,250 00	1,525,250 00	1,525,250 00
10	Canada Eastern	107	107	342,400 00	342,400 00	342,400 00
11	Canadian Pacific	1,905	1,905	25,000,000 00	25,000,000 00	25,000,000 00
12	do (extension)*	185	185	1,580,000 00	1,580,000 00	1,580,000 00
13	Caraquet	67	67	224,000 00	224,000 00	224,000 00
14	Central (of New Brunswick)	44·50	59·50	185,100 00	75,639 00	137,100 00
15	Cornwallis Valley	14	14	44,800 00	44,800 00	44,800 00
16	Columbia and Kootenay	27·75	27·75	88,800 00	88,800 00	88,800 00
17	Cumberland	14	14	39,850 00	39,850 00	39,850 00
18	Dominion Lime Co	4·80	4·80	15,360 00	15,360 00	15,360 00
19	Dominion Coal Co.	27·44	27·44	87,808 00	87,808 00	87,808 00
20	†Drummond Counties	89·98	135·60	433,920 00	287,936 00	287,936 00
21	Elgin, Petitcodiac and Havelock	12	12	38,400 00	38,400 00	38,400 00
22	Erie and Huron	30	30	96,000 00	96,000 00	96,000 00
23	Esquimalt and Nanaimo	71	71	750,000 00	750,000 00	750,000 00
24	Fredericton and St. Mary's Bridge Co.	1·33	1·33	30,000 00	30,000 00	30,000 00
25	Grand Trunk, Georgian Bay and Lake Erie	12·42	12·42	39,744 00	39,744 00	39,744 00
26	Great Eastern	12·50	12·50	40,345 00	40,345 00	40,345 00
27	†Great Northern	44·05	143·59	517,588 00	142,688 00	142,688 00
28	Guelph Junction	15·25	15·25	46,000 00	46,000 00	46,000 00
29	Harvey Branch	3	3	5,553 57	5,553 57	5,553 57
30	Hereford	48·50	48·50	155,200 00	155,200 00	155,200 00
31	Irondale, Bancroft and Ottawa	45	50	160,000 00	144,000 00	144,000 00
32	International	49	49	156,800 00	156,800 00	156,800 00
33	Joggins	12	12	37,500 00	37,500 00	37,500 00
34	Kingston and Pembroke	15	15	48,000 00	48,000 00	48,000 00
35	Kingston, Napanee and Western	61·35	61·35	208,732 80	208,732 80	208,732 80
36	L'Assomption	3·50	3·50	11,200 00	11,200 00	11,200 00
37	Lake Erie and Detroit River	84·04	84·04	338,731 00	338,731 00	338,731 00
38	Lake Temiscamingue Colonization	45·84	45·84	310,335 95	310,335 95	310,335 95
39	Leamington and Lake St. Clair	16	16	51,200 00	51,200 00	51,200 00
40	Lotbinière and Mégantic	30	30	96,000 00	96,000 00	96,000 00
41	Montreal and Sorel	44·67	44·67	93,757 57	93,757 57	93,757 57
42	Montreal and Lake Champlain	83	83	103,600 00	103,600 00	103,600 00
43	Montreal and Western	70	70	361,270 00	361,270 00	361,270 00
44	Montreal and Lake Maskinongé	12·90	12·90	41,280 00	41,280 00	41,280 00
45	Montreal and Ottawa	33	60	192,000 00	105,600 00	105,600 00
46	Montfort Colonization	21	33	171,600 00	67,200 00	67,200 00
47	Nakusp and Slocan	36·80	38	121,600 00	117,760 00	117,760 00
48	New Brunswick and P.E.I.	35·45	35·45	113,440 00	113,440 00	113,440 00
	Carried forward	3,815·71	4021·07	35,204,669 09	34,363,684 09	34,425,145 09

TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c. —*Concluded.*

Number.	Name of Railway.	On following named Railways. No. of miles built.	No. of miles paid and provided for.	Subsidy paid and Available at June 30, 1897.	Subsidy paid to 30th June, 1897.	Subsidy paid to 1st Nov., 1897.
				$ cts.	$ cts.	$ cts.
	Brought forward	3,815·71	4,021·07	35,204,669 09	34,363,684 09	34,415,145 09
49	New Glasgow Iron and Coal Co	12·45	12·45	39,840 00	39,840 00	39,840 00
50	Northern Pacific Junction	110	110	1,320,000 00	1,320,000 00	1,320,000 00
51	Nova Scotia Central	73·50	73·50	230,700 00	230,700 00	230,700 00
52	Ontario, Belmont and Northern	9·60	10	32,000 00	30,720 00	30,720 00
53	Ontario and Quebec	61·25	61·25	196,000 00	196,000 00	196,000 00
54	Orford Mountain	26·50	26·50	84,800 00	84,800 00	84,800 00
55	Oshawa Railway and Navn. Co.	7	7	22,400 00	22,400 00	22,400 00
56	Ottawa and Gatineau Valley	54	54	320,000 00	284,128 00	284,128 00
57	†Ottawa, Arnprior and Parry Sound	107	163	609,600 00	430,400 00	430,400 00
58	Parry Sound Colonization	47·75	47·75	152,800 00	152,800 00	152,800 00
59	Pontiac and Pacific Junction	70	70	307,850 00	193,578 00	193,578 00
60	†Phillipsburg Junction	6·75	7·41	23,712 00	21,600 00	21,600 00
61	Pontiac and Renfrew	4·25	4·25	13,600 00	13,600 00	13,600 00
62	Port Arthur, Duluth and Western	84·75	84·75	271,200 00	271,200 00	271,200 00
63	Quebec Central	74·86	74·86	348,342 00	348,342 00	348,342 00
64	Quebec and Lake St. John	245·85	245·85	1,006,743 50	1,006,743 50	1,006,743 50
65	Quebec, Montmorency and Charlevoix	30	30	96,000 00	96,000 00	96,000 00
66	Shuswap and Okanagan	51	51	163,200 00	163,200 00	163,200 00
67	South Norfolk	17	17	54,400 00	54,400 00	54,400 00
68	St. Catharines and Niagara Central	12	12	38,400 00	38,400 00	38,400 00
69	St. Clair Frontier Tunnel	2·23	2·23	375,000 00	375,000 00	375,000 00
70	St. Lawrence and Lower Laurentian	38·85	38·85	217,600 00	217,600 00	217,600 00
71	St. Louis, Richibucto and Buctouche	7	7	22,400 00	22,400 00	22,400 00
72	†St. Lawrence and Adirondack	20·32	33·81	108,201 60	65,001 60	65,001 60
73	Témiscouata	112·95	112·95	645,950 00	645,950 00	645,950 00
74	Thousand Island	4·33	4·33	24,400 00	24,400 00	24,400 00
75	†Tilsonburg, Lake Erie and Pacific	16	19·50	62,400 00	51,200 00	51,200 00
76	Tobique Valley	27·88	27·88	134,016 00	134,016 00	134,016 00
77	Toronto, Grey and Bruce	4·60	4·60	14,656 00	14,656 00	14,656 00
78	†United Counties	59	65	208,000 00	187,328 00	187,328 00
79	Waterloo Junction	10·25	10·25	32,800 00	32,800 00	32,800 00
80	Western Counties	20	20	500,000 00	500,000 00	500,000 00
81	Western Ontario Pacific	18·75	18·75	60,000 00	60,000 00	60,000 00
82	Cap de la Magdeleine	2·32	3	9,600 00	7,424 00	7,424 00
83	†Gulf Shore	.....	17·50	56,000 00	28,635 05	38,400 00
84	†St. Stephen and Milltown	3·50	4·64	14,848 00	9,635 89	9,635 89
	Total	5,281·19	5,573·92	43,201,328 19	41,738,582 13	41,809,808 08

*Includes the mileage of the North Shore Railway, 160 miles.

†By 60-61 Vic., cap. 4, a subsidy was authorized on certain mileage of this railway, specified in the Act of Parliament, of $3,200 per mile and a further subsidy beyond the sum of $3,200 per mile, of 50 per cent on so much of the *average cost* of the said specified mileage subsidized as in excess of $15,000 per mile, such subsidy not exceeding in the whole sum of $6,400 per mile.

The amount of certain of the subsidies authorized by Parliament, given in this Statement, includes the determined portion of the subsidies under 60-61 Vic., cap. 4, viz.: The amount produced by the $3,200 per mile, but the other portion is now an undetermined amount, and therefore cannot be shown here.

The following is the mileage of certain of the Railways shown in this statement and subsidized under 60-61 Vic., cap. 4 :—

	Miles.
Ottawa, Arnprior and Parry Sound	56
Phillipsburg Junction	0·66
St. Lawrence and Adirondack	13·50
Tilsonburg, Lake Erie and Pacific	3·50
United Counties	1
Great Northern	44
Gulf Shore	5·50
St. Stephen's and Milltown	1·14
Drummond County	42·50

Department of Railways and Canals.

STATEMENT showing Railways receiving Cash Subsidizes 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 June 30, 1897.
				$
1	International (Atlantic and North-west) Railway Co	252	$93,300 per ½ year for 20 years	1,492,800
2	Kingston, Smith's Falls and Ottawa Railway Co	56	$3,136 do 21	Nil.
	Total	308		1,492,800

STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans 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 Extension 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 Co	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 Co	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 50 lbs. per lin. yard and after an O. C. had been passed authorizing transfer.)
2	Halifax Cotton Co	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	

Department of Railways and Canals.

STATEMENT showing Railways subsidized by Grants of Lands.

No.	Act authorizing Subsidy.	Name of Railway Company.	Mileage Subsidized.	Acres granted per mile.	Total area granted.
1	48-49 Vic., c. 60 50-51 Vic., c. 22 52 Vic., c. 4	Alberta Railway and Coal Co.—Main line, Dunmore to Lethbridge.....	109·50	6,400	700,800
2	52 Vic., c. 4 52 Vic., c. 3	Alberta Railway and Coal Co.—From Lethbridge to the International Boundary....	64·62	6,400	413,568
3	53 Vic., c. 4.	Calgary and Edmonton Railway.....	340·00	6,400	2,176,000
4	44 Vic., c. 1	Canadian Pacific Railway—Main line.....	.....	.....	18,206,986
5	53 Vic., c. 4.....	C. P. R.—Deloraine and Napinka Branch....	18·01	6,400	115,264
6	53 Vic., c. 4. ...	C. P. R.—Glenboro' and Souris Branch	45·24	6,400	289,536
7	53 Vic., c. 4 54 Vic., c. 10	C. P. R.—Kenmay and Estevan Branch.....	156·86	6,400	1,003,904
8	57-58 Vic., c. 6 ...	C. P. R.—Pipestone Branch.	31·30	6,400	200,320
9	49 Vic., c. 11.....	Great North-western Central Railway.....	50·00	6,400	320,000
10	58 Vic., c. 4	Lake Manitoba Railway and Canal Company.	125·00	6,400	800,000
11	48-49 Vic., c. 60...	Manitoba and North-western Railway—Main line....	430·00	6,400	2,918,400
12	49 Vic., c. 11.. ...	Manitoba and North-western Railway—Branch from Binscarth	26·00	6,400	
13	53 Vic., c. 4.	Manitoba and South-eastern Railway Co....	98·00	6,400	627,200
14	54-55 Vic., c. 10 48-49 Vic., c. 10	Manitoba South-western Colonization Co....	218·25	6,400	1,396,800
15	48-49 Vic., c. 60 50-51 Vic., c. 23	Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Co.....	253·96	6,400	1,625,344
16	52 Vic., c. 4 54 Vic., c. 9	Red Deer Valley Railway and Coal Co.	55·00	6,400	352,000
17	57-58 Vic., c. 6....	Saskatchewan and Western Railway Co.....	15·47	6,400	99,008
18	47 Vic., c. 25, s. 7.	Winnipeg Great Northern Railway	900·00	Div. A., 6,400 do B., 12,800 do C., 6,400	8,480,000
			2,937·21		39,725,130

No. 2.

LIST OF RAILWAY SUBSIDY ACTS PASSED IN EACH YEAR.

NOTE.—The marginal number opposite each subsidy has reference to the alphabetical list in the Deputy Minister's report showing the action taken in case where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely:—

By the Acts of 45 Vic., cap. 14, 1882 *(Assented to 17th May, 1882)*:—

1. For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole $660,000
2. For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 384,000
3. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 240,000
4. For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 224,000

"The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine."

By the special Act 45 Vic., cap. 55, 1882 *(Assented to 17th May, 1882)*:—

5. A subsidy authorized in favour of "The Chignecto Marine Transport Railway Company," provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... $150,000

By the Act 46 Vic., cap. 25, 1883 *(Assented to 25th May, 1883)*:—

6. To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapediac, on the Intercolonial Railway, to Paspebiac, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 320,000

7. To the Caraquet Railway Company, for 36 miles of their railway, from a point near Bathurst to Caraquet, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $115,200

8. To the Gatineau Valley Railway Company, for the first 50-mile section of their railway, from Hull station, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 160,000

9. To the Great American and European Short Line Railway Company, for 80 miles of their railway, from Canso to Louisburg or Sydney, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 256,000

10. To the International Railway Company, for 49 miles of their railway, from Sherbrooke, in the province of Quebec, to the international boundary line, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 156,800

11. To the Northern and Western Railway Company, for 32 miles of their railway, from the Intercolonial Railway, near the Miramichi, to Moran's, near Demphy village, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 102,400

12. To the Montreal and Western Railway Company, for the first 50-mile section of their railway, out of St. Jérôme, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 160,000

13. To the Napanee, Tamworth and Quebec Railway Company, for 28 miles of their railway, from Napanee to Tamworth, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

14. To the Quebec and Lake St. John Railway Company, for 25 miles of their railway, from St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

15. For a railway from the International Railway at Petitcodiac to Havelock Corner, in the province of New Brunswick, 12 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

16. For a railway from Gravenhurst to Callander, 110 miles, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole..... 660,000

In addition to the subsidy granted by the Act forty-fifth Victoria, chapter fourteen.

"The nine subsidies first mentioned to be granted to the companies hereinbefore named respectively; and the two subsidies last mentioned to be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to complete the said railways, respectively; and all the eleven lines above mentioned, and also the lines of railway in respect of which it is provided by the Act of forty-fifth Victoria, chapter fourteen, that subsidies may be granted, shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years from and after the passing of this Act, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by each company with the Government, and which the Government is empowered to make; and all the said subsidies authorized by this Act, respectively, to be paid out of the Consolidated Revenue Fund of Canada by instalments, on the completion of each section of not less than ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, to be established by the report of the said Minister; Provided always, that the granting of such subsidies shall be subject to such conditions for securing such running powers

or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 *(Assented to 25th May, 1883)*:—

17. An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of..... $ 500,000

By the Act 47 Vic., cap. 8, 1884 *(Assented to 19th April, 1884)*:—

18. To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding $6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000

19. And for the portion between Montreal and Ottawa, 120 miles, $12,000 per mile, nor exceeding in the whole..... 1,440,000

20. For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding $170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.

21. For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding $30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.

22. To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 211,200

23. For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding $6,000 per mile, nor exceeding in the whole..... 960,000

24. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 160,000

25. To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 272,000

26. To the Gatineau Railway Company, for a line of railway from Kazubazua to Le Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 160,000

27. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

28. To the Montreal and Western Railway Company, for a line of railway from the end of the line subsidized in the now last session of Parliament, towards Le Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $160,000

29. To the Northern and Western Railway Company, for a line of railway from Fredericton to the Miramichi River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole (instead of the subsidy proposed in 1883) 128,000

30. To the Erie and Huron Railway Company, for a line of railway from Wallaceburg to Sarnia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000

31. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Perth, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 262,400

32. To the Kingston and Pembroke Railway Company, for a line of railway from Mississippi to Renfrew, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 48,000

33. To the Great Northern Railway Company, for that portion of their railway between St. Jérôme and New Glasgow, in the county of Terrebonne, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 32,000

34. For a line of railway and bridge between the Jacques Cartier Union Railway Junction with the Canadian Pacific Railway and St. Martin's Junction connecting the Jacques Cartier Union Railway with the North Shore Railway proper, a subsidy not exceeding in the whole 200,000

35. For a line of railway from Richibucto to St. Louis, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 22,400

36. For a line of railway from Hopewell to Alma, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 51,200

37. For a line of railway from St. Andrew's to Lachute, in the county of Argenteuil, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 22,400

38. For a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 217,600

39. For a line of railway from Annapolis to Digby, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 64,000

40. For a line of the Central Railway, from the head of Grand Lake to the Intercolonial Railway between Sussex and St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 128,000

41. To the Caraquet Railway Company, for the extension of their line of railway from Caraquet to Shippegan Harbour, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 76,800

42. For a branch of the Intercolonial Railway, from Metapediac eastward towards Paspebiac, twenty miles, in the province of Quebec, a sum not exceeding in the whole 300,000

43. For a branch of the Intercolonial Railway, from Derby Station to Indiantown, fourteen miles, a sum not exceeding in the whole 140,000

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies are

granted shall be commenced within two years from the first day of July next and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, except the line mentioned in the fourth section of this Act,* which shall be commenced within one year, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister. The subsidies to the province of Quebec shall be capitalized, and the interest shall be payable at such time and in such manner as the Government of Canada shall agree upon with the Government of the said province. The two subsidies last mentioned in the list are for works to be constructed by the Government of Canada.

"Provided, always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By the special Act 47 Vic., cap. 6, 1884 *(Assented to 19th April, 1884)*:

44. Relating to an agreement with the province of British Columbia, authority was given, *inter alia*, for the grant of a subsidy to the "Esquimalt and Nanaimo Railway Company" in aid of the construction of a line of railway and telegraph between the points named; such subsidy to be in lands *en bloc* on Vancouver Island, the boundaries being fixed by the Act, and in money $750,000

By the Act 48-49 Vic., cap. 59, 1885 *(Assented to 20th July, 1885)*:

45. To the Ottawa, Waddington and New York Railway and Bridge Company, for a line of railway from Ottawa to Waddington, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 166,400

46. To the New Brunswick and Prince Edward Island Railway Company, for a line of railway from Sackville to the Straits of Northumberland, at or near Cape Tormentine, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 118,400

47. To the Montreal and Sorel Railway Company, for a line of railway from St. Lambert to Sorel, a subsidy not exceeding $1,600 per mile, nor exceeding in the whole 72,000

48. To the Brockville, Westport and Sault Ste. Marie Railway Company, for a line of railway from Brockville to Westport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 128,000

49. To the Quebec and Lake St. John Railway Company, for a line of railway from its junction on the North Shore Railway to St. Raymond, upon condition of the company extending their road to a point 50 miles north of St. Raymond, a subsidy not exceeding $3,200 per mile nor exceeding in the whole 96,000

50. To the Northern and Western Railway Company, for a line of railway from the northern end of the 40 miles subsidized between Fredericton and the Miramichi River by 47 Victoria, chapter 8, to Boiestown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 19,200

* The extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, or some other point on the said railway to the harbour of Quebec.

51. To the Montreal and Champlain Junction Railway Company, for a line of railway from Brosseau's to Dundee, a subsidy not exceeding $500 per mile, nor exceeding in the whole $30,000

52. To the Thunder Bay Colonization Railway Company, for a line of railway from the Murillo station of the Canadian Pacific Railway to the east end of Whitefish Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 92,000

53. To the Central Ontario Railway Company, for a line of railway from Coe Hill or Rathbun, to Bancroft, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

54. To the Belleville and North Hastings Railway Company, for a line of railway from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, a subsidy not exceeding $1,500 per mile, nor exceeding in the whole 10,500

55. For a line of railway from Long Sault to the foot of Lake Temiscamingue, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 25,600

56. For a line of railway from a point on the Canada Southern Railway near Comber, to Lake Erie, at or near the village of Leamington, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 44,800

57. To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth towards Bogart and Bridgewater, 16 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy of..... 70,000

58. To the Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of 62 miles, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, a subsidy of.... 320,000

59. For a line of railway from the Grand Piles, on the River St. Maurice, to its junction with Lake St. John Railway, a distance of about 50 miles, in lieu of the subsidy granted by 47 Vic., chap. 8, for a line of railway from the Grand Piles, on the River St. Maurice, to Lake Edward, a subsidy of..... 217,600

60. To the Canada Atlantic Railway Company, for a line of railway from Valleyfield to a point one and a half miles west of Johnston's, a subsidy not exceeding $1,600 per mile, and from one and a half miles west of Johnston's to Lacolle; also from the present terminus at Ottawa, to the Chaudiere Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

61. For a line of railway from Indiantown via the Miramichi Valley, to its junction with the Northern and Western Railway at or near Boiestown, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 140,800

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies, respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways, respectively. All the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions, specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister.

"Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connected with those so subsidized, as the Governor in Council may determine."

By the Act 48-49 Vic., cap. 58, 1885 *(Assented to 20th July, 1885)*:—

62. For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, to Edmundston, in the province of New Brunswick, a subsidy not exceeding two thousand eight hundred dollars per mile for seventy-five miles, and six thousand dollars per mile for eight miles, nor exceeding in the whole two hundred and fifty-eight thousand dollars; the said subsidy to be in addition to the subsidy authorized to be granted in aid of the construction of the said railway by the Act forty-fifth Victoria, chapter fourteen, and constituting with the subsidy so authorized, a subsidy not exceeding in the whole four hundred and ninety-eight thousand dollars, and to be granted for the said railway upon the terms and conditions specified in the said Act, and payable out of the Consolidated Revenue Fund of Canada; and for the purpose of incorporating the persons undertaking the construction of the said railway and those who shall be associated with them in the undertaking, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, which shall be similar to such of the franchises, privileges and powers granted to railway companies during the present session as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

63. For a line of railway from the south bank of the St. Lawrence river, opposite or near Montreal, to the harbours of St. Andrew's, St. John and Halifax, via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury, a subsidy not exceeding eighty thousand dollars per annum for twenty years, forming in the whole, together with the subsidy authorized by the Act forty-seventh Victoria, chapter eight, for a line of railway connecting Montreal with the said harbours of St. John and Halifax by the shortest and best practicable route, which the line above described is found to be, a subsidy not exceeding two hundred and fifty thousand dollars per annum, the whole of which shall be paid in aid of the construction of such a line of railway for a period of twenty years, or a guarantee bond of a like sum for a like period as interest on the bonds of the company undertaking the work; the said subsidy to be so granted upon the terms and conditions of and payable out of the Consolidated Revenue Fund in the manner specified in the said last mentioned Act in respect of the subsidy thereby authorized in aid of the said line of railway.

64. The Governor in Council may grant a further subsidy as an aid towards procuring free access as hereinafter described for the trains and traffic of the Canadian Pacific Railway Company from St. Martin's Junction, near Montreal, or from some other point on their railway to be selected by the said company, to the harbour of Quebec, in such a manner as shall be approved by the Governor in Council, that is to say: an additional subsidy not exceeding three hundred and forty thousand dollars, constituting, together with the subsidy authorized by the said last mentioned Act, to aid in procuring the extension of

the Canadian Pacific Railway to Quebec, and the subsidy also thereby authorized to aid in constructing a line connecting the Canadian Pacific Railway at the Jacques Cartier Union Junction with the North Shore Railway proper (which subsidies shall be applicable to the said first mentioned purpose) a sum not exceeding in the whole the sum of one million five hundred thousand dollars, payable out of the Consolidated Revenue Fund of Canada.

The said Act further provided as follows in relation to this matter:—

"If it should be expedient so to do in order to facilitate such access, the Governor in Council may acquire the North Shore Railway, and may apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition and upon such acquisition may transfer and convey or lease the said railway to the Canadian Pacific Railway Company, subject to such obligation as the Government shall have assumed in acquiring it."

By the Act 49 Vic., cap. 10, 1886 (*Assented to 2nd June, 1886*):—

65. For a railway from a point at or near Moncton, to Buctouche, in the province of New Brunswick, thirty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 96,000

66. For a railway from Ingersoll via London to Chatham, in the province of Ontario, eighty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 256,000

67. To the Northern and Western Railway Company, for ten miles of their railway, intervening between the termini of the portions of their railway for which subsidies are already granted, the one from Fredericton and the other from Indiantown, and an extension of two miles down to deep water at Chatham, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 32,000

68. To the Caraquet Railway Company, for ten miles of their railway, from the end of the present subsidized portion at Lower Caraquet to Shippegan, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

69. To the Lake Erie, Essex and Detroit River Railway Company, for thirty-seven miles of their railway, from Windsor to Leamington, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 118,400

70. To the Thunder Bay Colonization Railway Company, for fifty-six miles of their railway, from the end of the present subsidized section to a point near Crooked Lake, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 179,200

71. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, on the line of the Northern Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000

72. For a railway from a point at or near New Glasgow or St. Lin, to or near to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

73. For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 108,800

74. For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

75. For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 38,400

77. For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 11,200

78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of $5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole..... 361,270

79. For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

81. For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 156,800

82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding $1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of $3,200 per mile)..... 186,295

83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

84. For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... 6,000

85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400

86. For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

88. For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

90. For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

91. For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $19,200

92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of $1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding $1,700 per mile, nor exceeding in the whole..... 11,900

94. To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of..... 70,000

95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... 15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 *(Assented to 23rd June, 1887).*

96. To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 38,400

97. To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

98. To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

99. To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

100. To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 4,000

101. To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 6,400

102. To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

103. To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600

104. To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

105. To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200

106. To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

107. To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 12,800

108. To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

109. To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400

110. To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of..... 20,000

111. For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 76,800

112. To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding $3,200 per mile. nor exceeding in the whole..... 22,400

113. To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

114. To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $96,000

115. To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

116. To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole.. 32,000

117. To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of..... 217,600

118. To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

119. To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les "Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of..... 12,400

120. To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

121. To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 17,600

122. To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 33,600

123. To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 6,400

124. To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 44,800

125. To the Montreal and Champlain Junction Railway Company, a subsidy of..... $ 64,000

126. To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 28,800

127. To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 96,000

128. To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 41,600

129. To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding $3,200 per mile, 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 S ult 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 $\frac{61}{100}$ 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 subsidized by chapter two of 1893, to be established as aforesaid, and the balance of the said subsidy on the completion of the remaining thirteen miles of the said railway.

No subsidies were authorized by 58-59 Vict. (1895), nor by 59 Vict. (1896).

By the Act 60-61, chapter 4, 1897 *(Assented to 29th June, 1897).*

1. In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost, and includes the amount expended upon any bridge up to and not exceeding twenty-five thousand dollars, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, nor the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

2. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

375. To the Ottawa and New York Railway Company, for $53\frac{87}{100}$ miles of their railway from Cornwall to Ottawa, in lieu of the subsidy granted by chapter 5 of the statutes of 1892,

376. To the Kingston, Smith's Falls and Ottawa Railway Company, for 101 miles of their railway from Kingston, or a junction with the Grand Trunk Railway at Rideau or some other point near Kingston, to Ottawa, in lieu of the subsidy granted by chapter 5 of 1892;

377. For a railway from a point on the Canadian Pacific Railway, at or near either Welsford or Westfield, or between the said two points, to Gagetown, in the county of Queen's, New Brunswick, not exceeding 30 miles, in lieu of the subsidy granted by chapter 2 of 1890;

378. To the Cobourg, Northumberland and Pacific Railway Company, for 50 miles of their railway from Cobourg to the Ontario and Quebec Railway, in lieu of the subsidies granted by chapter 5 of 1892;

379. To the Ottawa and Gatineau Railway Company, for 20 miles of their railway from the end of the 62nd mile subsidized towards Désert, in lieu of the subsidies granted by chapter 4 of 1894;

380. To the Great Northern Railway Company, for 9 miles of their railway, being shortage in distance between Montcalm and St. Tite;

381. To the St. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Energie, and 5 miles from a point on the main line to St. Jean de Matha, making in all 20 miles, in lieu of the subsidy granted by chapter 4 of 1894;

382. To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman Station to Newcastle Coal Fields, county of Queen's, in lieu of the subsidy granted by chapter 4 of 1894;

383. To the Gulf Shore Railway Company, for 5½ miles of their railway from the end of the section subsidized to Tracadie and thence to Big Tracadie, New Brunswick;

384. For a railway from Campbellton, on the Intercolonial Railway, towards Grand Falls, New Brunswick, a distance of 20 miles, commencing at Campbellton, in lieu of the subsidy granted by chapter 4 of 1894;

385. To the Pontiac Pacific Junction Railway Company, for 7½ miles of their railway from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890;

386. To the Schomberg and Aurora Railway Company, for 15 miles of their railway from a point on the Grand Trunk Railway between King and Newmarket to Schomberg, in the province of Ontario;

387. To the Tilsonburg, Lake Erie and Pacific Railway Company, for $3\frac{50}{100}$ miles of their railway from the present terminus, through Tilsonburg to the Michigan Central Railway, in the province of Ontario.

388. To the Ottawa, Arnprior and Parry Sound Railway Company, for 52 miles of their railway, from the crossing of the Northern Pacific Junction Railway to 55 miles west of Barry's Bay, and also for 4 miles of their railway across Parry Island;

389. To the Pembroke Southern Railway Company, for 20 miles of their railway from Pembroke to Golden Lake, in the province of Ontario;

390. To the Ontario and Rainy River Railway Company, for 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy Lake, in the province of Ontario;

391. To the Strathroy and Western Counties Railway Company, for 7 miles of their railway, commencing at a point at or near Caradoc Station on the Canadian Pacific Railway and extending to the town of Strathroy;

392. To the Phillipsburg Railway and Quarry Company, for $\frac{66}{100}$ mile of their railway from the end of the subsidized section to the government wharf at Phillipsburg;

393. To the United Counties Railway Company, for 1 mile of their railway from Johnson to St. Grégoire Station, in the province of Quebec;

394. To the St. Lawrence and Adirondack Railway Company, for 13½ miles of their railway from Beauharnois to Caughnawaga, in the province of Quebec;

395. To the East Richelieu Valley Railway Company, for 24 miles of their railway from Iberville to St. Thomas, boundary of Missisquoi County, in the province of Quebec;

396. To the Portage du Fort and Bristol Branch Railway Company, for 15 miles of their railway to a point at or near Shawville, in the county of Pontiac;

397. For a railway from a point at or near Windsor Junction, on the Intercolonial Railway, to Upper Musquodoboit, for a distance of 40 miles;

398. To the St. Stephens and Milltown Railway Company, for $1\frac{14}{100}$ mile of their railway from Milltown to St. Stephen, in the province of New Brunswick;

399. For a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro', in the province of Nova Scotia, a distance of 65 miles;

400. For a railway from Port Hawkesbury, Nova Scotia, to Port Hood and Broad Cove, 53 miles, in lieu of the subsidy granted by chapter 4 of 1894;

401. For a railway from a point on the Central Railway in the county of Lunenburg, Nova Scotia, to the town of Liverpool, via the village of Caledonia, or to the village of Caledonia via Liverpool, or for any part thereof, the whole distance not exceeding 62 miles;

402. For a railway from Indian Garden on the line of the Central Railway, to Shelburne, in the province of Nova Scotia, a distance of 35 miles;

403. To the Coast Railway Company of Nova Scotia, for 61 miles of their railway from Yarmouth to Port Clyde, in the province of Nova Scotia;

404. For a railway from Brookfield Station on the Intercolonial Railway to Eastville, 30 miles;

405. To the Great Northern Railway Company, for 35 miles of their railway from St. Jérôme, in the province of Quebec, to Hawkesbury, in the province of Ontario;

406. To the Drummond County Railway Company, for 42½ miles of their railway from Moose Park to Chaudière River, provided that the amount of the said subsidy shall be refunded to the Government of Canada in the event of the company's railway from Ste. Rosalie to Chaudière River being purchased or leased for a term of years by the government.

3. The Governor in Council may grant the subsidies hereinafter mentioned to the railway companies and towards the construction of the railways also hereinafter mentioned, that is to say:—

407. To the Great Northern Railway Company, for 67 miles of their railway between Montcalm and its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the St. Maurice River, the balance remaining unpaid of the subsidies granted by chapter 2 of 1893, and by chapter 4 of 1894, between these points, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole ..... $ 182,400 00

408. To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, also for bridging the Ottawa River, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, and by chapter 4 of 1894, not exceeding 114,272 00

409. To the Ottawa and Gatineau Railway Company, for 62 miles of their railway from Hull towards Désert, in the province of Quebec, the balance remaining unpaid of the subsidy granted by chapter 2 of 1893, not exceeding in the whole 35,872 00

410. To the Grand Trunk Railway Company of Canada, for a subsidy towards the rebuilding and enlargement of the Victoria Bridge at Montreal over the St. Lawrence River, 15 per cent upon the amount expended thereon, not exceeding 300,000 00

411. To the Montfort Colonization Railway Company, for 33 miles of their railway from Montfort Junction to Arundel, in the province of Quebec, a subsidy not exceeding $2,000 per mile, nor exceeding in the whole 66,000 00

412. To the Irondale, Bancroft and Ottawa Railway Company, the balance remaining unpaid of the subsidy for the last five miles of the company's railway; the eastern terminus to be either at the village of Bancroft or at some point near the Hastings Road, in the township of Herschell, in lieu of the subsidy granted by chapter 2 of 1893, not exceeding in the whole 16,000 00

413. To the Great Northern Railway Company, towards the construction of a railway bridge over the Ottawa River at Hawkesbury, 15 per cent upon the amount expended thereon, not exceeding 52,500 00

414. For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa and the city of Hull, 15 per cent upon the amount expended thereon, not exceeding 112,500 00

4. 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 are 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 from the said first day of August, 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.

5. 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.

6. 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 of which it is hereinbefore otherwise provided.

7. Any company receiving a subsidy as aforesaid, in excess of $3,200 per mile, shall be bound to carry Her Majesty's mails for a term of ten years free of charge over the portion of railway subsidized.

By the Special Act 60-61 Victoria, Chapter 5, 1897. *(Assented to 29th June, 1897.)*

1. Subject to the conditions hereinafter mentioned, the Governor in Council may grant to the Canadian Pacific Railway Company a subsidy towards the construction of a railway from Lethbridge, in the district of Alberta, through the Crow's Nest Pass to Nelson, in the province of British Columbia (which railway is hereinafter called "the Crow's Nest Line,") to the extent of eleven thousand dollars per mile thereof, and not exceeding in the whole the sum of three million six hundred and thirty thousand dollars, payable by instalments on the completion of each of the several sections of the said railway of the length respectively of not less than ten miles, and the remainder on the completion of the whole of the said railway; provided that an agreement between the Government and the company is first entered into in such form as the Governor in Council thinks fit, containing covenants to the following effect, that is to say:—

On the part of the company:

(*a.*) That the company will construct or cause to be constructed, the said railway upon such route and according to such descriptions and specifications and within such time or times as are provided for in the said agreement, and, when completed, will operate the said railway for ever;

(*b.*) That the said line of railway shall be constructed through the town of Macleod, and a station shall be established therein, unless the Governor in Council is satisfied by the company that there is good cause for constructing the railway outside the limits of the said town, in which case the said line of railway shall be located and a station established at a distance not greater than five hundred yards from the limits of the said town;

(*c.*) That so soon as the said railway is opened for traffic to Kootenay Lake, the local rates and tolls on the railway and on any other railway used in connection therewith and now or hereafter owned or leased by or operated on account of the company south of the company's main line in British Columbia, as well as the rates and tolls between any point on any such line or lines of railway and any point on the main line of the company throughout Canada, or any other railway owned or leased by or operated on account of the company, including its lines of steamers in British Columbia, shall be first approved by the Governor in Council or by a railway commission, if and when such commission is established by law, and shall at all times thereafter and from time to time be subject to revision and control in the manner aforesaid;

(*d.*) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are now the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort

William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely :—

Upon all green and fresh fruits, 33⅓ per cent ;

Coal oil, 20 per cent ;

Cordage and binder twine, 10 per cent ;

Agricultural implements of all kinds, set up or in parts, 10 per cent ;

Iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes and horse shoes, 10 per cent ;

All kinds of wire, 10 per cent ;

Window glass, 10 per cent ;

Paper for building and roofing purposes, 10 per cent ;

Roofing felt, box and packing, 10 per cent ;

Paints of all kinds and oils, 10 per cent ;

Live stock, 10 per cent ;

Wooden ware, 10 per cent ;

Household furniture, 10 per cent ;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid ; such reductions to take effect on or before the first of January, one thousand eight hundred and ninety-eight ;

(*e.*) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches or connections, west of Fort William to Fort William and Port Arthur and all points east, of three cents per one hundred pounds, to take effect in the following manner :—One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine ; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid ;

(*f.*) That the Railway Committee of the Privy Council may grant running powers over the said line of railway and all its branches and connections, or any portions thereof, and all lines of railway now or hereafter owned or leased by or operated on account of the company in British Columbia south of the company's main line of railway, and the necessary use of its tracks, stations and station grounds, to any other railway company applying for such grant upon such terms as such committee may fix and determine, and according to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ; but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained ;

(*g.*) That the said railway, when constructed, together with that portion of the company's railway from Dunmore to Lethbridge, and all lines of railway, branches, connections and extensions in British Columbia south of the main line of the company in British Columbia shall be subject to the provisions of The Railway Act and of such other general Acts relating to railways as are from time to time passed by Parliament ;

(*h.*) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it, as stipulated for in the said agreement, become entitled to and shall get any land as a subsidy from the Government of British Columbia, then such lands, excepting therefrom those which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding these prescribed from time to time by the Governor in Council, having regard to the then existing provincial regulations applicable thereto ; the expression "lands" including all mineral and timber thereon which shall be disposed of as aforesaid, either with or without the land, as the Governor in Council may direct :

(*i.*) That if the company or any other company with whom it shall have any arrangement on the subject shall, by constructing the said railway or any part of it as stipulated for in the said agreement, become entitled to and shall get any lands as a subsidy from the Government of British Columbia which in the opinion of the Director of the Geological Survey of Canada (expressed in writing) are coal-bearing lands, then the company will cause to be conveyed to the Crown, in the interest of Canada, a portion thereof to the extent of fifty thousand acres, the same to be of equal value per acre as coal lands with the residue of such lands. The said fifty thousand acres to be selected by the Government in such fair and equitable manner as may be determined by the Governor in Council, and to be thereafter held or disposed of or otherwise dealt with by the Government as it may think fit on such conditions, if any, as may be prescribed by the Governor in Council, for the purpose of securing a sufficient and suitable supply of coal to the public at reasonable prices, not exceeding two dollars per ton of two thousand pounds free on board cars at the mines.

And on the part of the Government, to pay the said subsidy by instalments as aforesaid.

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

3. In order to facilitate such financial arrangements as will enable the company to complete the railway as aforesaid without delay and to acquire and consolidate with it the railway from Dunmore to Lethbridge, hereinafter called "the Alberta Branch," which, under the authority of chapter thirty-eight of the statutes of 1893, it now operates as lessee, and is under covenant to purchase, the company may issue bonds which will be a first lien and charge and be secured exclusively upon the said Alberta Branch and Crow's Nest Line together in the same way and with the same effect as if both the said pieces of railway to be so consolidated were being built by the company as one branch of its railway within the meaning of section one of chapter fifty-one of the statutes of 1888, and that section shall apply accordingly, such first lien to be subject to the payment of the purchase money of the Alberta Branch, as provided for in the said covenant to purchase.

LAND SUBSIDIES.

By 47 Vic., chap. 25, clause 7, 1884 (*Assented to 19th April, 1884*):—

1. The Governor in Council is hereby authorized in aid of the construction of a railway from some point on the Canadian Pacific Railway to Hudson's Bay, to make a free grant of not more than six thousand four hundred acres for each mile of railway within Manitoba, and not more than twelve thousand eight hundred acres for each mile in the North-west Territories.

By 48-49 Vic., chap. 60, 1885 (*Assented to 20th July, 1885*):—

2. To the North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding three thousand eight hundred acres for each mile of the company's railway, from Medicine Hat to the coal banks on the Belly River, about one hundred and ten miles.
3. To the Manitoba and South-western Colonization Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from its commencement at Winnipeg to its terminus at Whitewater Lake, about one hundred and fifty miles.
4. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Portage la Prairie to the crossing of the South Branch of the River Saskatchewan, twenty miles from Prince Albert, about four hundred and thirty miles.
5. To the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from its commencement near Regina to the navigable waters of Long Lake.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 49 Vic., cap. 11, 1886 (*Assented to 2nd June, 1886*):—

6. To the Manitoba and North-western Railway Company, Dominion lands to the extent of six thousand four hundred acres per mile for each mile of the company's branch railway running from a point on the main line of that railway, at or near Todburn, in a north-westerly direction through the county of Russell to the Assiniboine River, near the town of Shellmouth, about twenty-six miles.
7. To the North-west Central Railway Company, or to such other company as may undertake the construction of the railway, or a railway from a point on the Manitoba and North-western Railway via Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon station on the Canadian Pacific Railway, or from such point on the Manitoba and North-western Railway as aforesaid, to Battleford, in the provisional district of Saskatchewan, about four hundred and fifty miles.

8. To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle, to join the Manitoba and North-western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By section 5 of this Act authority was given for the incorporation by the Governor in Council of a company to construct the line from Brandon, or other point indicated, to Battleford, subsidized by this Act.

By 50-51 Vic., cap. 22, 1887 *(Assented to 23rd June, 1887)*:—

9. The subsidy to the North-western Coal and Navigation Company, granted by 49 Vic., chap. 60, was increased from 3,800 acres per mile to 3,840 acres per mile.

By 50-51 Vic., cap. 23, 1887 *(Assented to 23rd June, 1887)*:—

10. To the Alberta and Athabasca Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from some point on the Bow River or Canadian Pacific Railway, at or between Calgary and Crowfoot Creek, to a point near the town plot of Edmonton, about three hundred miles.

11. To the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point near the northern terminus of the completed portion of that railway, at or near Long Laketon, on the navigable waters of Long Lake, to a point at or near where the fifty-second parallel of latitude crosses the South Saskatchewan River, thence to a point at or near the elbow of the North Saskatchewan River, with branches to Prince Albert and Battleford, about three hundred and twenty-five miles.

12. To the Medicine Hat Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway, from a point at or near Medicine Hat, on the line of the Canadian Pacific Railway, to the coal field in or near townships twelve and thirteen, range six, west of the fourth principal meridian, a distance of about eight miles, to be selected out of such lands as are at the disposal of the Government in the proximity of the line of the company's railway.

"The said grants, and each of them may be, so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor."

By 52 Vic., chap. 4, 1889 *(Assented to 2nd May, 1889)*:—

13. To the North-western Coal and Navigation Company (Limited), in addition to the grant provided for by section one of the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign and chaptered sixty, Dominion lands to an extent not exceeding two thousand six hundred

acres for each mile of the company's railway from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width; and also to the said North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Lethbridge to the international boundary, a distance of about fifty miles.

14. To the Red Deer Valley Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Cheadle Station, on the Canadian Pacific Railway, to its terminus at a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

15. To the North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about two hundred and ten miles; and also to the said North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary southerly to Lethbridge, a distance of about one hundred and twenty miles.

16. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand acres for each mile of the company's railway from Portage la Prairie to the southern boundary of Lake Manitoba, a distance of about seventeen miles.

"The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.

"The Governor in Council may make the grant of land provided for by section three of the Act forty-ninth Victoria, chapter eleven, being for the line of the Wood Mountain and Qu'Appelle Railway, of about two hundred and forty miles in length, applicable to the line of railway of the said company, as authorized by the Act respecting the Wood Mountain and Qu'Appelle Railway Company, passed during the present session of Parliament, upon the like terms and subject to the like conditions as those upon which the grant hereinbefore mentioned was authorized to be made to the said company by the Act in this section first cited."

By the Act 53 Vic., cap. 4, 1890 *(Assented to 16th May, 1890)*:—

17. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line to be constructed from Glenboro' westerley a distance of about sixty miles to a point on the proposed branch railway of the said company running from Brandon south-westerly.

18. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line of railway from a point at or near Brandon, on the main line of the Canadian Pacific Railway, south-westerly to or near township three, range twenty-seven, west of the first principal meridian, and thence westerly, a total distance of one hundred miles; and also a similar grant, at the same rate per mile, for the said company's proposed branch railway from a point on the line just described at or near township three, range twenty-seven, west of the first principal meridian, easterly to Deloraine, a distance of about twenty-five miles, making the total length of railway to which this grant is applicable one hundred and twenty-five miles.

19. To the Brandon and South-western Railway Company, Dominion lands to an extent not less than six thousand four hundred acres per mile for the line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to Deloraine, a distance of about seventeen miles.

20. To the Lac Seul Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Shelly Station, on the main line of the Canadian Pacific Railway, to a point at or near White Mud Lake, on the Winnipeg River, a distance of about eighteen miles.

21. To the Calgary and Edmonton Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Calgary to a point at or near Edmonton on the North Saskatchewan River, a distance of about one hundred and ninety miles; and also a grant of six thousand four hundred acres for each mile of the company's railway from Calgary to a point on the international boundary between Canada and the United States, a distance of about one hundred and fifty miles.

22. To the North-western Coal and Navigation Company (Limited) Dominion lands to an extent not exceeding three thousand eight hundred and forty acres for each mile of the company's railway from Lethbridge to the Crow's Nest Pass, a distance of about one hundred miles.

23. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Portage la Prairie to Lake Winnipegosis, at or near Meadow Portage, a distance of about one hundred and twenty-five miles.

24. To the Manitoba and South-eastern Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile, for a line of railway from Winnipeg southerly or south-easterly to a point on the west side of the Lake of the Woods, a distance of about one hundred and ten miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor.

The lands by this Act authorized to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any encumbrance on the lands or property of the said company created before the passing of this Act.

By the special Act 53 Vic., cap. 3, 1890 *(Assented to 26th March, 1890)*:—

25. The Act 52 Victoria, chapter 4, authorizing, in error, the grant of land to the North-western Coal and Navigation Company, for fifty miles from Lethbridge to the international boundary, was amended—the said grant being made to the Alberta Railway and Coal Company.

By 54-55 Vic., cap. 9, 1891 *(Assented to 30th September, 1891)*:—

26. In lieu of the subsidy in land authorized by the Act 52 Victoria, chapter 4, to be granted to the Red Deer Valley Railway and Coal Company, and subject to the conditions in the said Act mentioned, the Governor in Council may grant Dominion lands to the said company to an extent not exceeding six thousand four hundred acres for each mile of the said company's railway, from the town of Calgary, in the district of Alberta, in the North-west Territories, to a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

By 54-55 Vic., cap. 10, 1891 *(Assented to 30th September, 1891)*:—

27. To the Manitoba South-western Colonization Railway Company, in addition to the subsidy for one hundred and fifty miles of railway authorized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter sixty, Dominion lands to the extent of six thousand four hundred acres per mile for the balance of the two hundred and twelve miles of railway which have been constructed and are in operation, that is to say, for a distance of sixty-two miles.

28. Also, to the Manitoba South-western Colonization Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's branch line of railway from Carmen to Barnsley, a distance of about six and one quarter miles.

29. To the Canadian Pacific Railway Company, in addition to the subsidy authorized by the Act 53 Victoria, chapter 4, for the company's branch line running in a south-westerly and westerly direction from a point at or near Brandon for a distance of one hundred miles, Dominion lands to the extent of six thousand four hundred acres for each mile of the extension westward of the said branch line, from the western limit of the said one hundred miles to a point at or near La Roche Percée, situated in township one, range six, west of the second meridian, a distance of about sixty miles.

"The said grants and each of them shall be made in aid of the construction of the said railways respectively, in the proportion and upon the conditions fixed by the Orders in Council made in respect thereof, and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash, on the issue of the patents therefor."

By the Act 57-58 Vic., cap. 6, 1894 *(Assented to 23rd July, 1894)*:—

30. To the Rocky Mountain Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Olds Station on the line of the Calgary and Edmonton Railway in a westerly direction to the Red Deer River and thence along the said river in a westerly direction to the coal fields, a distance of about sixty miles.

31. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Souris on the Souris Branch of the Canadian Pacific Railway, in a westerly direction to the Pipestone Valley, a distance of about thirty-two miles.

32. To the Brandon and South-western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to a point at or near Deloraine, a distance of about seventeen miles.

33. To the Saskatchewan and Western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from Minnedosa to Rapid City, a distance of about fifteen miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively in the proportion and upon the conditions fixed by the Orders in Council made with respect thereto; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of the survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor.

The lands authorized by this Act to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any encumbrance on the lands or property of the said company created before the passing of this Act.

PART IV

MISCELLANEOUS STATEMENTS

No.

SUBSIDY Agreements for the Construction of Railways

File No. of Contract.	Date of Signature of Contract.	Name of Railway Company.	Line of Railway to be Constructed.	Acts of Canada granting Subsidy.
	1896.			
*12,306	July 3..	Lobinière and Megantic Ry. Co.	Amending Subsidy Contract No. 11908 of 19th Nov., 1894, by substituting 2½ miles on the northern end of their line for the 2½ miles from Lyster Station to Lyster.	57-58 V., c. 4
*12,479	July 30..	Midland Ry. Co	From Newport or Windsor to a point on proposed branch of the Intercolonial Railway, also a railway bridge over Shubenacadie River.	57-58 V., c. 4
*12,511	July 30..	Montfort Colonization Ry. Co.	From end of the 21 miles already subsidized westward to a point on the Rouge River, County of Argenteuil.	57-58 V., c. 4

* These appeared in last report.

OTTAWA, 30th June, 1897.

1.

entered into during the Fiscal Year ended 30th June, 1897.

Amount of Subsidy.		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.	Date for completion.
Per mile.	Not exceeding.								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	48,000	2½	80	1,910	50	20	14	56	July 1, 1897.
3,200	300,000	90	65	881	50	20	15	56	Aug. 1, 1898.
3,200	38,400	12	175	573	50	19	14	56	Aug. 1, 1897.

WALTER S. DOULL,
Law Clerk.

10—1½****

No. 2.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1897.

1. INTERCOLONIAL RAILWAY.

No. of Contract.	Contractor.	Date of Signature.	General Description.
12556	Dominion Bridge Co., Ltd...	Aug. 12, 1896..	A 55-ft. turntable for Dartmouth, N.S.
12557	John McDougall & Co.....	do 1, 1896..	1,500 car wheels.
12561	Galena Oil Works, Ltd.....	Sept. 17, 1896..	Supply Sibleys and Galena oil for Govt. railways
12562	do do	do 23, 1896..	Supply oil for Intercolonial Railway.
12585	J. B. Manus.....	Aug. 4, 1896..	Build abutments, Missaquash Bridge (E. of Opohaqua station).
12584	Rhodes, Curry & Co.....	do 1, 1896..	Deliver 1,500 double plate 33-inch chilled car wheels.
12620	Arthur Wetmore.....	Dec. 4, 1896..	Build section house at Lakeside, N.B.
12624	Frank McLeod.....	Oct. 23, 1896	Painting buildings and bridges during year 1896.
12625	W. A. Metzler.....	do 20, 1896..	do do do
12626	L. B. McElhinney.....	do 24, 1896..	do do do
12641	George P. Rogers.....	do 23, 1896..	do do do
12635	F. Pichette.....	Dec. 31, 1896..	Sell newspapers, &c., at Lévis station.
12648	Charles G. Beaulieu.....	Jany. 8, 1897..	Remove rock at Rivière du Loup.
12661	Joseph Gosselin.....	do 26, 1897..	Build freight shed and platform at St. Flavie, P.Q.
12663	Alfred Samson.....	do 26, 1897..	Build a section house at Sacré Cœur, P.Q.
12665	Joseph McDonald.	Feby. 6, 1897..	Construct coal shed and move and refit freight sheds at Pictou.
12668	Peter F. McConnell.....	do 1, 1897..	Construct 500 lineal rods of snow fencing between Oxford Junction and Pictou.
12669	Wm. Talbot.....	Jany. 25, 1897..	Construct 300 lineal rods of snow fencing between Point Tupper and Sydney.
12670	J. S. & A. S. Ross	Feby. 8, 1897..	Supply 50 standard switch stands.
12673	Charles McNeil.....	do 9, 1897..	do 480 farm crossing gates.
12682	H. Boulay.....	Jany. 25, 1897..	Build a freight shed at Causapscal.
12688	Hugh McDonald and E. W. Johnston.	Feby. 20, 1897..	Supply 44 standard switch gates,
12692	James Brown.....	do 24, 1897..	Extension freight shed at Truro.
12700	The Maryland Steel Co. of Baltimore Co.	April 13, 1897..	Supply 1,000 tons of steel rails for Prince Edward Island Railway and 3,000 tons for Intercolonial Railway.
12736	The Central Bridge and Engineering Co., Ltd.	March 24, 1897..	Construct two short span steel bridges near Pomquet Station.
12737	L. A. Cloutier	April 3, 1897..	Paint buildings and bridges, 1897.
12738	Joseph Malanfant.....	do 1, 1897..	Erect freight shed at Rivière du Loup.
12739	H. B. Hurley.....	do 6, 1897..	Paint buildings and bridges, 1897.
12746	Edward Crossman.....	do 19, 1897..	Erect 1,000 rods fence between Truro and Painsec Junction ; and 1,000 rods between Moncton and Newcastle (Intercolonial and Windsor Branch Railways).
12747	The Dominion Bridge Co., Ltd	do 6, 1897..	Manufacture deck plate girder bridge at Little Riv.
12762	John Kelly.....	do 24, 1897..	Erect 290 rods fence between Windsor Junction and Windsor 1,300 rods between Halifax and Stellarton—Windsor and Annapolis Railway and Intercolonial Railway.
12764	Peter P. Doucet.....	do 19, 1897..	Erect 1,000 rods fence between Newcastle and Campbellton.
12765	The American Furniture Co. of Oxford.	do 29, 1897..	Construct section house at Henderson's siding.
12775	Alphonse Caron.....	do 12, 1897..	Paint St. Eloi, St. Fabien and St. Anaclet Stations.
12776	Celestin Belanger...	do 26, 1897..	Erect 3,000 rods fence between St. Flavie and Rivière du Loup.
12777	James Brown.....	May 14, 1897.	Move Intercolonial Railway freight shed at Moncton, N.B.

Department of Railways and Canals.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1897—*Continued.*

1. INTERCOLONIAL RAILWAY—*Concluded.*

No of Contract.	Contractor.	Date of Signature.	General Description.
12781	Michael Francœur	April 26, 1897	Erect 5,000 rods fence between Campbellton and St. Flavie and 1,760 rods between Rivière du Loup and Lévis.
12789	Smith H. Brown	June 11, 1897	Move check office and unclaimed goods warehouse at Moncton, N.B.
12918	The Cumberland Railway and Coal Co.	do 30, 1897	Supply 45,000 tons coal, 2,240 lbs each; also 5,000 tons slack coal.
12919	Intercolonial Coal and Mining Co.	do 30, 1897	Supply 25,000 tons of coal (2,240 lbs.) during 12 months from 1st July, 1897.
12920	The Canada Coal and Railway Co.	do 30, 1897	Supply 20,000 tons of coal (2,240 lbs.) during 12 months from 1st July, 1897.
12921	The Acadia Coal Co.	do 30, 1897	Supply 25,000 tons of coal, season 1897-98.
12928	General Mining Association	do 30, 1897	do 5,000 do do

2. CHAMBLY CANAL.

12575	Chambly Manufacturing Co.	Nov. 10, 1896	Modifying agreement of 31st Jan., 1893, Cross Dam, Willett's Mills.

3. CARILLON AND GRENVILLE CANALS.

12704	Pigott & Ingles	April 9, 1897	Deepen and enlarge prism, construct weir, bridges, &c.

4. RIDEAU CANAL.

12582	Hugh Grant	Oct. 30, 1896	Masonry abutments, bywash, Smith's Falls.
12613	John R. Booth	Dec. 4, 1896	Piling portion east side Deep Cut, Ottawa.
12654	Central Bridge and Engineering Co., Ltd.	Feb. 5, 1897	Build 1 steel rivetted swing bridge, Burretts Rapids, and 1 high level steel fixed bridge, Newboro'.
12666	Central Bridge and Engineering Co., Ltd.	do 26, 1897	Build steel rivetted bridge, bywash, Smith's Falls.
12676	Thomas McTiernan	March 2, 1897	Supply 4,150 cubic feet white oak, 1897-98.

5. SAULT STE. MARIE CANAL.

12460	Lipsett & Gregg	July 6, 1896	Erect residence for superintendent.
12671	J. & R. Miller	March 5, 1897	Repair and strengthen gates, &c.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1897—*Continued.*

6. SOULANGES CANAL.

No. of Contract.	Contract.	Date of Signature.	General Description.
12693	M. J. Hogan	April 5, 1897	Reletting section 12.
12701	Andrew Onderdonk	do 17, 1897	Reletting sections 4, 5, 6 and 7.
12714	The Rathbun Co	do 12, 1897	Supply 25,000 brls. Portland cement for Soulanges and Trent Canals.
12720	James Battle	do 29, 1897	Supply 27,000 brls. Thorold hydraulic cement for Soulanges and Trent Canals.
12722	C. I. de Sola	do 29, 1897	Supply 23,500 brls. Portland cement for Soulanges and Trent Canals.

7. TRENT CANAL WORKS.

12506	Larkin & Sangster	Aug. 12, 1896	Construct abutments and piers G. T. Ry., Otanabee.
12547	Central Bridge and Engineering Co., Ltd.	Oct. 21, 1896	do 4 highway swing bridges.
12549	Canadian Bridge and Iron Co., Ltd.	do 22, 1896	do 1 fixed highway bridge.
12587	Hamilton Bridge Works Co., Ltd.	Nov. 13, 1896	do railway bridge at Auburn.
12592	Canadian Bridge & Iron Co.	do 9, 1896	do do at Simcoe and Balsam Lake
12656	Central Bridge and Engineering Co., Ltd.	Feb. 13, 1897	do railway swing bridge at Nassau.
12716	The Dominion Bridge Co	May 5, 1897	do 1 plate bridge at Simcoe and Balsam Lake, and 1 highway bridge at Portage Road.
12718	Owen Sound Portland Cement Co., Ltd.	April 20, 1897	Supply 10,000 brls. Portland cement.
12722	C. I. de Sola	do 29, 1897	do 23,500 brls. Portland cement for Trent and Soulanges Canals.
12734	Central Bridge and Engineering Co., Ltd.	do 30, 1897	1 steel railway swing bridge, C. P. Ry. crossing at Ashburnham.
12743	James Boque	May 10, 1897	1 pivot pier and abutments for swing bridge at Ashburnham.
12714	The Rathbun Co	April 12, 1897	Supply 25,000 brls. Portland cement for Trent and Soulanges Canals.
12720	James Battle	do 29, 1897	Supply 27,000 brls. Thorold hydraulic cement for Trent and Soulanges Canals.
12847	Central Bridge and Engineering Co., Ltd.	Dec. 1, 1896	Construct 1 steel highway bridge at Norwood Road.

8. PRINCE EDWARD ISLAND RAILWAY.

12596	Schurman Lefurgey Co., Ltd.	Oct. 21, 1896	Build passenger station, Tignish.
12744	Dominion Bridge Co., Ltd.	May 3, 1897	Manufacturing 2 short span steel bridges.
12700	The Maryland Steel Co. of Baltimore County.	April 13, 1897	Steel rails; See I. C. Ry.

9. WELLAND CANAL CONTRACTS.

12630	John Riley	Jan. 16, 1897	Remove portion present superstructure, and construct concrete superstructure.
12639	James Cunningham	do 20, 1897	Supply iron, brass, &c.
12642	John McLean	Feb. 2, 1897	do timber, old and new lines.
12644	Cooke & Son	do 2, 1897	do do do
12646	Ray & German	March 22, 1897	do do do
12652	P. D. Gordon & Co., agents, B. C. Mills.	Feb. 8, 1897	do do do

Department of Railways and Canals.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1897—*Concluded.*

10. WILLIAMSBURG CANAL.

No. of Contract.	Contract.	Date of Signature.	General Description.
12458	The Gilbert Blasting and Dredging Co.	July 31, 1896..	Dredge and deepen Farran's Point Canal.
12605	Wm. Davis & Sons.....	Dec. 14, 1896..	do Galops Canal.
12756	Larkin & Sangster.....	May 20, 1897..	Deepen, strengthen and enlarge Iroquois section.
12758	Wm. Davis & Sons.....	do 10, 1897..	Enlarge Galops Canal, Cardinal section, north line.
12767	M. A. Cleveland.....	do 14, 1897..	Improve north channel, River St. Lawrence between Galops Canal and Prescott.
12769	Canadian Construction Co...	June 1, 1897..	Deepen, strengthen, enlarge and extend prism, Farran's Point, and construct lift lock, entrance piers, &c , &c.

WALTER S. DOULL,

Law Clerk.

OTTAWA, 30th June, 1897.

No.

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.	
Nov. 19, '96	4 years.....	Valleyfield Electric Co.	Pt. cadl. lot 830, Valleyfield, head of canal.	.....
			2. Carillon and Grenville Canals.	
May 18, '97	21 years	W. R. Hibbard.....	2,000 h. p. surplus water with the option of 2,000 h. p. extra at Point Fortune.	....
do 22, '97	21 do	Geo. O. S. Conway..	Pt. Canal Reserve land between Grenville Canal and Ottawa River, excepting a right of way of 20 feet.	4·14 acres.
			3. Cornwall Canal.	
June 25, '96	21 do renewable.	M. P. Davis.....	Pt. lot 1, lower end Sheik's Island, and water privileges.	4·88 acres.
do 3, '97	Pleasure of Government.	L. A. Ross	Permission to construct a slide for hauling saw-logs and timber to his own saw-mill.	.....
			4. Intercolonial Railway.	
May 8, '97	3 years.....	The Canada Railway News Co.	Privilege of selling newspapers, &c., on the trains of I. C. Ry.	.....
			5. Lachine Canal.	
Nov. 15, '96	Pleasure of Government.	F. Tremblay.....	Lot 15, E. St. Gabriel's Basin, St. Ann's Ward, Montreal, N.W. side canal.	16,912 sq. ft.
Dec. 10, '96	do	Daniel Cream	150 ft. in New St. Gabriel's Shed No. 1, Montreal.	150 ft.
do 14, '96	do	Thibeault & Co.....	Lot 12, St. Gabriel's Basin, St. Ann's Ward, Montreal.	9,444 ft.
Mch. 11, '97	do	Standard Light and Power Co.	Lay an Electric Cable across Lachine Canal, end Seminary St. of Montreal.	.....
do 27, '97	do	Wm. Wainwright...	Lots 23 and 24, and Wharf abutting on canal, W. side of Basin No. 2.	43,740 sq. ft.
do 27, '97	do	do ...	Wharf lot at the head of Basin No. 2.....	5,250 sq. ft.
April 27, '97	do	T. Préfontaine & Co.	Parcel of land at Napoleon bridge, and privilege of laying siding between lot leased and G. T. Ry.	5,500 sq. ft.
			6. Prince Edward Island Railway.	
May 1, '96	1 year.....	Sydney Grey	License to sell newspapers on P. E. I. Ry..	.....
			7. Rideau Canal.	
*July 4, '96	Pleasure of Government.	Michael Keily	Pts. Nos. 1, 2, 3, 4, Rideau Canal Reserve, Deep Cut, Ottawa.	1·50 acres.
* do 4, '96	do	Ottawa Brick Manufacturing Co.	Reserve land, pt. tp. lot 35, con. Letter B, tp. Nepean.	3·18 acres.

* These appeared in last Report.

3.

STATEMENT

of Railways and Canals during the Fiscal Year ended 30th June, 1897.

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.			
Electr'c Light Station for lighting town.	75 h. p. ..	Jan 1, '96	$15 for land; $300 for use of 75 h. p. & $5 for each h. p. over.	.....	Jan. 1 and July 1.	Jan. 1, '96	This cancels Lease No. 8961.
Manufactur'g purposes.	2000 h. p. surplus water & 2,000 h.p. extra.	Apl. 1, '97	$2,000 minimum; $1 for each h. p. up to 2,000 h. p.; $1 for each h. p. over said 2,000 h. p. up to 4,000 h. p.		April 1...	July 1, '98	In advance.
do	.....	May 1, '97	$ 100 00	.....	May 1....	May 1, '97	do
Erection of electric plant, &c.	.....	July 1, '96	1,000 00	500 00	Jan. 2 and July 1.	July 1, '96	1st 2 yrs. rent not charged on account of erection of necessary buildings, &c.
Hauling saw-logs.	.....	Jan. 1, '97	50 00	.....	Jan. 1....	Jan. 1, '97	In advance.
Sell newspapers.	.....	May 1, '97	1st yr., $3,600 cash. do $500 advertis'g 2nd yr., $3,700 cash. do $500 advertis'g 3rd yr., $3,800 cash. do $500 advertis'g Monthly.		May 1....	May 1, '97	
Storage of lumber.	.....	Dec. 1, '96	190 26	.....	Dec. 1....	Dec. 1, '96	In advance.
do	.....	do 1, '96	150 60	12 50 per month.	1st of each month.	do 1, '96	Cancelled by O. C. 165102.
do	.....	do 1, '96	106 25	.....	Dec. 1....	do 1, '96	In advance.
.....	.....	Jan. 1, '97	10 00	.....	Jan. 1....	Jan. 1, '97	do
.....	.....	Apl. 1, '97	656 00	.....	April 1..	Apl. 1, '97	do
.....	.....	do 1, '97	78 00	.....	do 1...	do 1, '97	do
Hauling and piling lumber.		do 1, '97	50 00	.....	do 1...	do 1, '97	do
Sell newspapers.	.....	May 1, '96	300 00	25 00 per month.	5th day of each mo.	May 5, '96	
.....	.....	June 1, '96	8 00	.....	June 1....	June 1, '96	In advance.
.....	.....	do 1, '96	1 00	.....	do 1....	do 1, '96	do

GENERAL STATEMENT showing Water Power and other Public Property

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
			Rideau Canal—Concluded.	
*Aug. 12, '96	Pleasure of Government.	Thomas Birkett.....	Wharf lots 9 and 10, W. side canal, between Sapper's bridge and Basin, Ottawa.	6,000 sq. ft.
*Sept. 18, '96	do	Elizé G. Laverdure .	Wharf lots 5 and 6, W. side Canal Basin, Ottawa.	do
Mch. 24, '97	do	Francis Hourigon ..	Pt. lot 2, tp. S. Elmsley, pt. canal land at Smith's Falls detached lock station.	1,500 sq. ft.
do 30, '97	do	A. G. McCormick...	Wharf lots Nos. 7 and 8, western side Rideau Canal, between Sapper's bridge and Basin, Cttawa.	6,000 sq. ft.
June 24, '97	do	John Spendlow	Pt. Reserve land, Rideauville, tp. of Nepean, Co. of Carleton.	4¾ acres.
			8. Welland Canal.	
*July 2, '96	do	Ontario Peat Fuel Co	Cross Welland Canal Feeder by a swing bridge.	.....
* do 3, '96	do	Wm. L. Rice.....	Pt. lot 26, 5th con., Crowland.....	0·70
*Aug. 20, '96	do	W. B. Clark.....	Pts. lots 20 and 21, 2nd con., tp. Grantham.	15·00
*Oct. 6, '96	21 yrs. renewable once only	Whitman & Barnes Manufacturing Co.	Lot 14, 7th con., tp. Grantham, old Lock House lot at Lock No. 6.	⅛
do 30, '96	21 years	The Toronto Rubber Shoe Mfg. Co., Ltd.	Pt. Canal Reserve land, Co. of Lincoln..	1/11st pt. of an acre.
Nov. 19, '96	During corporate existence of Co.	Port Dalhousie, St. Catharines & Thorold Street Ry. Co.	Lay a street ry. track to cross with their electric cars Welland Canal bridges on Queenston and Grimbsy road and on Ontario street.	....
Dec. 15, '96	Pleasure of Government.	Mutual Natural Gas Co., Ltd.	Lay a pipe at Augustine's saw mill, under canal.	.....
Jan. 13, '97	do	Grand Trunk Ry. Co.	Lot of land, Co. of Welland.....	255 supl. ft.
Feb. 2, '97	do	Corporation of the Town of Welland.	Pt. lot 26, 5th con., town of Welland, Co. of Welland.	0·03 acre.
Mch. 27, '97	During corporate existence of Co.	Lincoln Radial Electric Ry. Co.	Cross swing bridge over old Welland Canal on St. Paul street.	.....
April 1, '97	10 years	N. J. Wigle	Pt. lot 21, 5th con., Grantham, with privilege of erecting a wharf and storehouse.	0·82
June 16, '97	Pleasure of Government.	Herbert Reuter.	Pt. lot 223, tp. Thorold, and pt. lot 00, Welland, Co. of Welland.	6½ acres.
do 26, '97	do	Morwood Manufacturing Co.	Pt. lot 26, 5th con., town of Welland.....	0·04

* These appeared in last Report.

June 30, 1897.

leased by the Department of Railways and Canals, &c.—*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.	
			$ cts.	$ cts.			
.....	....	July 1, '96	54 60	.....	July 1....	July 1, '96	In advance.
Loading cargo.	.....	May 1,' 96	54 60	.....	May 1 ...	May 1, '96	do
Ice house....	.....	Apl. 1, '97	3 00	....	April 1...	Apl. 1, '97	do
Storage of flour.	.....	Nov. 1, '96	100 00	....	Nov. 1 ...	Nov. 1, '96	do
Pasturage...	.. ..	June 1, '97	9 50	.....	June 1....	June 1, '97	do
Connect with C. S. Ry.	.....	do 1, '96	1 00	.....	do 1....	do 1, '97	do
Coal & lumber yard.	. . ..	July 1, '96	25 00	.....	July 1....	July 1, '96	do
.....	. .....	do 1, '96	37 50	.....	do 1 ...	do 1, '97	do
Flour & card mill.	....	Oct. 1, '96	75 00	... ...	Oct. 1....	Oct. 1, '96	do
.....	.....	do 1, '96	10 00	.....	do 1....	do 1, '96	do
Electric street railway.	.....	July 1, '94	1 00	....	July 1....	July 1, '94	do
.....	1¼-in. pipe	Dec. 1, '96	10 00	.....	Dec. 1....	Dec. 1, '96	do
Signal cabin.	....	Oct. 1, '96	1 00	....	Oct. 1....	Oct. 1, '96	do
Hose reel house.	.....	Jan. 1, '97	1 00	.....	Jan. 1...	Jan. 1, '97	do
Passing their electric cars.	....	do 1, '97	1 00	.....	do 1....	do 1, '97	do
Wharf and storehouse.	.....	Apl. 1, '97	15 00	.....	April 1...	Apl. 1, '97	do
Pasturage...	.....	May 1. '97	13 00	... .	May 1....	May 1, '97	do
Yard and site for storehouse.	....	do 1, '97	8 00	.....	do 1....	do 1, '97	do

WALTER S. DOULL,
Law Clerk.

No. 4.

PROPERTY conveyed and damages released to the Department of Railways and Canals during the fiscal year ended 30th June, 1897.

Date of Signature.	Grantor.	Lot.	District.	County.	Area of Land.	Amount paid.	Remarks.
			Chambly Canal.			$ cts.	
Sept. 1, 1896.	Pierre Lacouture, *et al*	24, Con. 1	St. Luc	St. Jean		1,310 98	Release, damages.
Feb. 9, 1897.	Alphonse Robert	25	do	do		150 00	do do
			Cornwall Canal.				
Jan. 2, 1897.	John Burns, *et ux*	W½ 19, Con. 1	Cornwall	Stormont	2·43 acres.	800 00	
April 30, 1897.	Wm. A. Roys	W½ 24, Con. 1	do	do	0½ do	950 00	
			Intercolonial Railway.				
Oct. 21, 1896.	J. M. Robinson	Harbour Pt	St. John	St. John		2,000 00	and $786.40 costs, dam.
June 14, 1897.	John B. & Wm. C. Magee	Wharf Lot	Reed's Point	Kings, N.B.		3,414 79	Release, judgment.
			Lachine Canal.				
Jan. 7, 1897.	J. J. Cook	Pt. 140	Parish Montreal	Hochelaga		150 00	Leakage claim.
			Oxford & New Glasgow Ry.				
Nov. 13, 1896.	Ellen Wood	B. & 9b, etc.	Oxford	Cumberland	18·60 acres. 0 57 do	158 22	Release.
			Rideau Canal.				
Mch. 25, 1897.	James H. Gould, *et ux*	Pts. 5, 39 R 9	Smith's Falls	Lanark	0·52 do 0·14 do 0·06 do	1,350 00	
May 7, 1897.	Benson S. Snyder	Pt. ft. ½ N.E. ½ 13, Con. 7	North Elmsley	do	3 ac. 2 r. 35 poles.	1,000 00	do
			C. P. Railway.				
Sept. 17, 1896.	James Bedford	S.E. ¼, Sec. 17, Tp. 2, R. 3 East.	Pembina Branch		5·3 acres.		Torrens Certificate.
			Soulanges Canal.				
Oct. 26, 1896.	Timothée Moreau	22	St. Michael de Vaudreuil	Vaudreuil	15 pch. 200 ft	65 00	
Feb. 19, 1897.	Joseph Dumesnil	138	St. Ignace	Soulanges	15 pch. 200 ft	900 00	

			Trent Valley Canal.				
*Sept. 26, 1896.	Robert Lunan, *et ux*.	Pts. 18 & 19, Cons. 3-4	Eldon	Victoria	64·70 acres.	975 00	
Oct. 27, 1896.	Can. Bk. of Commerce	Dam	Nassau, Douro	Peterborough			Agreement to take possession.
June 19, 1896.	Robert Hodgson	Pt. 12, Con. 9.	Thorah	Ontario.	4·60 acres.	175 00	Received too late for last report.
Oct. 10, 1896.	James Baptie, *et ux*	26 & 27, Con. V.	Smith	Peterborough	12·14 do	600 00	
July 13, 1896.	Jane Montgomery, Estate John Montgomery.	Pt. 12, Con. C	Mara	Ontario.	4·80 do	500 00	
*do 7, 1896.	Hamilton Provident L. Sy.	Pt. 2, Con. A	do	do	5 do	200 00	
do 14, 1896.	Alex. F. McRae, *et al*	Pt. 2, Con. B, Pt. E. ½ of N. ½	do	do	2·00 do	60 00	
June 18, 1896.	Mary Ann McQuaig	9, Con. 10	Thorah.	do	5·70 do	475 00	do
May 16, 1895.	Angus McDonald, *et ux*	Pt. 46, S. Portage Road	Eldon	Victoria	11·10 do	120 00	do
*Aug. 6, 1896.	Esther E. Stabback	Pt. 4	do	do	0·05 do	15 00	
* do 10, 1896.	Ben. Madill, *et ux*.	Portage Lot 11, Pt. 27, Con. 2 & Pt. 27, Con. 1.	do	do	47·10 do	1,300 00	
*July 18, 1896.	John McKay, executor	Pt. 6, Con. B	Mara	Ontario.	1 do	30 00	Est. of Jas. McGregor.
* do 23, 1896.	Wm. Kean, *et ux*, executors	Pt. 1, Cons. A & B, road allowance.	do	do	9·30 do	250 00	Executors John Gow.
Oct. 31, 1896.	Mary A. Robinson *et al* executors Ed. Chamberlen	W. Pt. Blk. H. & Pt. 27, Con. 8.	Smith	Peterborough	0·51 acres.	950 00	
Nov. 28, 1896	Michael Byrne, *et al*	Pt. 4, Con. 5 Pt. 32, Cons. 5-6	Cardon Eldon	Victoria	305 do	3,700 00	
Dec. 10, 1896.	Wm. McFarlane, *et ux*	Cellar and Pt. Lot 3	Smith	Peterborough	1½ do	150 00	Release damages.
Dec. 19, 1896.	Wm. Moffatt	E ½ 2 Con. 12	Duro	do	30·63 do	76 00	Injury to crops.
Sept. 4, 1896.	Frances McElroy, *et ux*	Pts. 2 and 3 on Con. V, & 3 Con. VI.	Cardon	Victoria	57·34 do	1,065 00	
Sept. 23, 1896.	W. S. Burns *et ux*	Pt. 3, Con. B.	Mara	Ontario.	15 10 do	1,000 00	
Jan. 23, 1897.	James Steele	Pt W ½ 2nd Con. & E. ½ 1st Con. 27.	Eldon	Victoria	0·90 do	70 00	
Jan. 27, 1897.	David Smith, *et ux*	Pt. 1 E. Caroline, N. Maria Sts.	Lakefield	Peterborough	0·15 do	2,350 00	
Mch. 16, 1897.	John Barrett	Pt. W. ½ 2, Con. 7	Cardon	Victoria	8·10 do	190 00	
Mch. 19, 1897.	Patrick Cronan	E. ½ Con. 7	do	do	0·60 do	8 00	
Feb. 16, 1897.	Eliz. J. Killingsworth	Pt. 2, N. side King St.	Balsover, Eldon.	do	0·15 do	15 00	
Apl. 14, 1897.	Richard Fitzgerald	Pt. ½ 2, Con. 7	Cardon	do	20·25 do	175 00	
Apl. 26, 1897.	John Henry Davis	W. Pt. Blk. H	Lakefield Tp. Smith	Peterborough	0·51 do	110 00	Release damages.
Apl. 28, 1897.	Mary A. Robinson, *et al*	Pt. 6, Con. X.	Duro	do	3·91 do	800 00	
May 18, 1897.	Edward Jos. Desauntel	Pts 14 & 15, bet. Maria and Catherine Sts.	Lakefield	do	0·27 do	500 00	
June 18, 1896.	John McRae, *et al*	Pts 1, 2, & 3, Con XI & Pts. 2, Con A.	Thorah Mara	Ontario	48·90 do	4,040 00	Received too late for last report
			Welland Canal.				
May 13, 1896.	The Grand Trunk Ry. Co.	Pts. 15 Pts. 18, 3 & 4 Con.	Thorold Grantham	Welland Lincoln	9·21, 2·04 do 2·91, 1·10 do	2,226 00	

* These appeared in last report.

PROPERTY conveyed and damages released to the Department of Railways and Canals during the fiscal year ended 30th June, 1897.—*Con.*

Date of Signature.	Grantor.	Lot.	District.	County.	Area of Land.	Amount paid.	Remarks.
			Williamsburg Canal.			$ cts.	
Sept. 30, 1896.	Patrick Keef	Pt. W. ½ 24	Matilda	Dundas, s. side	Iroquois cnl.	7,697 38	
May 31, 1897.	John A. Hutchcroft	Pt. E. ½ 7, Con. 1.	Edwardsburg	Grenville	0·13 acres.	1,850 00	
do	Mary Thompson	do do	do	do	0·21 do	1,700 00	
June 4, 1897.	Joseph Cooms *et ux*	5, S. side Morrison St., E. of West Street.	Cardinal	do	0·10 do	800 00	
do	Eleanor Boyer	11, S. side Morrison St. & W. of West St.	do	do	0·06 do	850 00	
do	Chas. Wm. Wright, *et ux*	Pt. E. ½ 7.	Edwardsburg	do	0·31 do	2,650 00	
do	Mahala Todd, *et al*	N ½ 6, E. side W. St	Cardinal	do	0·09 do	1,010 00	
do	Samuel H. Webb, *et ux*	Pt. E. ½ 7, Con. 1	Edwardsburg	do	0·32 do	4,300 00	
May 31,	Margaret Wylie	Pt. E. ½ 7.	do	do	0·32 do	2,800 00	
do	Silas Shaver, *et ux*	Pt. E. ½ W. ½ 7, Con. 1.	do	do	0·22 do	500 00	
May 31, 1897.	Joseph Scott, *et ux*	Pt. E. ½ VII.	do	do	2·05 do	5,950 00	
June 4, 1897.	Wm. Hiram Bass, *et ux*	Pt. E. ½ VI.	do	do	0·36 do	450 00	
do 7, 1897.	Anson Hawley, *et ux*	N. ½ 10 & 11, S. side Elgin St.	Cardinal	do	0·11 do	600 00	
do 7, 1897.	George Hawley, *et ux*	13 & 14, N. side Elgin St.	do	do	0·23 do	950 00	
do 19, 1897.	Andrew Ferguson, *et ux*	Pt. 18	do	do	0·13 do	400 00	
do 19, 1897.	Daniel Saver, *et ux*	7, S. side Elgin St.	do	do	0·24 do	800 00	
do 30, 1897.	John Feeney	4, W. side Waddell St.	do	do	0·23 do	1,000 00	
do 30, 1897.	Alex. Fawcett, *et ux*	Lots lettered R. & S., N. side Dundas St.	do	do	0·26 do	1,300 00	
do 30, 1897.	John Mills, *et ux*	22 & 23, S. side North St.	do	do	0·23 do	275 00	
do 30, 1897.	Thomas Hunter, *et ux*	Pt. Lot lettered N., N. side Queen's highway.	do	do	0·008 do	65 00	
do 30, 1897.	Abigail Morrison, *et al*	Pt. E. ½ 6, N. Morrison St.	do	do	2·67 do	2,500 00	
do 30, 1897.	Barbara L. Lambert, *et al.*, executors and trustees of late J. P. Lambert.	All of 24 & 25, S. side N. St. and W. Lower St., Pt. 24 & 25 N. Lambert St., Blk. Z., Pts. 20 & 21, N. Lambert St., Blk. Z., and Pt. 7, W. Walter St.	do	do	0·22 do 0·02 do 0·16 do 0·02 do	550 00	
do 30, 1897.	Albert Kelly, *et ux*	7, E. side Walter St., and 12, S. Side Morrison St., Blk. Z.	do	do	0·29 do	1,050 00	
do 30, 1897.	J. H. Lamson, *et ux*	15, N. side Elgin St., W. Lower St.	do	do	0·11 do	700 00	
do 30, 1897.	James Hodge, *et ux*	Pt. of Pt. W. ¼ 4, 1st Con.	Edwardsburg	do		2,525 00	

OTTAWA, 30th June, 1897.

WALTER S. DOULL, *Law Clerk.*

PART V.

CANAL STATISTICS

CANAL STATISTICS

FOR

SEASON OF NAVIGATION 1896.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows:

For 1895	$ 283,211 41
For 1896	350,061 03

By comparing the statistics of 1895 with 1896, it will be seen that the gross revenue has increased $66,849.62.

The increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal	$56,210 32	
" St. Lawrence Canals	10,700 72	
" Chambly Canal		$ 1,773 93
" Ottawa Canals		1,455 58
" Rideau Canal		986 18
" St. Peter's Canal	4,284 73	
" Trent Valley Canals		217 56
" Murray Canal	77 10	
" Sault Ste. Marie Canal	10 00	
Total	$ 71,282 87	$ 4,433 25
Total increase	66,849 62	

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 23rd April, 1896, authorized a reduction of canal tolls, as follows:—

For the season of 1896 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 1896.

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 $68,951.70.

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 fifteen years is as follows :—

	Quantity passed down to Montreal.	Quantity on which full Tolls were Paid.	
		To ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882	180,694	.....	63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	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
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372

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 ten 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.

For the year 1895 (O. C., April 1st, 1895,) the same rate of tolls was allowed as was granted for the year 1894.

For the year 1896 (O. C., April 23rd, 1896) the same rate of tolls was allowed as was granted for the year 1895.

The rate through the St. Lawrence Canals only, was 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 185,034 tons in 1887 to 461,049 tons in 1896; and the quantity passed down the Welland Canal from United States ports to United States, has increased from 134,868 to 160,372 tons for the same years.

* 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, in 1895 18,987 tons, and in 1896, 77,355 tons.

The quantity of barley, buckwheat, 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 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
1895	51,114
1896	153,717

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 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
1895	247,550
1896	495,898

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 1895	247,550
1896	495,898
Showing an increase of	248,348

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1895	51,114
1896	153,717
Showing an increase of	102,603

The quantity of grain arrived at tide-water by New York Canals, is reported as follows :—

	Tons.
For 1895	380,431
1896	753,039
Showing an increase of	372,608

The quantity of grain carried to tide-water by the New York railways, is reported as follows :—

	Tons.
For 1895	2,341,079
1896	3,864,760
Showing an increase of	1,523,681

The increases and decreases for 1896 as compared with 1895 on the several routes, competing for the carrying trade to the sea-board, are as follows :—

—	Increase.	Decrease.	Increase.	Decrease.
On the St. Lawrence Canals	248,348	....	100·32	.....
do Canadian Pacific and Grand Trunk Railways.	102,603	.....	200·08	.....
do New York Canals	372,608	.....	97·95	.....
do do Railways	1,523,681	.....	65·08	.....

By reference to Appendix U, it will be seen that the quantity of freight from ports west of Port Colborne to the United States ports, Oswego, Ogdensburg, &c., has increased from 165,543 tons in 1884 to 311,349 tons in 1896, and the quantity to Ontario ports, between Port Dalhousie and Cornwall, has increased from 100,425 tons in 1884 to 112,950 tons in 1896. The quantity passed down to Montreal shows an increase from 168,715 tons in 1884 to 479,442 tons in 1896.

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for thirteen 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
1895, 123	do	do	136,617
1896, 196	do	do	227,912

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
1895,	56	do do	73,987
1896,	158	do do	217,978

Three vessels took cargoes of 1,176 tons through to Montreal intact in 1896, four of 1,344 tons in 1895, two cargoes of 810 tons in 1894, none in 1893, two in 1892 of 924 tons, and three in 1891 of 1,441 tons. Sixteen vessels lightened a portion of their cargoes in 1896, against six in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891. Three hundred and thirty-five vessels discharged the whole of their cargoes at Kingston in 1896, against 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1896 and the four previous years is given below.

The total number of grain laden vessels lightened at this port in 1896 was 238 against 162 the previous year.

The quantity of grain lightened was as follows:—

Articles.	1892.	1893.	1894.	1895.	1896.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	68,736	47,558	104,827	322,662	660,190
Corn	576,289	759,000	260,657	870,705	908,833
Rye	2,467	11,540	Nil	Nil	8,197
Oats	102,529	35,353	63,412	71,648	79,585
Barley	.....	.....	.....	21,003	6,377

Welland Canal.

The total quantity of freight passed on the Welland Canal during the season of 1896 was 1,279,987 tons; of this quantity 36,392 tons were way or local freight.

There were 988,718 tons of freight passed eastwards, and 291,269 tons passed westwards.

East and west bound through freight.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1896 was 1,243,595 tons.

Of this quantity 957,928 tons were east bound and 285,667 west bound freight.

Of the east bound freight Canadian vessels carried 325,839 tons and United States vessels carried 632,089 tons; and of the west bound freight Canadian vessels carried 15,291 tons, and United States vessels carried 270,376 tons, or a total of 341,130 tons for Canadian and 902,465 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1896 was 1,113,690 tons, of this quantity 896,523 tons passed eastward and 217,167 tons passed westward.

East and west bound through freight.

The total quantity of through freight was 739,168 tons ; of this quantity 709,834 tons were east bound and 29,334 tons were west bound.

Way freight.

Of the total quantity of (way) or local freight, 186,689 tons were east bound and 187,833 tons west bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, &C.

The total quantity of through freights passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during fifteen years, is as follows :—

	Eastward, to Montreal. Tons.	Westward, from Montreal. Tons.
1882	108,835	24,488
1883	205,394	27,488
1884	168,715	9,425
1885	132,968	16,115
1886	244,514	16,801
1887	213,834	14,075
1888	183,899	19,310
1889	298,197	25,370
1890	231,746	31,951
1891	309,593	14,060
1892	263,144	9,452
1893	508,016	16,545
1894	292,191	9,439
1895	266,659	10,555
1896	480,077	10,050

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 fifteen years, is as follows :—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
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
1895	255,259	214,520	469,779
1896	385,695	267,518	653,213

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows an increase of 183,434 tons as compared with the previous year ; and an increase of 370,407 tons as compared with 1882.

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 theyears 1867 to 1896 inclusive :

Fiscal Year.	Aggregate number of Vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	No.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of Navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	533,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2,222	869,595	469,779
1896	2,766	1,279,987	653,213

The total quantity of freight passed through the several divisions of the canals during the season of 1896 is as follows :—

—	Farm Stock.	Forest, Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	38	160,232	38,579	287,776	793,362	1,279,987
St. Lawrence	1,163	106,053	65,461	343,473	597,540	1,113,690
Chambly	328	221,853	11,239	99,522	11,993	344,935
Ottawa	900	490,482	134	6,566	3,964	502.046
Rideau	21	46,102	3,540	20,297	3,347	73,307
St. Peter's		6,332		51,137	8,039	65,508
Murray	15	2,489	1,584	6,122	2,846	13,056
Trent Valley	93	20,650	178	160	64	21,145

The total quantity of freight moved on the Welland Canal was 1,279,987 tons, of which 793,362 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,113,690 tons, of which 597,540 were agricultural products, and 343,473 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 502,046 tons, of this quantity 490,482 tons were the produce of the forest.

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 957,182 tons in 1896, 602,505 in 1895, 1,400,129 in 1894, 1,452,563 in 1893, 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 1896	5,183,540	In 1887	*3,847,766
1895	3,798,574	1886	*3,802,262
1894	4,281,056	1885	4,105,594
1893	5,107,426	1884	3,639,805
1892	5,913,013	1883	4,422,461
1891	3,565,381	1882	3,888,557
1890	4,336,199	1880	4,732,385
1889	3,654,984	1869	1,087,809
1888	3,197,634		

* 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-eight 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	1,452,563	5,107,426	6,599,989	·284
1894	1,400,129	4,281,056	5,681,185	·327
1895	602,205	3,798,574	4,401,079	·159
1896	957,182	5,183,540	6,140,722	·156

Department of Railways and Canals.

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 1883	18·7
1869	47·0	1884	19·0
1870	38·9	1885	17·1
1871	38·9	1886	16·9
1872	40·1	1887	16·3
1873	34·9	1888	18·8
1874	31·7	1889	15·1
1875	28·4	1890	13·9
1876	24·6	1891	13·4
1877	28·3	1892	9·8
1878	27·1	1893	10·1
1879	23·7	1894	10·2
1880	25·1	1895	9·7
1881	18·5	1896	8·5
1882	19·0		

The quantity of freight carried by the canals and railways was greater in 1896 by 7,585,712 tons than the quantity carried in 1895, and an increase of 31,302,877 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
1895	36,170,339	·0967
1896	43,756,051	·0849

Average freight rates, grain, Chicago to Buffalo:—

Year.	Wheat.	Year.	Wheat.
1878	3·1	1889	2·5
1879	4·7	1890	1·9
1880	5·7	1891	2·5
1881	3·2	1892	2·2
1882	2·5	1893	1·6
1883	3·5	1894	1·2
1884	2·1	1895	1·9
1885	2·0	1896	1·7
1886	3·6		
1887	4·1	Average nineteen years..	2·7
1888	2·7		

COMPARATIVE STATEMENT of the Commerce through the U. S. St. Mary's Falls Canal, and Canadian Sault Ste. Marie Canal, for the Seasons of 1895 and 1896.

—		Traffic for 1896.		Total Traffic for		Increase.	Decrease.
		United States Canal.	Canadian Canal.	Season of 1896.	Season of 1895.	Amount.	Amount.
Vessels	Number.	13,441	5,136	18,577	17,984	593	
Lockages	"	6,423	3,042	9,665	7,738	1,927	
Tonnage registered	Net tons.	12,896,988	4,395,156	17,292,144	16,839,404	452,740	
Tonnage freight	"	12,679,024	4,577,399	17,256,423	15,067,485	2,188,938	
Passengers	Number.	22,438	14,658	37,096	33,236	3,860	
Coal (hard)	Net tons.	282,469	153,369	435,838	449,537		13,699
Coal (soft)	"	1,780,545	811,980	2,592,525	2,123,904	468,621	
Flour	Barrels.	7,073,174	1,797,708	8,870,882	8,898,161		27,279
Wheat	Bushels.	44,151,599	19,312,277	63,463,876	46,091,767	17,372,109	
Grain (excluding wheat)	"	21,158,325	6,556,940	27,715,265	8,542,210	19,173,055	
Manufactured and pig iron	Net tons.	102,201	27,670	129,871	102,513	27,358	
Salt	Barrels.	224,324	19,551	243,875	271,073		27,198
Copper	Net tons.	103,005	14,692	117,697	107,452	10,245	
Iron ore	"	5,402,166	2,492,905	7,895,071	8,064,355		169,284
Lumber	Ft. B. M.	658,640,000	30,233,800	688,873,800	741,015,144	52,141,344	
Silver ore	Net tons.	240		240	100	140	
Building stone	"	16,591	1,140	17,731	23,910		5,179
†Unclassified freight	"	420,802	99,264	520,066	458,379	62,687	

† Included in unclassified freight for,—

1895.	Tons.	1896.	Tons.
Wool	2,250	Wool	2,358
Hides	397	Hides	31

The United States canal was open to navigation during the season of—

1889	234 days.
1890	228 do
1891	225 do
1892	233 do
1893	219 do
1894	234 do
1895	231 do
1896	232 do

The Canadian canal was open to navigation during the season of—

1895	87 days.
1896	218 do

The average number of vessels passing per day through the two canals for the whole season of 1896 was over forty-one.

R. DEVLIN,
Compiler of Canal Statistics.

OTTAWA, Oct. 16, 1897.

EXPORTS by Lake from the port of Chicago during 1896. From Report of Board of Trade, Chicago.

Commodities.		Quantity.	Value.
			$ cts.
Wheat	Bush.	549,500	326,701 00
Corn	"	5,276,550	1,399,617 00
Oats	"	575,668	110,813 00
Rye	"	42,000	15,120 00
Steel rails	Tons.	21,608	477,959 00
Angle bars	"	1,499	34,691 00
Steel billets	"	306	4,049 00
Wire rods	"	3,563	67,451 00
Pig and scrap iron	"	1,497	15,295 00
Machinery	Pieces	10	520 00
Merchandise	Pckgs.	3	6,000 00
Total value			2,458,216 00

SHIPMENTS of Grain (in Transit and Export) by Lake from Chicago during 1896. From Report of Board of Trade, Chicago.

—	CORN, BUSHELS.			OATS, BUSHELS.		WHEAT, BUSH.	RYE, BUSH.	TOTALS.
	Transit.	Export.	Totals.	Transit.	Export.	Export.	Export.	
Collingwood, Ont.	42,968		42,968					42,968
Goderich, Ont.	89,740		89,740					89,740
Kingston, Ont.		2,248,349	2,248,349			246,361	42,000	2,536,710
Midland, Ont.	617,883	678,553	1,296,436			116,969		1,413,405
Prescott, Ont.		2,325,398	2,325,398		575,668	186,170		3,087,236
Point Edward, Ont.	198,350		198,350					198,350
Sarnia, Ont.	899,287		899,287	2,045,502				2,944,789
Walkerville, Ont.		24,250	24,250					24,250
Totals	1,841,228	5,276,550	7,124,778	2,045,502	575,668	549,500	42,000	10,337,448

GRAIN FREIGHTS BY LAKE, SEASON OF 1896.

The following were the current rates of freight on wheat and corn from Chicago to Buffalo, Kingston, Ogdensburg and Montreal (steam) also to New York by Lake and Erie Canal; for each week during the season of Navigation.

—	To Buffalo.		To Ogdensburg	To Kingston.		To Montreal. (Steam.)		Erie Canal, Buffalo to New York.		Chicago to New York Lake and Canal Including Buffalo Charges.	
	Wheat per Bush.	Corn per Bush.	Corn per Bush.	Wheat per Bush.	Corn per Bush.	Wheat per Bush.	Corn per Bush.	Wheat per Bush.	Corn per Bush.	Wheat per Bush.	Corn per Bush.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
April 18	1 5/8	1 1/2	4								
" 25	1 5/8	1 1/2	4								
May 2	1 3/4	1 1/2	4					3 7/8	3 5/8	6 1/2	6
" 9	1 3/4	1 1/2	3 7/8		3 5/8		5 7/8	3 7/8 to 3 7/8	3 1/2 to 3 5/8	6 1/2 to 6 5/8	6 1/4 to 6 3/8
" 16	1 5/8	1 1/2	3 7/8		2 7/8		5 1/2	3 3/4	3 1/2	6 1/2	5 7/8
" 23	1 1/2	1 1/4	3 7/8		2 3/8		4 3/8	3 3/4	3 1/2	6 1/2	5 7/8
" 30	1 1/2	1 1/4	3 7/8	2 5/8	2 3/8	5 1/8	4 3/8	3 3/4	3 1/2	6 1/2	5 7/8
June 6	1 1/2	1 1/4	3 7/8	2 7/8	2 5/8	5 3/8	4 1/2	3 3/4	3 1/2	6 1/2	5 7/8
" 13	1 1/2	1 1/4	4	2 7/8	2 5/8	5 3/8	4 1/2	3 3/4	3 1/2	6 1/2	5 7/8
" 20	1 1/2	1 1/4	4	2 7/8	2 5/8	5 3/8	4 1/2	3 3/4	3 1/2	6 1/2	5 7/8
" 27	1 3/8	1 1/8	4	3 1/8	2 5/8	6 1/8		3 3/4	3 1/2	6	5 1/2
July 4	1 3/8	1 1/8	4	2 3/4	2 5/8	5 1/4		3 3/4	3 1/2	6	5 1/2
" 11	1 1/4	1	3 3/4	2 5/8	2 1/4	5 3/8	5	3 3/4	3 1/2	5 7/8	5 3/8
" 18	1 1/4	1	3 3/4		2 5/8		4 7/8	3 3/4	3 1/2	5 7/8	5 3/8
" 25	1 1/4	1	3 3/4		2 3/4		5	3 3/4	3 1/2	5 7/8	5 3/8
Aug 1	1 3/8	1 1/2	3		2 3/4		5	3 3/4	3 1/2	6	5 1/2
" 8	1 1/2	1 1/4	2 7/8		2 3/4		5	3 3/4	3 1/2	6 1/8	5 5/8
" 15	1 1/2	1 1/4	2 3/4		2 3/4		5	3 3/4	3 1/2	6 1/8	5 5/8
" 22	1 1/2	1 1/4	2 7/8		2 3/8		4 5/8	3 3/4	3 1/2	6 1/8	5 5/8
" 29	1 1/2	1 1/4	3 1/8		2 3/8		4 7/8	3 3/4	3 1/2	6 1/8	5 5/8
Sept. 5	1 1/2	1 1/4	3 3/8	2 3/4		5 1/4		3 3/4	3 1/2	6 1/8	5 5/8
" 12	1 1/2	1 1/4	3 3/8	2 3/4		5 1/4		3 3/4	3 1/2	6 1/8	5 5/8
" 19	1 3/8	1 1/8	3	2 5/8		5 1/8		3 3/4	3 1/2	6	5 1/2
" 26	1 1/4	1	3	2 5/8				3 3/4	3 1/2	5 7/8	5 3/8
Oct. 3	1 1/4	1 1/4	3 1/4	2 5/8		5 1/4		3 3/4	3 1/2	6 1/8	5 5/8
" 10	1 3/8	1 1/8	3 1/4	2 7/8		5 3/8		3 3/4	3 1/2	6 1/4	5 7/8
" 17	1 3/8	1 1/4	3 1/2					3 3/4	3 1/2	6 3/8	5 7/8
" 24	1 3/8	1 1/8	3 3/4					3 3/4	3 1/2	6 1/4	6
" 31	2	1 1/2	4 3/8	2 5/8		5 3/8		3 3/4	3 1/2	6 3/8	6 1/8
Nov. 7	2 1/4	2	4 3/8					3 3/4 to 4	3 1/2 to 3 5/8	6 3/8 to 6 5/8	6 3/8 to 6 1/2
" 14	2	1 3/4	4 3/8					3 1/2 to 4	3 1/2 to 3 5/8	6 1/8 to 6 1/4	5 7/8 to 6 1/4
" 21	2	1 3/4	5					3 3/8 to 3 1/2	2 7/8 to 3 1/4	5 3/4 to 6 1/8	5 1/2 to 5 7/8
" 28	2	1 3/4	5								
Dec. 5	2	1 3/4	5								
" 12	2	1 3/4									
" 19	2	1 3/4									

LAKE FREIGHTS FROM CHICAGO TO BUFFALO ON WHEAT AND CORN.

STATEMENT showing the dates of the changes of the ruling rates of lake freights on wheat and corn from Chicago to Buffalo during 1896 (as reported by the Secretary of Merchants' Exchange, Buffalo):—

1896.	Wheat, bush.	Corn, bush.	1896.	Wheat, bush.	Corn, bush.
Opening.	Cts.	Cts.	Opening.	Cts.	Cts.
April 8	1⅜	1½	Aug. 24	1¼	1¼
do 10	1⅜		do 26		1⅛
do 14	2		do 27		1¼
do 20		1⅜	do 28		1⅛ to 1¼
do 22		1¼	do 29		1¼
do 28		1⅜	Sept. 5	1⅜	
May 5		2	do 16		1⅛
do 6	2⅛	2	do 18		1
do 7	2¼		do 22		1⅛
do 9		1⅜	do 25		1¼
do 11		1⅝	do 28		1⅜
do 12		1½	Oct. 2	1½	1¼ to 1⅜
do 15		1⅜	do 5		1½
do 16		1¼	do 8		1⅜
do 19		1⅛	do 9		1⅜
do 20		1 to 1¼	do 12		2
do 23	1¼	1⅛	do 21		2¼
do 27	1⅜	1¼	do 22		2½
do 29	1½	1⅜	do 29	2⅝	
June 2		1⅜ to 1½	do 30		2⅝
do 3		1½	Nov. 5		2⅜ to 2½
do 4	1⅝		do 6		2⅜
do 8		1⅜	do 7	2¼	2
do 9		1¼	do 9		1⅜
do 16	1½		do 12		1⅝ to 1¾
do 17		1⅜	do 13		1⅜
do 20		1¼	do 14	2	
do 22		1⅛	do 16	2¼	
do 29		1¼	do 18	2⅜	
July 1		1⅛	do 19		1¼
do 9		1	do 20		1⅜
do 10	1⅛		do 21	2	
do 27		1⅛	do 23		2
do 30		1¼	do 24	1⅞ to 2	1⅜
Aug. 1	1⅜		do 25	1⅞	
do 12		1⅛ to 1¼	Dec. 1	2¼	bid 2
do 13		1¼	do 3		2
do 21		1	do 5 to close		2⅛
do 22		1 to 1⅛			

Highest on oats, 1½c.; lowest, ⅞c. per bushel.

NOTE.—Corn from Chicago to Kingston ranged from 2½c. to 4⅛c., and wheat from 2c. to 3c. cents per bushel during the season. Corn to Port Huron, 1c. to 2¼c., and oats, 1c. to 1⅛c., and to Ogdensburg, June 13th, at 2¾c. per bushel. Wheat to Toledo, 1⅛c. to 1⅝c. per bushel; corn to Oswego in July, 2½c. per bushel; wheat to Erie in May, 2c. per bushel; wheat to Detroit in April, 1⅝c. per bushel.

Rates from Milwaukee about the same as from Chicago.

Department of Railways and Canals.

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.	August.	Sept.	Oct.	Nov.
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1887 Wheat	3·4	5·1	3·8	3·5	4·1	4·7	3·9
1887 Corn	3·1	4·7	3·5	3·3	3·8	4·4	3·6
Highest rate, wheat, 1887, 6c. ; lowest, 3c. ; average for the season, 4·1c.							
1888 Wheat	2·1	1·9	2·2	3·2	3·5	2·4	2·5
1888 Corn	1·8	1·7	1·9	2·9	3·2	2·1	2·3
Highest rate, wheat, 1888, 4c. ; lowest, 2c. ; average for the season, 2·7c.							
1889 Wheat	2·2	2·0	2·1	2·7	3·0	3·0	2·5
1889 Corn	2·0	1·8	1·9	2·4	2·7	2·7	2·3
Highest rate, wheat, 1889, 3·6c. ; lowest, 2c. ; average for the season, 2·5c.							
1890 Wheat	1·8	2·2	2·3	1·5	2·0	1·8	2·0
1890 Corn	1·6	2·0	2·0	1·3	1·8	1·6	1·8
Highest rate, wheat, 1890, 2½c. ; lowest, 1·5c. ; average for the season, 1·9c.							
1891 Wheat	1·4	1·2	2·1	2·7	3·3	2·2	4·1
1891 Corn	1·2	1·1	2·0	2·5	3·0	2·1	3·8
Highest rate, wheat, 1891, 5¼c. ; lowest, 1c. ; average for the season, 2·4c.							
1892 Wheat	1·9	1·8	2·0	2·3	2·3	2·3	2·6
1892 Corn	1·7	1·6	1·8	2·1	2·1	2·1	2·3
Highest rate, wheat, 1892, 3c. ; lowest, 1c. ; average for the season, 2·2c.							
1893 Wheat	1·3	1·8	1·2	1·3	1·7	2·1	2·0
1893 Corn	1·2	1·6	1·1	1·2	1·5	1·9	1·8
Highest rate, wheat, 1893, 2⅜c. ; lowest, 1c. ; average for the season, 1·6c.							
1894 Wheat	1·4	1·2	0·9	1·0	1·4	1·1	1·3
1894 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.							
1895 Wheat	1·2	1·2	1·1	1·6	2·1	3·0	3·0
1895 Corn	1·1	1·1	1·0	1·4	1·9	2·9	2·7
Hlghest rate, wheat, 1895, 3c. ; lowest, 1c. ; average for the season, 1·9c.							
1896 Wheat	1·6	1·5	1·2	1·3	1·4	2·0	2·1
1896 Corn	1·4	1·3	1·1	1·2	1·2	1·9	1·9
Highest rate, wheat, 1896, 2⅝c. ; lowest, 1¼c. ; average for the season, 1·7c.							

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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 1896:—

1896.	Wheat, Bushels.	1896.	Wheat, Bushels.
	Cts.		Cts.
Opening of navigation to May 5	3	August 27 to August 28	1⅜
May 6 to May 10	2⅞	do 29 to September 2	1½
do 11 to do 15	3	September 3 to September 7	1⅝
do 16 to do 18	2¾	do 8 to do 24	1½
do 19 to June 18	2⅜	do 25 to do 27	1¼
June 19	2⅝	do 28	1½
do 20 to June 22	2½	do 29 to October 1	1¼
do 23 to do 29	2¼	October 2 to October 4	1¼
do 30	2⅜	do 5 to do 7	1¾
July 1 to July 4	2	do 8 to do 13	2
do 5 to do 8	1⅜	do 14 to do 20	2¼
do 9 to do 10	1⅝	do 21	2½
do 11 to do 14	1½	do 22	2¾
do 15 to do 21	1⅝	do 23 to November 3	3
do 22 to do 27	1¾	November 4 to November 8	2¾
do 28 to do 31	1⅝	do 9 to do 10	2½
August 1 to August 9	1½	do 11 to do 15	2¼
do 10 to do 21	1⅝	do 16 to do 18	2½
do 21 to do 22	1½	do 19	2¾
do 23 to do 24	1¾	do 20 to do 26	3
do 25 to do 26	1¼	do 27 to close	2

In 1885, the range of freight on wheat, Duluth to Buffalo, was 1½ to 5 c.; in 1886, 3¼ to 8 c.; in 1887, 5 to 8 c.; in 1888, 2 to 5 c.; in 1889, 2 to 5 c.; in 1890, 2 to 5 c.; in 1891, 1¼ to 9½ c.; in 1892, 2¼ to 4 c.; in 1893, 1¼ to 3½ c.; in 1894, 1¼ to 3 c.; in 1895, 2 to 6 c.; and in 1896, 1¼ to 3 c. per bushel.

The first departure by lake at Duluth in 1896 was on April 22nd, and in 1895 on April 27th. In 1894, season opened on April 19th; in 1893, on May 8th; in 1892, on April 21st; in 1891, on April 30th; in 1890, on March 26th; in 1889, on April 20th; in 1888, on May 12th; in 1887, on May 4th; and in 1886, on May 7th.

Wheat was shipped at Kingston, Canada, per bushel, during the season of 1887, at 6¼ to 7¾ c.; in 1888, at 4 to 5 c.; in 1889 at ———; in 1890, 5⅜, 5½, 4½, 4¼ and 4 c.; in 1891, during May, 3⅜, 3½ and 2½ c.; during June, 3c; and on July 25th, 2½c.; in 1892, 5 c. in April; 5 to 5¼ c. in May; 4 c. in June; 4½ c. in July; 3 c. in August; 6 to 6¼ c. in October. In 1893, ranged from 5½ to 4½c. in April; 4½ to 4¾ c. in May; 4 to 3½ c. in June; 2⅝ to 3 c. in July; 3½ to 3¾ c. in September; no figures quoted after that date. In 1894, ranged from 3¼ to 3½ c. in May; 3½ c. in June; 2½ c. in July; 2½ to 3¼ c. in August; 4 c. in September, and 4¼ c. in October. On August 25th and November 3rd, 1894, wheat to Ogdensburg at 3¼ and 4½ c. respectively. In 1895, wheat to Kingston from 3 to 5 c., according to time of year. In 1896 wheat to Kingston from 3 to 5½ c., according to time of year.

Lake Freight rates from Toledo to Buffalo on Wheat.

The following statement shows the ruling rates of lake freight on wheat from Toledo to Buffalo during the season of 1896 on the date specified, (as reported by the Secretary, Merchants' Exchange, Buffalo) :—

Date, 1896.	Wheat. Bush.	Date, 1896.	Wheat. Bush.
	Cts.		Cts.
Opening to May 16th	1½	November 5th to 9th	1⅝
May 17th to October 30th	1¼	do 10th to close	1¾
October 31st to November 4th	1½		

The range for 1886 was 1¾ to 3c. ; for 1887, 2¼ to 3c. ; for 1888, 1½ to 2⅛c. ; for 1889, 1¾ to 2c. ; for 1890, 1½ to 2c. ; for 1891, 1 to 3c. ; for 1892, 1½ to 2½c. ; for 1893, 1 to 2c. ; for 1894, 1 to 2c. ; for 1895, 1 to 2¼c. ; and for 1896, 1¼ to 1⅝c. per bushel.

From Toledo to Ogdensburg, wheat and corn shipped at 6 to 7c. in 1887 ; at 4½ to 6c. for wheat and 5c. for corn in 1888 ; and 5 to 5⅞c. for wheat in 1889 per bushel. From Toledo, on October 8, 1887, corn shipped to Kingston at 3½c., and on November 12th at 4½c. per bushel. In 1888, corn, Toledo to Kingston, at 4½ to 3c. ; and wheat at 3½ to 3c. per bushel. In 1889, wheat, Toledo to Kingston at 3c., and in 1891, rye Toledo to Kingston at 3c. per bushel. From Toledo, on June 2, 1887, wheat shipped to Montreal by propeller at 6½c. ; on June 14th the corn at same price ; but on September the 26th the rate on corn was only 5c. per bushel. In 1888, corn, Toledo to Montreal at 6 to 5¾c., and wheat at 5½c. per bushel. From 1889 to 1896 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 1896 (as reported by the Secretary, Merchants' Exchange, Buffalo).

Date, 1896.	Wheat. Bush.	Corn. Bush.	Date, 1896.	Wheat. Bush.	Corn. Bush.
	Cts.	Cts.		Cts.	Cts.
May 1st	3⅞	3⅝	November 18th	3½	3¼
do 4th	3¾	3½	do 19th	3½	3
November 2nd	4	3⅝	do 20th to close	3⅜	2⅞

The freight on oats varied from 2⅛ to 2¾c. per bushel. Pine lumber, per 1,000 feet, was carried from Buffalo and Tonawanda to New York as follows : Opened at $2.00 ; changed on November 2nd to $2.25 and continued at that rate to the close. Rates to Albany, 50c. 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.
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, 3¾c.; 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, 2½c.; 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.								
1895	Wheat	1·9	1·7	2·0	2·0	2·1	2·5	2·7
	Corn	1·7	1·5	1·7	1·7	2·0	2·2	2·5
Highest rate, wheat, 1895, 3c.; lowest, 1·9c.; average for the season, 2·2c.								
1896	Wheat	3·7	3·7	3·7	3·7	3·7	3·7	3·8
	Corn	3·5	3·5	3·5	3·5	3·5	3·5	3·6
Highest rate, wheat, 1896, 4c.; lowest, 3·1c.; average for the season, 3·7c.								

NOTE.—Canal free of tolls since 1882.

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 years (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	⅞
1882	51,501,503	5·4	1·0	⅞
1883	65,722,080	4·9	None.	⅞
1884*	58,011,800	4·2	do	⅞
1885*	52,671,090	3·8	do	⅞
1886*	75,570,850	5·0	do	⅞
1887*	87,073,570	4·6	do	⅞
1888*	73,977,390	3 4	do	⅞
1889*	92,290,550	4·8	do	⅞
1890*	91,994,680	3·8	do	⅞
1891*	135,315,510	3·5	do	⅞
1892*	138,872,560	3·5	do	⅞
1893*	140,796,410	4·6	do	⅞
1894*	105,435,577	3·2	do	⅞
1895*	121,225,497	2·2	do	⅞
1896*	161,470,745	3·7	do	⅞

NOTE.—Prior to 1870 tolls 6·21 cents per bushel, and the elevating charge 2 cents per bushel

* Including flax-seed.

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* ·0960	·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
1895	*b* ·0450	·0640	·1029	*b* ·0486	·0696	·1189
1896	*b* ·0575	·0615	·1050	*b* ·0619	·0661	·1200

a To Buffalo only. *b* Including Buffalo 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.	1896.	1895.	1894.	1893.
		$	$	$	$
Liverpool	Grain	·3350	·3200	·3250	·3410
do	Sacked flour	·3430	·3400	·3316	·3515
do	Provisions	·4491	·4181	·4406	·4547
Glasgow	Grain	·3422	·3419	·3463	·3585
do	Sacked flour	·3650	·3625	·3503	·3625
do	Provisions	·4997	·4969	·4659	·4828
London	Grain	·3348	·3329	·3288	·3760
do	Sacked flour	·3528	·3513	·3493	·3794
do	Provisions	·4715	·4603	·4575	·4828
Antwerp	do	·4969	·4828	·4688	·4828
Hamburg	do	·5100	·5000	·5000	·5250
Amsterdam	do	·5200	·5000	·5000	·5000
Rotterdam	do	·5200	·4800	·5000	·5000
Copenhagen	do	·5812	·5531	·5531	·5531
Stockholm	do	·6937	·6656	·6656	·6656
Stettin	do	·5812	·5531	·5531	·5531
Bordeaux	do	·6413	·6413	·6250	·6000

LAKE FREIGHTS ON COAL FROM BUFFALO TO CHICAGO AND OTHER PORTS.

The following statement shows the ruling freight rates on coal per ton, in cents, from Buffalo to the Ports named, during the season of 1895, for the week ending on the dates specified.

1896. Week ending.	Chicago.	Milwaukee.	Duluth and Superior Ports.	Green Bay.	Gladstone.	Sheboygan.	Toledo.	Detroit.	Racine.	Saguinaw.	Bay City.	Washburn.	Ashland.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
April 25	40	40	25	.....	.....	.....	25	.....	45	.....	.....	.....	.....
May 2	40	40	25	.....	.....	.....	25	.....	45	40	25	.....	.....
do 9	40	40	25	.....	.....	.....	25	.....	45	.....	.....	.....	25
do 16	50	40 to 45	25	.....	25	.....	.....	.....	50	35	30	.....	25
do 23	50	45	25	45	.....	.....	.....	.....	50	.....	.....	.....	.....
do 30	50 to 60	45 to 55	25	55	.....	.....	.....	.....	60	40	35	.....	.....
June 6	60	55	25	55	25	55	25	.....	60	.....	.....	.....	.....
do 13	60 to 50	55 to 45	30	45	.....	.....	.....	.....	50	.....	.....	.....	25
do 20	50	45	30	45	35	.....	25	.....	50	40	30	.....	30
do 27	50	45	30	45	.....	.....	.....	.....	50	.....	.....	.....	30
July 4	50 to 40	45 to 35	30 to 25	.....	.....	35	25	.....	40	.....	25	.....	.....
do 11	40	35	25	40	.....	.....	.....	.....	40	35	25	.....	25
do 18	40 to 30	35 to 30	25	40	.....	.....	25	.....	40	30	35	.....	25
do 25	30	30	25	30	25	.....	25	.....	.....	35	25	.....	.....
Aug. 1	30 to 25	30 to 25	25	25	25	.....	25	.....	.....	30	.....	.....	.....
do 8	20	20	20	20	20	.....	20	.....	.....	40	25	.....	.....
do 15	20	20	20	20	20	.....	20	25	.....	40	25	.....	.....
do 22	20	20	20	20	20	.....	20	.....	.....	40	.....	.....	.....
do 29	20	20	20	20	20	.....	20	.....	.....	.....	.....	.....	.....
Sept. 5	20	20	20	20	20	.....	20	.....	.....	.....	25	.....	.....
do 12	20	20	20	.....	20	.....	20	20	20	.....	25	.....	.....
do 19	20	20	20	20	20	.....	20	.....	25	.....	25	20	.....
do 26	20	20	20	20	20	.....	20	.....	.....	40	25	20	.....
Oct. 3	20	20	20	30	.....	.....	20	.....	40	40	25	.....	.....
do 10	20	20	20	30	20	.....	25	.....	40	.....	30	.....	.....
do 17	20 to 30	20 to 30	20	40	30	.....	25	.....	.....	.....	30	.....	.....
do 24	30	30	20	40	30	.....	25	25	40	.....	.....	.....	20
do 31	30	30	20	40	20	.....	25	25	50	.....	.....	.....	20
Nov. 7	30	30	20	40	20	.....	25	.....	.....	40	.....	.....	.....
do 14	30	30	20	40	20	.....	25	.....	40	.....	.....	.....	20
do 21	30 to 40	30 to 40	30	.....	30	.....	25	.....	.....	.....	.....	.....	.....
do 28	60	60	50	.....	50	.....	30	.....	.....	.....	.....	.....	50
Dec. 5 to close	60	60	50	.....	.....	.....	30	.....	.....	.....	.....	.....	50

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 1896 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.
	$	$	$	$	$	$	$	$	$	$
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
1895	1,199,782	17,774,108	411,557	236,415	19,621,862	1,834,745	19,320,714	558,991	7,844	21,722,294
1896	1,118,185	18,038,931	582,469	404,020	20,143,605	1,572,783	19,441,279	772,586	1,768	21,788,416

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 1896 inclusive.

Year ending June 30.	Countries from which Received.						Countries to which shipped						Total Value of Merchandise received and shipped.
	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Other Countries.	
	$	$	$	$	$	$	$	$	$	$	$	$	$
1868....	10,664,576	132,074	4,864,209	14,967	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,516,604
1869....	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,037	2,693,525	1,547,602	15,033,821	448,300	72,875	1,299,861	21,095,984
1870....	10,210,455	302,806	7,215,973	103,977	3,309,227	2,049,422	2,946,053	2,116,249	16,689,037	321,331	135,915	983,275	23,191,860
1871....	13,473,915	322,110	7,954,060	344,179	1,367,573	1,913,200	4,031,319	1,033,307	18,406,475	346,872	345,224	1,211,840	25,375,037
1872....	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,494	2,263,819	24,042,790	358,151	179,570	1,797,496	31,385,320
1873....	19,144,815	250,704	13,394,693	286,607	5,737,904	1,284,462	5,144,175	5,622,325	26,784,184	235,113	319,771	1,993,617	40,099,185
1874....	18,832,900	211,907	14,163,690	151,920	4,563,869	926,390	5,391,201	3,866,642	27,310,739	665,214	520,493	1,096,387	38,850,676
1875....	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947	7,229,912	1,495,285	29,860,295	1,155,004	248,358	757,429	40,686,283
1876....	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789	11,791,200	2,958,558	24,419,888	1,129,440	600,061	1,163,508	42,062,655
1877....	13,732,085	337,897	12,471,695	158,852	1,095,451	1,460,793	7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773
1878....	10,084,510	378,768	12,204,058	146,822	3,041,957	1,481,033	9,577,050	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148
1879....	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,153	8,175,951	2,252,572	12,889,587	330,968	174,757	1,272,032	25,095,867
1880....	10,311,139	620,704	17,134,747	239,655	3,606,099	1,942,405	10,856,579	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749
1881....	14,898,052	721,344	17,002,046	217,444	2,642,550	2,222,122	9,122,079	2,729,246	23,356,264	671,008	177,340	1,648,121	37,704,048
1882....	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,361	37,595,484	800,025	319,257	2,421,526	58,065,459
1883....	20,242,222	1,149,195	29,802,820	281,309	3,126,069	4,276,712	11,089,865	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327
1884....	14,038,694	948,901	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,960,488	22,939,385	2,748,434	221,061	2,656,635	36,814,392
1885....	11,064,186	1,140,548	13,523,613	308,293	4,853,354	3,545,544	7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,435,538
1886....	13,142,644	1,462,414	10,861,020	216,078	6,797,879	4,558,229	8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,423	37,038,264
1887....	17,977,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760	10,052,219	4,353,992	22,187,955	2,002,476	608,121	3,561,358	42,766,121
1888....	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298	6,853,195	2,551,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209
1889....	19,080,647	2,582,456	11,336,123	296,654	9,054,736	5,052,610	9,233,659	4,581,064	22,146,975	4,781,110	892,158	5,768,287	47,403,253
1890....	20,664,427	2,735,546	16,002,384	639,050	9,759,256	5,898,763	10,656,465	5,097,434	27,335,678	4,944,149	1,215,399	6,450,301	55,699,426
1891....	20,879,851	2,819,238	19,780,470	565,338	6,977,901	6,475,119	11,968,808	3,640,940	27,883,023	5,052,318	966,851	7,985,977	57,497,917
1892....	21,334,783	2,930,571	23,928,255	1,383,455	11,054,445	8,936,228	20,141,862	6,995,419	26,704,114	4,953,911	1,472,980	9,299,451	69,567,737
1893....	20,387,339	3,466,885	17,885,573	1,652,200	10,131,171	14,426,669	18,511,287	7,986,637	22,720,111	4,607,549	2,034,761	12,089,492	67,949,837
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
1895....	18,531,083	4,122,899	19,621,862	2,515,091	10,420,277	10,465,981	20,562,325	6,684,735	21,722,294	4,512,293	1,951,985	10,243,561	65,677,193
1896....	19,420,751	3,460,489	20,143,605	1,797,161	11,668,243	13,272,521	20,022,263	7,942,844	21,788,416	5,210,607	1,890,705	12,907,932	69,762,770

FOREIGN CARRYING TRADE.

VALUE of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1896 inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879, inclusive,) as method of transportation of specie and merchandise cannot be separatcly 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.—*Concluded.*

Year ending June 30.	IMPORTS.			EXPORTS.			TOTAL IMPORTS AND EXPORTS.				Percentage carried in American vessels.
	In cars and other land vessels.	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	1,714,066,116	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	1,547,135,194	13·3
1895	33,201,988	108,229,615	590,538,362	49,902,754	62,277,581	695,357,830	83,104,742	170,507,196	1,285,896,192	1,589,508,130	11·7
1896	35,535,079	117,299,074	626,890,521	61,131,125	70,392,813	751,083,000	96,666,204	187,691,887	1,377,973,521	1,662,331,612	12·00

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 1896.

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
1895	14,068,922	5,552,940	19,621,862	18,752,226	2,970,068	21,722,294
1896	13,408,578	6,735,027	20,143,605	18,335,373	3,453,043	21,788,416

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	86,690
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	54,607	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
1895	2,240	280,550	94,403	77,868	87,839	205	59,400
1896	7,963	408,872	100,227	109,967	197,713	77,210	55,230

* Apples, meal all kinds, pease, potatoes.

all Canals in the State of New York, during a series of twenty-eight years.

	Heavy Goods.					
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Ton.	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	69,459	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	93,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	210,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	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
602,505	4,263	59,402	71,334	766,723	144,076	1,045,798
957,182	1,568	74,651	83,309	682,167	89,998	931,693

D.—TABLE showing the Tonnage of the undermentioned Articles, moved through

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles, †
	Tons.	Tons.	Ton.	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
1895.....	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896.....	42,465	320,563	320,444	11,368	28,178	9,409	56,591

*Fiscal. †Apples, meal, all kinds, pease, potatoes.

the Welland Canal, during a period of Twenty-six Years ended 31st Dec., 1896.

	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
486,421	185	6,245	54	2,819	158,866	1,140	169,309
789,018	1,192	6,332	82	3,264	223,445	1,158	235,473

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-eight 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	
1895	98	271,957	83,611	71,185	85,507	205	15	508,596		35·21
1896	6,971	402,114	89,726	101,154	194,442	77,162	5,575	877,144	11·53	

*Apples, meals all kinds, pease, potatoes.

STATEMENT to Table E showing the shipment at Oswego, during the same period.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. *	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815	.....	.. ..
1870	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	....	11·06
1871	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11·05	.....
1872	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818	.....	36·59
1873	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765	.....	50·80
1874	.....	108,288	46,127	77,007	1,103	7,053	3,747	243,325	.....	9·14
1875	1,728	32,690	3,034	75,083	3,308	4,989	5,931	126,763	.....	52·67
1876	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62·67
1877	855	28,955	3,308	80,306	316	6,603	6,556	126,399	.....	52·61
1878	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	.....	65·21
1879	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52·51
1880	951	17,466	15,656	82,743	.....	12,593	5,996	135,410	. .	49·43
1881	758	25,352	8,064	62,793	200	14,444	4,027	115,638	.....	56·82
1882	813	20,274	4,401	70,862	416	22,265	7,773	126,804	....	52·65
1883	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77·62
1886	737	9,579	154	42,261	.....	1,671	4,814	59,216	.....	77·88
1887	790	675	2	44,580	.....	716	1,370	48,133	.....	82·02
1888	384	2,206	168	6,237	.....	.....	2,196	11,191	.....	95·82
1889	473	8,002	8,950	40,096	16	1,405	1,003	59,945	.....	77 61
1890	545	10,378	10,408	26,639	8	4,635	2,356	54,969	...	79·47
1891	292	4,298	1,652	27,418	.....	2,130	3,620	39,410	... ..	85·28
1892	273	4,806	5,657	5,283	.....	199	2,340	18,558	.....	93·07
1893	119	2,036	3,968	8,476	.....	237	2,784	17,620	.....	93·43
1894	8	10,293	10,514	17,160	.....	.....	2,609	40,584	... .	84·84
1895	66	3,073	7,352	1,900	1,816	.... ..	258	14,465	.....	94·23
1896	.....	1,825	7,778	7,552	.....	.....	2,468	19,623	.....	93·01

* Apples, meal all kinds, potatoes.

F.—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty-six Years, ended 31st December, 1896.

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
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538

* Fiscal. † Apples, meal all kinds, pease, potatoes.

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-six Years, ended 31st December, 1896.

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
1895	10,169	27,881	100,512	7,904	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494

*Apples, meals all kinds, pease, potatoes.

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-six years, ended 31st December, 1896.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity charged through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873.....	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874.....	1,767,598	647,397	2,791,517	1,557,509	243,325	374,226
1875.....	1,305,550	417,936	2,343,241	1,017,559	126,763	177,908
1876.....	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877.....	1,408,984	464,181	2,493,683	1,223,100	126,899	180,586
1878.....	1,912,734	403,403	3,695,764	1.644,301	93,149	128,361
1879.....	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880.....	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881.....	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882.....	1,118,776	306,482	3,885,577	864,826	126,804	64,002
1883.....	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884.....	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885.....	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886.....	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887.....	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888.....	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889.....	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890.....	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891.....	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444
1892.....	937,999	527,426	5,913,013	870,570	18,558	244,550
1893.....	1,452,563	805,250	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
1895.....	602,505	486,421	3,798,574	508,596	14,465	209,802
1896.....	957,182	798,018	5,183,540	877,144	19,623	300,407

*Fiscal.

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation in 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895 and 1896.

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
1886.	Tons.		Tons.		Tons.		Tons.		Tons.	
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
1887.	Tons.		Tons.		Tons.		Tons.		Tons.	
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
1888.	Tons.		Tons.		Tons.		Tons.		Tons.	
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
1889.	Tons.		Tons.		Tons.		Tons.		Tons.	
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
1890.	Tons.		Tons.		Tons.		Tons.		Tons.	
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
1891.	Tons.		Tons.		Tons.		Tons.		Tons.	
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
1892.	Tons.		Tons.		Tons.		Tons.		Tons.	
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.										
	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 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	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		79,715		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.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	209	108,776	151	73,895	205	223,743	101	41,327	666	447,741
1895.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		72,895		68,935		29,345		30,723		201,898
Corn		16,854		3,724		126,943		17,369		164,890
Barley		798		162		7,729				8,689
Oats		1,531		246		16,442				18,219
Pease										
Rye										
Coal		2		3,984				4,426		8,412
Miscellaneous merchandise		37,356		2,361		67,705		1,324		108,746
Shingles, woodenware, &c		20				863		1,079		1,962
Sawed lumber Ft. B.M.		1,057,146		248,071		9,385,890		14,929,734		25,620,841
Square timber Cub. ft.		1,027,913		2,049,368				35,000		3,112,281
Staves No.										
Firewood Cords.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	224	122,521	181	82,543	343	337,983	163	96,506	911	639,553
1896.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		113,331		90,979		78,741		34,476		317,527
Corn		9,360		3,855		218,315		88,914		320,444
Barley		240				11,128				11,368
Oats		441		1,270		24,847		1,620		28,178
Pease		1,403		1,354				273		3,030
Rye		5,035		644		2,837		454		8,970
Coal		7		11,106		1,255		629		12,997
Miscellaneous merchandise		29,820		1,452		82,319		4,374		117,965
Shingles, woodenware, &c		134				22				156
Sawed lumber Ft., B.M.		2,123,213				18,259,810		27,796,146		48,179,169
Square timber Cub. ft.		942,923		1,649,145				246,024		2,838,092
Staves No.										
Firewood Cords.								55		55

Department of Railways and Canals.

STATEMENT showing the Quantity of Through Freight passed up the Welland Canal in Canadian and United States Vessels, during the Season of 1896.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	120,614	184	81,618	331	327,911	163	95,791	894	625,934
1896.	Tons.		Tons.		Tons.		Tons.		Tons.	
Class 3.										
Cement and water lime.	1,363		323		200				1,886	
Fish	11				477				488	
Iron, railway	1,687								1,687	
do pig	28								28	
do all other	906		18		146				1,070	
Salt	822								822	
Steel										
Articles not enumerated	191		493		3,438		17		4,139	
Class 4.										
Crockery and earthenware	84				138				222	
Marble										
Manilla	3								3	
Nails	336		79						415	
Paint	42		9						51	
Pitch and tar	56		40		29				125	
Sugar	1,869				7,128				8,997	
Tin	195				247				442	
Merchandise not enumerated	3,009		96		50,626				53,731	
Class 5.										
Produce of wood	44				119				163	
Special										
Coal	697		2,890		148,443		58,210		210,240	
Unenumerated					672		486		1,158	
Total	11,343		3,948		211,663		58,713		285,667	

Canadian steam vessels carried	11,343	tons
do sailing do	3,948	do
United States steam vessels carried	211,663	do
do sailing do	58,713	do

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 1896, is as follows:—

SUMMARY.	Tons.	Tons.
In Canadian steam vessels	11,343	
do sail do	3,948	
Total quantity in Canadian vessels		15,291
In United States steam vessels	211,663	
do sail do	58,713	
Total in United States vessels		270,376
Grand total quantity of freight passed up the Welland Canal in Canadian and United States vessels		285,667

STATEMENT of the Quantity of Through Freight passed on the Welland Canal, during the season of Navigation in 1896.

SUMMARY.	Tons.	Tons.
In Canadian steam vessels up	11,344	
do do down	182,180	
Total in Canadian steam vessels		193,523
In Canadian sail vessels up	3,948	
do do down	143,659	
Total in Canadian sail vessels		147,607
Total quantity in Canadian vessels		341,130
In United States steam vessels up	211,663	
do do down	449,911	
Total in United States steam vessels		661,574
In United States sail vessels up	58,713	
do do down	182,178	
Total in United States sail vessels		240,891
Total quantity in United States vessels		902,465
Total in Canadian and United States vessels		1,243,595
	East bound.	West bound.
In Canadian vessels	325,839	15,291
In United States vessels	632,089	270,376
Total	957,928	285,667

J.—STATEMENT of Large Class of Vessels Lightened at the Welland Railway Elevator at Port Colborne, Showing the Tonnage, Dimensions, Depth of Water, Number of Cargoes passed through the Enlarged Welland Canal during the Season of Navigation in 1896.

CANADIAN STEAM VESSELS.

Date of Arrival.	Name of Vessels.	Registered Tonnage.	Dimensions. Length over all.	Width of Beam.	Depth of Hold.	Depth of Water on Arrival. Forward.	Aft.	Original Cargo to the Welland Canal. Wheat.	Wheat.	Corn.	Corn.	Barley.	Barley.	Rye.	Rye.	Oats.	Rolling Freight.	Lighterage over Welland Railway. Wheat.	Corn.	Barley.	Rye.	Lighterage over Welland Railway in Tons. Wheat.	Corn.	Barley.	Rye.	Oats.	Rolling Freight.	Grain Cargo and Rolling Freight through the Welland Canal. Wheat.	Corn.	Barley.	Rye.	Wheat.	Corn.	Barley.	Rye.	Oats.	Rolling Freight.	Total Cargo through Canal.	Depth of Water Midship through Canal.	Destination. From.	To.	Cost of Lightering per bushel.	Time occupied in Lightering. Hrs.	Mins.
1896.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Tons.	Bush.	Tons.	Bush.	Tons.	Bush.	Tons.	Tons.	Tons.	Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			$ cts.		
May 3	Rosedale	977	254	35·	22·6	12·8	12·8			61,900	1,734								4,034				113						57,866				1,621					1,621	12·3	Toledo	Kingston	0 02½	4	30
do 3	Bannockburn	1,035	245	40·	18·4	14·6	14·6			70,000	1,960								10,956				307						59,044				1,653					1,653	13·6	do	do	0 02	5	10
do 7	Sir S. L. Tilley	769	178	35·	14·9	13·11	14·	40,397	1,212									2,499				75						37,898				1,137					1,137	13·6	Ft. William	do	0 02½	1	30
do 14	Myles	929	179	33·6	15·	14·	14·	40,062	1,202									2,351				70						37,711				1,132					1,132	13·6	do	do	0 02½	2	45
do 21	Bannockburn	1,035	245	40·	18·4	14·2	13·9	58,138	1,745									3,651				110						54,487				1,635					1,635	13·7	do	do	0 02½	3	00
do 26	Sir S. L. Tilley	769	178	35·	14·9	14·1	13·11	40,208	1,207									3,844				116						36,364				1,091					1,091	13·6	do	do	0 02½	3	00
June 1	Myles	929	179	33·6	15·	14·	14·	40,000	1,200									2,431				72						37,569				1,128					1,128	13·9	Duluth	do	0 02	3	25
do 9	Bannockburn	1,035	245	40·	18·4	14·6	14·	52,508	1,576							219		5,943				179						46,565				1,397				219	1,616	13·7	Ft. William	do	0 02	2	45
do 9	Algonquin	1,172	245	40·	20·6	14·	14·4	68,500	2,055									5,658				169						62,842				1,886					1,886	13·6	do	do	0 02½	2	15
do 11	Rosedale	977	254	35·	22·6	12·7	13·	58,000	1,740									4,542				136						53,458				1,604					1,604	12·3	Duluth	Prescott	0 02½	2	00
do 18	Sir S. L. Tilley	769	178	35·	14·9	14·	14·2	40,000	1,200									2,788				83						37,212				1,117					1,117	13·7	do	Kingston	0 02½	3	10
do 20	Myles	929	179	33·6	15·	13·11	14·6	40,000	1,200								17	2,189				65						37,811				1,135				17	1,152	13·8	Superior	Prescott	0 02	1	30
do 25	Algonquin	1,172	245	40·	20·6	14·3	14·7	70,000	2,100									6,181				185						63,819				1,915					1,915	13·9	Ft. William	Kingston	0 02	3	30
do 26	Bannockburn	1,035	245	40·	18·4	14·0	14·1	52,850	1,586			10,000	240					5,690				170						47,170	10,000			1,416					1,656	13·4	do	do	0 02	2	00
July 6	Rosedale	977	254	35·	22·6	13·	13·6	61,000	1,830									5,264				157						55,736				1,673					1,673	12·7	Duluth	Prescott	0 02	1	40
do 13	Algonquin	1,172	245	40·	20·6	14·3	14·9	71,000	2,130									7,442				223						63,558				1,907					1,907	13·9	do	do	0 02	5	30
do 15	Bannockburn	1,035	245	40·	18·4	14·6	14·3	60,500	1,815									4,678				140						55,822				1,675					1,675	13·9	do	Kingston	0 02	2	15
do 19	Rosedale	977	254	35·	22·6	13·	13·6	61,000	1,830									5,903				177						55,097				1,653					1,653	12·6	do	do	0 02	3	00
Aug. 4	Bannockburn	1,035	245	40·	18·4	14·6	14·6	61,958	1,859									6,220				186						55,738				1,673					1,673	13·9	do	do	0 01½	2	45
do 4	Rosedale	977	254	35·	22·6	13·	13·6	61,305	1,840									5,317				160						55,988				1,680					1,680	12·5	Ft. William	Prescott	0 01½	3	30
do 9	Algonquin	1,172	245	40·	20·6	14·3	14·10	71,000	2,130									6,672				200						64,328				1,930					1,930	13·9	Duluth	Kingston	0 01½	2	10
do 20	Sir S. L. Tilley	769	178	35·	14·9	14·3	14·3	30,000	900								349	411				12						29,589				888				349	1,237	13·10	do	do	0 01½	3	45
do 21	Myles	929	179	33·6	15·	14·	14·0	40,000	1,200								7	1,149				34						38,851				1,166				7	1,173	13·4	do	Prescott	0 01½	2	30
do 21	Bannockburn	1,035	245	40·	18·4	14·5	14·5	57,000	1,710							149		5,354				160						51,646				1,550				149	1,699	13·9	do	Kingston	0 01½	2	00
do 23	Algonquin	1,172	245	40·	20·6	14·3	14·10	64,000	1,920									7,051				211						54,949				1,709					1,709	13·9	do	Prescott	0 01½	2	40
do 28	Rosedale	977	254	35·	22·6	12·10	13·7	61,000	1,830									5,038				151						55,962				1,679					1,679	12·7	do	do	0 01½	3	10
Sept. 7	Bannockburn	1,035	245	40·	18·4	14·7	14·5	60,907	1,828									6,542				196						54,383				1,632					1,632	13·7	Ft. William	Kingston	0 01½	3	30
do 11	Rosedale	977	254	35·	22·6	14·6	14·11	63,426	1,903									7,803				234						55,623				1,669					1,669	13·9	do	Prescott	0 01½	2	00
do 12	Algonquin	1,172	245	40·	20·6	15·0	15·3	71,000	2,130									8,693				260						62,307				1,870					1,870	13·9	Duluth	do	0 01½	5	00
do 19	Rosemount	989	253	41·	24·3	14·6	14·4	64,598	1,938									5,206				156						59,392				1,782					1,782	13·9	Ft. William	Kingston	0 01½	2	40
do 26	Bannockburn	1,035	245	40·	18·4	14·7	14·3	61,277	1,839									6,074				182						55,203				1,657					1,657	13·9	do	do	0 01½	2	45
Oct. 6	Rosemount	989	253	41·	24·3	14·5	14·7	64,719	1,992									6,966				209						57,744				1,733					1,733	13·9	do	do	0 01½	3	00
do 14	Bannockburn	1,035	245	40·	18·4	14·5	14·	60,415	1,813									5,732				172						54,683				1,641					1,641	13·8	do	do	0 01½	2	55
do 16	Sir S. L. Tilley	769	178	35·	14·9	14·3	14·7	41,500	1,245									3,742				112						37,758				1,133					1,133	13·9	Duluth	Prescott	0 01½	2	30
do 23	Rosemount	989	253	41·	24·3	14·9	14·7	68,128	2,044									10,165				303						58,023				1,741					1,741	13·6	Ft. William	Kingston	0 01½	4	00
do 26	Bannockburn	1,035	245	40·	18·4	14·8	14·10	65,685	1,971									9,243				277						56,442				1,694					1,694	13·8	do	do	0 01½	3	05
do 31	Rosedale	977	254	35·	22·6	13·9	14·10	65,000	1,950									9,885				296						55,115				1,654					1,654	13·7	Duluth	Prescott	0 02	4	10
Nov. 3	Myles	929	179	33·6	15·0	14·	14·5	40,811	1,225									4,444				133						36,367				1,092					1,092	13·4	Ft. William	Kingston	0 01½	2	50
do 5	Rosemount	989	253	41·	24·3	14·7	14·3	68,960	2,068									10,260				308						56,640				1,700					1,700	13·3	do	do	0 02	3	00
do 7	Bannockburn	1,035	245	40·	18·4	14·7	15·	66,512	1,996									14,486				435						52,026				1,561					1,561	13·3	do	do	0 02	3	30
do 17	Rosedale	977	254	35·	22·6	13·	13·9	62,052	1,862									9,280				278						52,772				1,584					1,584	13·	do	Prescott	0 02	3	05
do 19	Rosemount	989	253	41·	24·3	14·3	14·7	66,678	2,001									11,597				348						55,081				1,653					1,653	13·1	do	Kingston	0 02	4	30
do 21	Bannockburn	1,035	245	40·	18·4	14·9	14·9	65,754	1,973									11,333				340						54,421				1,633					1,633	13·6	do	do	0 02	4	30
do 29	Myles	929	179	33·6	15·	13·6	14·6	38,403	1,153								40	2,098				63						36,305				1,090				40	1,130	13·6	do	do	0 02½	2	45
do 30	Rosedale	977	254	35·	22·6	13·4	13·6	62,440	1,874									9,145				275						53,295				1,599					1,599	12·3	do	Prescott	0 02½	3	15
Dec. 1	Rosemount	989	253	41·	24·3	14·8	14·7	66,397	1,992									9,963				298						56,434				1,694					1,694	13·6	do	Kingston	0 02½	3	15
do 2	Arabian	771	180	31·	13·6	13·5	14·	40,088	1,203									2,110				63						37,978				1,140					1,140	13·4	Duluth	Prescott	0 02½	2	10
do 4	Bannockburn	1,035	245	40·	18·4	14·8	14·7	65,311	1,960									11,096				333						54,215				1,627					1,627	13·6	Ft. William	Kingston	0 02½	5	15
do 5	Sir S. L. Tilley	769	178	35·	14·9	14·1	14·2	40,731	1,222									5,973				179						34,758				1,043					1,043	13·	do	Prescott	0 02½	2	30
do 11	Algonquin	1,172	245	40·	20·6	14·7	14·5	70,399	2,112									9,481				284						60,918				1,828					1,828	13·6	Pt. Arthur	do	0 02½	4	10
								2,739,567	82,251	131,900	3,693	10,000	240			368	413	299,505	14,990			8,975	420					2,440,062	116,910	10,000		73,276	3,274	240		368	77,571							

CANADIAN SAILING VESSELS.

May 4	Winnipeg	681	179	34·6	15·4	13·9	14·			53,600	1,501								3,900				110						49,700				1,391					1,391	13·4	Toledo	Kingston	0 02	6	40
do 29	Minnedosa	1,041	258	38·	18·	13·10	13·11	61,760	1,853									4,869				146						56,891				1,707					1,707	13·6	Ft. William	do	0 02½	5	05
do 29	Selkirk	719	183	34·5	14·5	13·10	14·	50,000	1,500									2,047				60						47,953				1,440					1,440	13·6	do	do	0 02½	1	30
June 9	Winnipeg	681	179	34·6	15·4	14·1	14·3	52,000	1,560									5,003				150						46,997				1,410					1,410	13·5	do	do	0 02	4	20
do 9	Selkirk	719	183	34·5	14·5	14·3	14·2	51,769	1,554									3,563				107						48,206				1,447					1,447	13·6	do	do	0 02	5	45
do 9	Melrose	740	184	34·	14·	14·	14·	53,763	1,613									3,244				97						50,519				1,516					1,516	13·5	do	do	0 02	6	40
do 14	Minnedosa	1,041	258	38·	18·	14·3	14·3	63,500	1,905									3,362				100						57,138				1,715					1,715	13·6	do	do	0 02½	3	20
do 26	Winnipeg	681	179	34·6	15·4	14·	14·5	51,642	1,550									2,879				87						48,763				1,463					1,463	13·9	do	do	0 02	3	40
do 26	Melrose	740	184	34·	14·	14·	14·1	53,700	1,611									2,035				61						51,665				1,550					1,550	13·9	do	do	0 02	6	20
do 26	Selkirk	719	183	34·5	14·5	14·5	14·2	51,875	1,557									2,585				78						49,290				1,479					1,479	13·10	do	do	0 02	5	10
July 3	Minnedosa	1,041	258	38·	18·	14·1	14·6	64,090	1,920									4,525				135						59,475				1,785					1,785	13·9	Superior	do	0 02	2	45
do 15	Selkirk	719	183	34·5	14·5	14·3	14·	54,000	1,620									2,596				77						51,404				1,543					1,543	13·8	do	do	0 02	5	20
do 23	Minnedosa	1,041	258	38·	18·	14·6	14·6	64,611	1,939									6,537				196						58,074				1,743					1,743	13·8	Ft. Will am	do	0 02	3	
Aug. 4	Winnipeg	681	179	34·6	15·4	14·3	14·3	32,000	1,560									2,229				66						49,771				1,494					1,494	13·11	do	do	0 01½	4	
do 4	Melrose	740	184	34·	14·	14·2	14·2	53,996	1,618									2,242				68						51 664				1,550					1,550	13·9	do	do	0 01½	6	20
do 4	Selkirk	719	183	34·5	14·5	14·5	14·5	52,162	1,565									2,663				80						49,499				1,485					1,485	13·9	do	do	0 01½	5	20
do 21	Melrose	740	184	34·	14·	14·2	14·3	46,921	1,408									2,484				74						44,437				1,334					1,334	13·9	do	do	0 01½	4	40
do 4	Winnipeg	681	179	34·6	15·4	14·5	14·3	52,096	1,563									2,728				82						49,368				1,481					1,481	13·9	do	do	0 01½	3	30
do 4	Selkirk	719	183	34·5	14·5	14·4	14·3	52,185	1,566									2,366				71						49,819				1,495					1,495	13·10	do	do	0 01½	4	40
Sept. 2	Minnedosa	1,041	258	38·	18·	14·3	14·3	63,231	1,897									4,990				149						58,241				1,748					1,748	13·8	do	do	0 01½	4	15
do 7	Winnipeg	681	179	34·6	15·4	14·	14·	51,994	1,560									2,487				74						49,507				1,486					1,486	13·9	do	do	0 01½	4	40
do 7	Selkirk	719	183	34·5	14·5	14·6	14·3	52,000	1,560									2,656				79						49,344				1,481					1,481	13·8	do	do	0 02½	2	
do 8	Melrose	740	184	34·	14·	14·3	14·3	54,248	1,628									3,106				93						51,142				1,535					1,535	13·9	do	do	0 01½	2	
do 20	Minnedosa	1,041	258	38·	18·	14·5	14·3	63,093	1,893									6,050				181						57,043				1,712					1,712	13·7	do	do	0 01½	3	25
do 26	Melrose	740	184	34·	14·	14·3	14·3	53,663	1,610									2,938				88						50,725				1,522					1,522	13·8	do	do	0 01½	5	45
do 26	Selkirk	719	183	34·5	14·5	14·5	14·3	52,155	1,565									3,135				94						49,020				1,471					1,471	13·9	do	do	0 01½	4	20
Oct. 6	Winnipeg	681	179	34·6	15·4	14·	14·3	51,140	1,535									1,669				50						49,471				1,485					1,485	13·9	do	do	0 01½	2	
do 9	Minnedosa	1,041	258	38·	18·	14·3	14·3	62,870	1,887									6,483				195						56,387				1,692					1,692	13·5	do	do	0 01½	3	
do 14	Selkirk	719	183	34·5	14·5	14·	14·	50,777	1,524									1,549				50						49,128				1,474					1,474	13·9	do	do	0 01½	3	50
do 31	Minnedosa	1,041	258	38·	18·	14·1	14·2	62,232	1,867									4,574				137						57,658				1,730					1,730	13·6	do	do	0 02	3	40
Nov. 21	Minnedosa	1,041	258	38·	18·	14·1	14·2	61,693	1,851									6,067				182						55,626				1,669					1,669	13·5	do	do	0 02	3	30
do 30	T. L. Danforth	643	193	33·7	14·	14·	13·10	42,821	1,285									3,207				96						39,614				1,189					1,189	13·4	do	do	0 02½	2	10
								1,756,005	52,690	53,600	1,501							113,073	3,900			3,386	110					1,642,932	49,700			49,304	1,391				50,695							

UNITED STATES STEAM VESSELS.

April 28	Niko	929	189	35·	13·	14·8	14·8			49,670	1,391								7,222				202						42,448				1,189					1,189	13·6	Chicago	Kingston	0 02	3	30
do 28	John Rugee	950	216	35·1	18·7	13·6	14·8			51,000	1,428								3,977				111						47,023				1,317					1,317	13·6	do	Ogdensburg	0 02	2	
do 28	Omaha	940	215	34·6	18·9	14·3	14·5			56,250	1,575								6,885				192						49,365				1,383					1,383	13·6	do	Kingston	0 02	3	10
do 28	Denver	1,029	222	37·	19·	14·10	15·	25,000	750	31,300	877							2,044	9,378			62	262					22,956	21,922			614					1,392	13·6	do	Ogdensburg	0 02	4	
do 28	G. W. Morley	797	193	34·	21·	15·2	15·3			47,800	1,339								10,010				294						37,290				1,045					1,045	13·3	do	Prescott	0 02	5	
do 28	Gov. Smith	1,547	240	42·	16·8	14·11	15·			69,793	1,955						32		13,674				383						56,119				1,572				32	1,604	13·6	do	Ogdensburg	0 02	6	
do 28	D. C. Whitney	1,013	229	40·	14·7	13·11	14·1			54,000	1,512								4,875				136						49,125				1,376					1,376	13·5	do	Oswego	0 02	3	30
do 28	H. R. James	1,553	240	42·	16·8	14·10	15·3			67,949	1,903						132		15,912				445						52,037				1,458				132	1,590	13·5	do	Ogdensburg	0 02	5	30
do 30	Samoa	837	206	34·5	17·7	15·	15·			50,500	1,414								10,908				305						39,592				1,109					1,109	13·6	do	Kingston	0 02	5	
do 30	W. J. Averill	1,425	265	36·6	16·5	14·11	15·			60,000	1,680						135		13,202				369						46,798				1,311				135	1,446	13·6	do	Ogdensburg	0 02	4	30
May 1	Katahdin	1,103	229	38·	14·	13·10	13·8	69,750	2,093									2,131				64						67,619				2,029					2,029	13·4	Duluth	Kingston	0 02½	2	50
do 3	A. G. Lindsay	1,111	198	37·6	21·8	13·9	15·																				270												13·6	Chicago	Ogdensburg	0 02½	4	50
do 4	Topeka	1,111	228	36·	19·2	15·	15·					60,500	1,694						11,011				308						49,489				1,386				288	1,386	13·6	do	Kingston	0 02	4	
do 7	A. McVittie	1,553	240	42·	16·8	14·6	15·			60,000	1,680							288	11,278				315						48,722				1,365					1,653	13·6	do	Ogdensburg	0 02	7	
do 7	D. P. Rhodes	891	217	35·	14·	13·7	13·8	49,416	1,483									2,042				61						47,374				1,422					1,422	13·6	Duluth	Kingston	0 02½	1	8
do 10	Superior	838	188	33·1	19·5	14·	14·	30,583	918									1,726				52						28,857				866					866	13·6	do	do	0 02½	2	40
do 11	J. R. Langdon	1,550	240	42·	16·8	14·3	14·9			50,000	1,400							494	12,257				343						37,743				1,057				494	1,551	13·2	Chicago	Ogdensburg	0 02½	4	30
do 11	Ionia	1,123	239	38·1	18·3	13·9	13·9	48,000	1,440									1,610				48						46,390				1,392					1,392	13·6	Duluth	Kingston	0 02½	3	25
do 11	Pueblo	1,054	225	36·	19·	15·	15·			62,000	1,736								11,959				335						50,041				1,401					1,401	13·6	Chicago	do	0 02	4	35
do 16	Columbia	1,053	235	35·6	18·	13·11	14·	51,000	1,530									4,061				121						46,939				1,409					1,409	13·6	Duluth	do	0 02½	4	30
do 16	Walter Vale	642	200	35·	13·3	13·6	14·	44,000	1,320									1,846				55						42,154				1,265					1,265	13·6	do	do	0 02	1	30
do 19	E. B. Hale	928	183	34·8	17·9	13·8	14·3	41,000	1,230									2,074				60						38,926				1,168					1,168	13·6	do	do	0 02½	3	45
do 19	Omaha	940	215	34·6	18·9	13·10	13·4	47,976	1,440									1,633				49						46,343				1,391					1,391	13·5	do	do	0 02	1	10
do 24	Topeka	1,111	228	36·	19·2	13·9	13·9	48,000	1,440									2,125				63						45,875				1,377					1,377	13·6	do	Prescott	0 02	1	30
do 25	Pueblo	1,054	225	36·	19·	13·7	13·9	48,000	1,440									1,610				48						46,390				1,392					1,392	13·6	do	Kingston	0 02	1	20
do 25	A. G. Lindsay	1,111	198	37·6	21·8	13·4	14·1	44,125	1,324									3,843				115						40,282				1,209					1,209	13·3	do	Ogdensburg	0 02	7	30
do 26	W. J. Averill	1,425	265	36·6	16

| | | |

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 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895 and 1896.

Articles.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Cement and water lime													12
Iron, pig								371			195	79	5
do all other		7	15		418						1	1,766	2,020
Steel												394	542
Stone for cutting													200
Apples		513	49	33					54		50	28	1,263
Barley	38									600	258	959	240
Corn	55,552	44,401	116,517	24,609	66,443	195,350	139,798	52,539	53,689	278,564	60,661	70,235	182,330
Flour	9,659	2,874	2,934	6,140	3,865	6,841	3,065	3,324	2,874	5,514	16,503	30,916	11,964
Meal, all kinds		16	125	87	100	148	222	67	16		4	65	
Oats	872					320	479			9,761	175	1,654	12,373
Pease	433	11	608	362				390	524				3,020
Rye	477					1,284	1,120	64,978	9,119	3,669			8,323
Seeds, all kinds		42	33		12	3	2	2	75				20
Tobacco, raw			25					1					
Wheat	84,822	52,157	86,815	160,063	93,915	70,815	75,515	159,785	194,281	209,212	212,557	158,643	255,198
All other agricultural products, vegetable		1		17		798	3	2			29		29
Hides, skins, horns and hoofs									20				
Horses		2	1	1	2	2	3	2	2	1	1	1	1
Lard and lard oil			22		54			100					
Pork	318	30	936	418	265	1,220	221	201			717		1
All other agricultural products, animal		4	68	29	39	32	117		103				
Total, Class 3	152,171	100,058	208,148	191,759	165,113	276,813	220,545	281,762	260,757	507,321	291,151	264,740	477,541
Class 4.													
Ashes	36	97	44	113	85	107	70	40	17	23	19	34	94
Crockery													5
Furniture	10	5	6	9	2		1	2	1		2		
Glass, all kinds					3		1	1					9
Molasses			28									100	167

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, &c.—*Concluded.*

Articles.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.													
Nails	1			1									
Oil	78	7	6	14		4	6					6	23
Paint			1									2	
Pitch and tar													
Rags													4
Sugar				15									1
Stone, wrought	317			12									
Turpentine	1												
Whisky, beer, and other spirits			8		3	20	26	105	6	1		101	
Merchandise not enumerated	37	29	100	72	105	193	142	278	36	4	339	558	376
Total, Class 4	480	138	193	236	198	324	246	426	60	28	351	801	679
Class 5.													
Barrels, empty	37	128	6	88	40				1			1	
Sawed lumber	7,531	19,945	18,707	7,001	5,175	6,118	3,579	3,908	1,678	667	683	1,117	657
Staves, pipe and barrel	200	856	332	184	139				8				
do West India and pipe	863		287	131	1,623	270			200				
Timber, square, in vessels		639	1,330										
do rafts	7,365	11,128	15,410	14,390	11,586	9,302		5,680	400				1,200
Woodenware	68	76	101	45	25		1				6		
Total, Class 5	16,064	32,772	36,173	21,839	18,588	15,690	3,580	9,588	2,327	667	689	1,118	1,857
Special Class.													
Coal													
Grand total	168,715	132,968	244,514	213,834	183,899	292,827	224,371	291,776	263,144	508,016	292,191	266,659	480,077

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie, during the Seasons of Navigation in 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1884, 1895 and 1896.

Articles.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks	200	44	66	3	187	84	252	469			1	24	15
Cement and water lime	219	117	498	1,740	1,177	823	62	2,380	1,570	3,169	2,281	1,859	1,686
Clay, lime and sand			1	134	95	3	8	206	240		253		
Fish			1	95	1	80	26	7	426	465	512		11
Gypsum		13											
Iron, railway	2,031	12,356	6,629	153	9,148	15,513	20,003	2,855	1,171	6,576	20		1,687
do pig	43	23	10	368	573	250	20	112	74	25		56	28
do all other	366	290	76	1,997	297	290	584	595	387	543	114	1,831	727
Salt	802	1,574	5,609	4,197	3,599	4,216	7,440	4,391	2,034	995	843	932	822
Steel	142		1	423	3	3	1		269	426	248	528	
Stone for cutting		7					12		145				4
Flour							48			3			
Hay												124	
Meals					31						15		
Oats													
Potatoes				4									
Seeds, all kinds					24	215	100				33	25	99
Agricultural products not enumerated, vegetables	1	1			35	19		52			5	26	
Hides and skins												26	
Horses						2							1
Lard and lard oil		3		3			72		16			1	
Pork	45						33						
Wool				4			13	2	13				
All other articles not enumerated			6	4	77		1	2			10		
Total, Class 3	3,849	14,428	12,897	9,125	15,247	21,498	28,675	11,071	6,345	12,202	4,335	5,432	5,080
Class 4.													
Ashes, pot and pearl		226	20				10	31	88				
Crockery and earthenware	47	10	40	164	336	112	11	251	8	98	107	12	83
Dye woods, &c.			1	4									
Furniture	1		9	1	1			1	3				

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, &c.—*Concluded.*

Articles.	1884.	1885.	1886.	1887.	1888	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.													
Glass, all kinds	160	32	39	53	77	71	23	30	152	365	175	394	612
Manilla	17	.....	7	5	1	.....	.....	.....	.....	.....	11	.....	.....
Molasses	.....	.....	23	1	7	56	.....	.....	32	43	42	20	1
Nails	160	205	389	147	578	736	453	560	276	472	500	1,149	409
Oil, in barrels	80	10	82	28	22	9	11	64	2	44	8	31	33
Paint	161	24	36	80	59	49	24	61	15	70	8	75	49
Pitch and tar	1	.....	5	1	.....	.....	13	22	15	26	152	67	60
Resin	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Soda, ash	1,427	164	975	1,116	1,196	766	554	377	352	68	94	84	74
Stone, wrought	.....	.....	.....	.....	.....	.....	.....	.....	.....	14	.....	.....	17
Sugar	290	64	316	207	98	7	551	412	1,320	2,218	2,724	1,430	1,873
Tin	1,832	10	549	2,225	198	480	40	23	27	34	327	396	395
Turpentine	1	.....	1	1	1	1	2	.....	.....	.....	.....	.....	.....
White lead	3	.....	3	4	2	4	19	3	6	35	2	7	10
Whiting	.....	9	.....	7	.....	33	34	50	71	31	1	113	56
Whisky, beer, &c	364	259	174	287	228	124	350	294	220	26	53	77	51
Merchandise not enumerated	1,001	712	1,008	619	1,259	1,422	1,180	810	538	799	900	1,268	1,247
Total, Class 4	5,545	1,725	3,677	4,950	4,063	3,870	3,276	2,989	3,125	4,343	5,104	5,123	4,970
Class 5.													
Barrels, empty	.....	.....	227	.....	.....	2	.....	.....	.....	.....	.....	.....	.....
Lumber, sawn, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodenware	3	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, Class 5	3	2	227	.....	.....	2	.....	.....	.....	.....	.....	.....	.....
Special Class.													
Coal	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total	9,425	16,155	16,801	14,075	19,310	25,370	31,951	14,060	9,470	16,545	9,439	10,555	10,050

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1884 to 1896, inclusive.

Articles.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks			41				4						
Cement and water lime			31		4								
Fish				2				1		5	5		
Iron, railway												181	
do all other	40		45			520	1	10	1	102		214	
Salt			1					494					
Steel					3				1				498
Stone for cutting	15												
Apples													
Barley				1,709	2		6,519	8,113	6,433	16,751	28,095	7,904	11,128
Corn	53,707	63,229	93,503	83,431	102,974	147,045	180,842	127,494	131,222	198,777	105,329	100,512	175,094
Flour	1,715	124	7,591	11,780	8,563	5,017	9,204	6,802	11,018	6,588	17,795	10,169	16,224
Hay, pressed	13												
Meal, all kinds	8,170		13,201	10,726	11,598	17,224	20,482	26,096	31,724	36,352	60,390	46,316	46,456
Oil cake											29		
Oats	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823	36,935	23,870	27,621	16,442	16,137
Potatoes						1	1						
Rye					179					864			490
Seeds, all kinds	511		236	44	48	151	135	256	50	16		14	78
Wheat	40,956	53,235	53,258	37,678	39,999	39,229	31,527	32,097	26,950	28,187	53,846	27,881	34,878
Agricultural products, vegetable			2	2			14	42					
Hides and skins, &c	73		414	170	39							8	41
Horses	6		1	2		1	1	3		2	4		3
Lard and lard oil, &c	7		13	14	19	32	30	10		1		6	1,348
Meats, other than pork	4		1	18	14	3	15	2	29			30	
Pork			106	108	19	21	88	73	1	52	56	87	390
Sheep	1												
Wool			1,125	86	18	452		1,237	70	80	1,484	1,536	900
Total, Class 3	115,092	117,470	174,359	157,820	189,986	237,188	275,893	255,553	244,433	311,647	294,654	211,300	303,665
Classe 4.													
Agricultural implements				9									
Crockery and earthenware					1	1							
Furniture	16		21	24	30	30	21	7		6		2	

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Season of Navigation from 1884 to 1896, inclusive—*Concluded.*

Articles.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.													
Glass, all kinds	1		2					1					
Nails	26		4								57		
Oil, in barrels	255		6	8				1				30	1,005
Paint							3		44				
Soda, ash													
Stone, wrought	7		38			2							
Sugar												59	165
White lead							1						
Whisky, beer and all other spirits	26		21	63	151	190	228	167	46	83		15	
Merchandise, not enumerated	481	2	824	469	1,453	1,679	1,822	1,865	1,331	1,693	2,976	7,656	3,990
Total, Class 4	812	2	916	573	1,638	1,902	2,075	2,041	1,422	1,782	3,033	7,762	5,160
Class 5.													
Empty barrels										9			10
Firewood in vessels													165
Lumber, sawn, in vessels	43,713	44,668	43,776	29,845	28,333	55,074	38,030	45,504	54,173	68,985	62,905	41,974	75,515
Hoops													
Railway ties, in vessels												446	
Shingles	76	111	463		6	51				13			
Staves, barrel					82								
Timber, square, in vessels												500	
Woodenware, &c	11		2	26	141	333	8	4	54				12
Total, Class 5	43,800	44,779	44,241	29,871	28,562	55,458	38,038	45,508	54,227	69,007	62,905	42,920	75,702
Special Class.													
Coal	4,293	4,974	5,400	1,163	878	1,124	615	1,382	651	2,123	727	603	1,255
Stone, not suitable for cutting						1,681	18						
Kryolite							1,620	1,773					
Total, Special Class	4,293	4,974	5,400	1,163	878	2,805	2,253	3,155	651	2,123	727	603	1,255
Grand Total	163,997	167,225	224,916	189,427	221,064	297,353	318,259	306,257	300,733	384,559	361,319	262,585	385,782

N.—STATEMENT showing the number of Vessels which took their cargoes of Wheat through the Welland Canal from ports west of Port Colborne; the quantity transhipped at Kingston and Prescott, and the quantity of each cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1896.

Name of Vessels.	Original quantity through the Welland Canal.	Quantity transhipped at Kingston and Prescott.	Cargo through the St. Lawrence Canals to Montreal.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	636	203	433
" "	447	.....	325
" "	628	201	427
" "Arabian"	1,201	665	536
" "Lake Michigan"	496	188	308
" "	420	145	275
" "	504	183	321
Canadian Brig "Dunmore"	1,221	451	770
" "Hiawatha"	1,170	687	483
" "Thrush"	1,245	421	824
" "Winnipeg"	1,481	852	629
Total	9,449	3,996	5,331

Number of cargoes of wheat	11	
Quantity through Welland Canal to Kingston and Prescott	9,449	tons.
" transhipped at Kingston and Prescott	3,996	"
" taken to Montreal in vessels in which it arrived at Kingston and Prescott	5,331	"

N.—STATEMENT showing the number of Vessels which took their cargoes of Corn through the Welland Canal from ports west of Port Colborne; the quantity transhipped at Kingston and Prescott, and the quantity of each cargo through the St. Lawrence Canals to Montreal, during the Season of Navigation in 1896.

Name of Vessel.	Original quantity through the Welland Canal.	Quantity transhipped at Kingston and Prescott.	Cargo through the St. Lawrence Canals to Montreal.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	611	157	454
" "Arabian"	1,143	597	546
" "Cuba"	672	284	388
" "	504	198	306
"	392	.....	392
" "	392	.....	392
" "Melbourne"	392	.....	392
Canadian Brig "Winnipeg"	1,501	842	659
Total	5,607	2,078	3,529

Number of cargoes of corn	8	
Quantity through Welland Canal to Kingston and Prescott	5,607	tons.
" transhipped at Kingston and Prescott	2,078	"
" taken to Montreal in vessels in which it arrived at Kingston and Prescott	3,529	"

RECAPITULATION of the number of Vessels passed down the Welland Canal with Cargoes of Grain for Montreal, the Quantity transhipped at Kingston and Prescott, and the Quantity taken to Montreal, for the Season of 1896.

	Number of Cargoes.	Total Number.
Wheat	11	
Corn	8	
Total		19
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal	9,449	
do corn do do	5,607	
Total through Welland Canal		15,056
Quantity of the above transhipped at Kingston and Prescott :—		
Wheat	3,996	
Corn	2,078	
Total transhipped		6,074
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston and Prescott :—		
Wheat	5,331	
Corn	3,529	
Total quantity to Montreal		8,860
Total		14,934

O.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston and Prescott, in Canadian and United States Vessels, entering the Canal at Port Colborne during the Season of Navigation in 1896.

	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	116	80,893	80	49,016	109	105,441	49	35,743	354	271,093
	Tons.		Tons.		Tons.		Tons.		Tons.	
Barley		240								240
Corn		9,360		3,855		84,832		40,923		138,970
Oats		441		1,270		8,710		1,620		12,041
Pease		1,403		1,354				273		3,030
Rye		5,035		644		2,347		454		8,480
Wheat		112,431		91,879		54,568		24,251		283,129
Total		128,910		99,002		150,457		67,521		445,890

116 cargoes in Canadian steam vessels, total quantity ..... 128,910 tons.
80 do do sail do do ..... 99,002 do
109 do United States steam vessels, total quantity ..... 150,457 do
49 do do do do ..... 67,521 do

P.—STATEMENT of the total Quantity of Grain arrived at Kingston and Prescott in Vessels which passed down the Welland Canal during the season of Navigation in 1896.

Summary.	Tons.	Tons.
Canadian steam vessels—116 cargoes of grain	128,910	
do sail do 80 do	99,002	
Total in Canadian vessels		227,912
United States steam vessels—109 cargoes of grain	150,457	
do sail do 49 do	67,521	
Total in United States vessels		217,978
Total in Canadian and United States vessels		445,890
Distributed as follows, viz. :—		
19 cargoes arrived at Kingston and Prescott in Canadian vessels, with an aggregate quantity of	15,056	
Transhipped at Kingston and Prescott	6,074	
Quantity taken to Montreal in vessels in which it arrived at Kingston and Prescott		8,982
Vessels arrived at Kingston and Prescott and discharged all their cargoes as follows :		
177 cargoes in Canadian vessels	212,856	
158 do United States vessels	217,978	
Aggregate quantity discharged	430,834	
Quantity transhipped to Montreal	372,183	
Total quantity transhipped from Kingston and Prescott to Montreal		378,657
do remaining at Kingston and Prescott		58,251
Total		445,890

Q.—COMPARATIVE STATEMENT of the Quantity of Grain passed down the Welland Canal to Kingston and Prescott for the Seasons of Navigation in 1895 and 1896.

	1895.		1896.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston and Prescott in Canadian vessels	123	136,617	196	227,912
Quantity arrived at Kingston and Prescott in United States vessels	56	73,987	158	217,978
Total	179	210,604	354	445,890
Quantity transhipped at Kingston and Prescott in Canadian Vessels for Montreal		203,658		378,257
Quantity taken to Montreal in vessels in which it arrived at Kingston and Prescott		4,488		8,982
Quantity remaining at Kingston and Prescott		2,458		58,651
Total		210,604		445,890

3 vessels took their cargoes through to Montreal intact in 1896, against 4 in 1895.
16 vessels discharged part of their cargo in 1896, against 4 in 1895.
335 vessels discharged all of their cargoes in 1896, against 169 in 1895.

R.—STATEMENT showing the number of Vessels, their Tonnage, number of Passengers and Tons of Freight passed down the Rapids of the St. Lawrence Canals during the Season of Navigation in 1896.

Destination.	No. of Sec.	No. of Vessels	Tonnage of Vessels.	No. of Passengers.	Class Three.	Class Four.	Class Five.	Tolls.
					Tons.	Tons.	Tons.	$ cts.
Prescott to Montreal	4	82	46,478	7,887	557	836		1,388 31
do Lachine	3	21	11,475	1,062	629	247		252 45
do Valleyfield	2	18	11,644	1,484	198	138		146 68
Dickinson's Landing to Montreal	3	4	2,270	173		10		27 29
do do Lachine	2	1	691					2 60
Valleyfield to Montreal	2	39	23,749	2,310	82	172		228 08
do Lachine	1	181	21,908	1,877	1,025	278	1	143 18
Lachine to Montreal	1	298	62,377	19,240	628	272		544 22
Total		644	180,592	34,033	3,119	1,953	1	$2,732 81

S.—THE quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1896 inclusive, and the amount of Tolls collected thereon, is as follows:—

Year.	From Canadian Ports to Canadian Ports.	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.	Down.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		$ cts.
1885	.....	.....	193,442	4,974	10,321	31,350	240,087	48,017 40
1886	.....	.....	184,564	5,400	22,187	49,724	261,875	52,375 00
1887	.....	.....	81,617	1,163	26,775	25,968	135,523	27,104 60
1888	.....	.....	172,381	878	17,365	27,183	217,807	43,561 40
1889	.....	.....	226,352	1,124	12,036	25,931	265,443	53,188 60
1890	80	.....	116,616	615	17,280	22,781	202,372	38,222 30
1891	.....	.....	185,190	1,382	17,374	20,698	224,644	44,928 20
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
1895	4	.....	148,887	603	1,565	7,807	158,866	31,773 05
1896	20	210	206,093	1,255	4,127	11,740	223,445	44,668 20

NOTE.—Tolls on soft coal passed down the Welland Canal, during the season of 1890, were reduced from 20 to 10 cents a ton, per O.C. 11th May, 1890, for the season of 1890 only, the rate for 1891, 1892, 1893, 1894, 1895 and 1896 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 1896, inclusive.

Year.	Quantity passed up Free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of tolls on Quantity passed down to Montreal.
	Tons.	Tons.	Tons.	$ cts.
1885	5,035	122,829	127,864	18,424 35
1886	3,301	118,802	122,103	17,820 70
1887	7,579	121,618	129,197	18,242 70
1888	8,341	123,050	131,391	18,423 90
1889	5,360	124,290	129,650	18,604 90
1890	6,538	135,168	141,706	20,275 20
1891	7,951	141,701	149,652	21,255 15
1892	7,543	157,134	164,677	23,570 10
1893	2,285	147,139	149,424	22,070 85
1894	16,213	169,552	185,765	25,432 80
1895	.....	165,151	165,151	24,772 65
1896	689	161,551	162,240	24,232 65

NOTE.—Coal is allowed to pass free up 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 years 1885 to 1896, 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.
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
Woo			18
All other goods and merchandise not enumerated	105	34	1,435
Barrels, empty	40		133
Lumber, sawn	5,174	4,515	45,818
Staves and headings, barrel	15	7	
do pipe	124		
do West Indies	1,623	13	
do salt barrel	1	1	
Shingles			6
Timber, square, in vessels	11,586	33,669	
Woodenware	25		8
Total	183,899	113,801	238,467

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per O.C. 20th April, 1888.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1889.	Tons.	Tons.	Tons.
Ashes, pot and pearl	107	5	
Coal		25,931	1,124
Corn	195,350	11,200	147,045
Crockery and earthenware		1	1
Fish		5	
Flour	6,841		5,017
Furniture		4	30
Horses	2		1
Iron, pig		613	
do all other			520
Lard and lard oil		5	19
Meal, all kinds	148		17,224
Meats, other than pork	32	2	3
Molasses			88
Oats	320		27,492
Oil, in barrels	4	2	
Oil cake	798		
Potatoes			1
Pork	1,220	114	21
Rye	1,284	634	
Salt		316	
Stone, for cutting		6,784	
do wrought		11	2
do not suitable for cutting		375	1,681
Seeds, all kinds	3		151
Spirits, beer, &c	20	8	190
Tallow			13
Wheat	70,815	7,241	39,229
Wool			452
Merchandise	193	129	1,591
Barrels, empty			173
Lumber, sawn	6,118	4,669	71,055
Masts, spars, &c		220	
Railway ties		852	
Saw logs			158
Staves and headings, barrel		4	
do do pipe	202	304	
do do West India	68	559	
Shingles			51
Split posts, &c		17	
Timber, square	9,302	70,579	240
Woodenware, &c			2
Total	292,827	130,584	313,574

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per Order in Council 18th March, 1889.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1890.	Tons.	Tons.	Tons.
Ashes	70		
All other products, animal	14		
do vegetable	1		
Barley			6,519
Bricks			4
Coal		22,781	615
Corn	134,966	11,584	180,842
Fish	49		
Flour	3,065		9,204
Furniture	1	1	21
Glass, all kinds	1		
Horses	3		1
Iron, all other			1
Kryolite		1,280	1,620
Lard and lard oil		5	30
Meal	222		20,482
Meats			15
Oats	479	73	27,030
Oil, in barrels	6		
Oil cake	2		
Paint			3
Pease			14
Pork	221	19	88
Potatoes			1
Rye	1,120	1	
Salt		701	
Stone, for cutting		5,761	
do wrought		639	18
Seeds, all kinds	2		135
Spirits, &c.	26		228
Tallow	54		
Wheat	75,515	5,241	31,527
White lead			1
Merchandise	142	32	1,822
Barrels, empty			7
Firewood, in vessels		1,398	
Lumber, sawn, in vessels	3,195	3,767	47,590
do rafts	384		
Staves and headings, pipe		187	
do do West Indies		36	
Shingles			14
Square timber, in vessels		73,112	
do rafts		17,683	
Woodenware	1		1
	219,539	144,301	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 Dalhouse 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 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
Whisky, beer, &c.	1		83
Wool			80
Merchandise not enumerated	4	2	1,693
Barrels, empty			9
Firewood (in rafts)		15	
Lumber, sawn, in vessels	667	1,981	123,665
Shingles			13
Square timber		45,605	
Staves and headings, barrel		12	
do pipe		7	
do West India		53	
Total	508,016	93,737	393,748

There was no rebate allowed of the Welland Canal toll on grain passed down to Montreal during the season of navigation in 1893.

The tolls were, however, reduced by Order in Council of 13th February, 1893, as follows:—"For the season of 1893, the canal toll for the passage of the following food products: wheat, Indian corn, pease, barley, rye, oats, flaxseed 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, &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
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		
do 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	80,681	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.—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.
1895.	Tons.	Tons.	Tons.
Apples	28		
Ashes	34	15	
Barley	959		7,730
Bricks		651	
Coal		7,809	603
Corn	70,235	2,912	91,743
Flour	30,916	1,824	10,265
Furniture		12	2
Glass		1	
Horses	1	1	
Hides, skins, &c			8
Iron, railway			181
" pig	79	1,994	
" all other	1,766	1,408	214
Lard and lard oil			6
Meal all kinds	65		46,316
Meats other than pork			30
Molasses	100		
Oats	1,654	123	16,442
Oil, in barrels	6	41	30
Pork			87
Paint	2		
Salt		36	
Stone for cutting		430	
Seeds, all kinds			14
Steel	394		462
Sugar			59
Spirits, beer, &c	101	84	15
Tobacco		16	
Wheat *	158,643	29,061	17,908
Wool			1,536
Merchandise not enumerated	558	1,302	7,656
Barrels, empty	1		
Sawn lumber in vessels	1,117	492	43,286
Railway ties "			1,942
Shingles		19	
Square timber in vessels		63,715	500
Total	266,659	111,946	247,035

*Of this amount 3,469 tons came down to Kingston in 1894—was stored there and taken to Montreal in 1895 and 245 tons came down to Ogdensburg in 1894, stored there and transhipped to Montreal in 1895.

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.
1896.	Tons.	Tons.	Tons.
All other (vegetable)	29		
Apples	†1,263		
Ashes	94		
Barley	240		11,128
Cement and water lime	12		
Coal		11,742	1,255
Corn	182,330	19,688	118,426
Crockery	5		
Fish		2	
Flour	11,964	13,846	16,224
Furniture		3	
Glass	9	3	
Hay, pressed		563	
Hides, skins, &c			41
Horses	1	1	3
Iron, railway		1,192	
" pig	5	1,559	
" all other	2,020	1,725	
Lard and lard oil			1,348
Meal, all kinds		500	46,456
Molasses	167		
Oats	12,373	1,454	14,351
Oil, in barrels	23		1,005
Pease	3,020	10	
Pork	1		390
Rags	4		
Rye	8,323	647	
Salt		80	
Seeds, all kinds	20		78
Steel	542	11,317	498
Sugar	1		165
Tobacco		1	
Wheat	*254,763	51,587	16,467
Wool		8	900
Merchandise, not enumerated	376	54	3,990
Barrels, empty			10
Firewood in vessels			165
Sawn lumber "	657	1,286	78,397
Shingles		94	40
Square timber in vessels		55,588	
" rafts	1,200		
Woodenware			12
Total	479,442	172,950	311,349

†523 tons of this quantity of apples paid full tolls by sections on the Welland Canal, and consequently does not appear on the Welland Through Statement.

*Of this amount 5,290 tons came down to Kingston in 1895, was stored there, and transhipped to Montreal in 1896.

U.—STATEMENT showing the quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1885.	Tons.	Tons.	Tons.
Barley	.....	.....	228
Corn	44,401	9,906	63,229
Oats	.....	.....	882
Pease	11	.....	.....
Rye	.....	.....	.....
Wheat	52,157	2,003	53,235
Total grain	96,569	11,909	117,574
Other articles	36,399	113,853	55,759
Total	132,968	125,762	173,333
1886.			
Barley	.....	.....	.....
Corn	116,517	8,871	93,503
Oats	.....	41	4,790
Pease	608	.....	.....
Rye	.....	.....	.....
Wheat	86,815	969	53,258
Total grain	203,940	9,881	151,551
Other articles	40,574	108,246	82,703
Total	244,514	118,127	234,254
1887.			
Barley	.....	.....	1,709
Corn	24,609	6,898	83,431
* Oats	.....	.....	12,050
Pease	362	.....	.....
Rye	.....	.....	.....
Wheat	160,063	4,940	37,678
Total grain	185,034	11,838	134,868
Other articles	28,800	55,794	69,447
Total	213,834	67,632	204,315
1888.			
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

* There was no rebate on oats for 1887.
† There was no rebate on oats for 1888.
‡ 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.

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.
1889.	Tons.	Tons.	Tons.
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
1892.			
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

* There was no rebate on oats for 1889.

† Of this quantity of grain, 16,433 tons were transhipped at Ogdensburg to Montreal.

‡ This quantity of wheat was taken from Kingston to Ogdensburg, stored in elevators and subsequently transhipped to Montreal.

U.—STATEMENT showing the Quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1893.	Tons.	Tons.	Tons.
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	208,979
Other articles	18,540	63,982	169,091
Total	292,191	80,681	373,070
1895.			
Barley	959	.....	7,730
Corn	70,265	2,912	91,743
Oats	1,654	123	16,442
Rye	.....	.....	.....
Wheat	*158,643	29,061	17,908
Total grain	231,491	32,096	133,823
Other articles	35,168	79,850	113,212
Total	266,659	111,946	247,035
1896.			
Barley	240	.....	11,128
Corn	182,330	19,688	118,426
Oats	12,373	1,454	14,351
Pease	3,020	10	.....
Rye	8,323	647	.....
Wheat	254,763	51,587	16,467
Total grain	†461,049	73,386	160,372
Other articles	18,393	99,564	150,977
Total	479,442	172,950	311,349

*Of this amount, 3,469 tons came down to Kingston, in 1894 was stored there, and taken to Montreal in 1895, and 245 tons came down to Ogdensburg in 1894, was stored there and transhipped to Montreal in 1895.

†Of this amount, 5,290 tons came down to Kingston in 1895, was stored there, and transhipped to Montreal in 1896.

CANAL

COMPARATIVE STATEMENT for years

	January.	February.	March.	April.	May.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Welland Canal, 1895				6,983 48	28,483 66
do 1896	10 00			6,793 42	31,815 72
Increase	10 00				3,332 06
Decrease				190 06	
St. Lawrence Canals, 1895				588 15	11,497 90
do 1896	45 00			673 41	12,404 26
Increase	45 00			85 26	906 36
Decrease					
Chambly Canal, 1895				13 81	3,736 20
do 1896				3 71	3,867 66
Increase					131 46
Decrease				10 10	
Ottawa Canals, 1895				253 82	5,919 43
do 1896				214 53	5,594 19
Increase					
Decrease				39 29	325 24
Rideau Canal, 1895				76 80	663 81
do 1896					972 34
Increase					308 53
Decrease				76 80	
St. Peter's Canal, 1895	2 52				
do 1896	6 72		1 24	111 15	346 90
Increase	4 20		1 24	111 15	346 90
Trent Valley Canals, 1895				6 57	99 19
do 1896				37 39	129 87
Increase				30 82	30 68
Decrease					
Murray Canal, 1895				7 83	57 38
do 1896				10 76	65 33
Increase				2 93	7 95
Decrease					
Sault Ste. Marie Canal, 1895					
do 1896					
Increase					
Total increase	59 20		1 24		4,738 70
Total decrease				86 09	

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, Oct. 16, 1897.

Department of Railways and Canals.

REVENUE.

ended 30th December, 1895 and 1896.

June.	July.	August.	September.	October.	November.	December.	Total.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
21,300 41	17,125 12	19,547 05	17,080 89	13,783 13	13,220 03	1,349 24	138,873 01
21,976 30	23,219 71	32,789 47	27,803 99	28,309 10	19,903 30	2,462 32	195,083 33
675 89	6,094 59	13,242 42	10,723 10	14,525 97	6,683 27	1,113 08	56,210 32
12,781 05	12,517 14	13,266 32	9,929 21	9,610 42	7,801 99	172 62	78,164 80
12,872 88	13,722 58	13,047 00	12,831 32	14,238 48	8,976 73	53 86	88,865 52
91 83	1,205 44	.....	2,902 11	4,628 06	1,174 74	.....	10,700 72
.....	.....	219 32	.....	.....	.....	118 76	.....
3,343 24	4,717 02	3,852 81	4,395 10	3,916 14	1,955 35	.....	25,929 67
4,107 45	4,446 08	3,555 09	2,633 83	3,564 17	1,980 50	0 25	24,155 74
764 21	.....	.....	.....	.....	25 15	0 25	.....
.....	270 94	297 72	1,761 27	354 97	.....	.....	1,773 93
5,416 84	5,771 97	4,194 62	4,425 84	4,339 48	1,648 14	.....	31,970 14
5,912 36	5,541 65	4,333 95	3,834 09	3,246 53	1,837 26	.....	30,514 56
495 52	.....	139 33	.....	.....	189 12	.....	.....
.....	230 32	.....	591 75	1,092 95	.....	.....	1,455 58
1,354 79	1,431 00	965 96	788 59	620 85	247 34	.....	6,149 14
1,099 69	992 46	832 86	557 24	410 84	297 53	.....	5,162 96
.....	.....	.....	.....	.....	50 19	.....	.....
255 10	438 54	133 10	231 35	210 01	.....	.....	986 18
.....	.....	.....	.....	.....	201 79	222 32	426 63
358 26	378 64	417 59	416 76	428 96	336 26	1,908 89	4,711 36
358 26	378 64	417 59	416 76	428 96	134 47	1,686 56	4,284 73
158 18	213 99	250 51	211 13	164 97	65 54	.....	1,170 08
159 46	182 08	181 98	117 92	87 35	56 47	.....	952 52
1 28	.....	.....	.....	.....	.....	.....	.....
.....	31 91	68 53	93 21	77 62	9 07	.....	217 56
96 76	100 15	118 75	76 03	54 45	14 70	1 89	527 94
80 06	101 62	133 13	87 76	57 97	67 66	0 75	605 04
.....	1 47	14 38	11 73	3 52	52 96	.....	77 10
16 70	.....	.....	.....	.....	.....	1 14	.....
.....	10 00	.....	.....	.....	.....	.....	10 00
.....	.....	.....	.....	.....	.....	.....	.....
.....	10 00	.....	.....	.....	.....	.....	10 00
2,115 19	6,718 43	13,095 05	11,376 12	17,850 96	8,300 83	2,679 99	66,849 62
.....	.....	.....	.....	.....	.....	.....	.....

Total for year 1895	283,211 41
Total for year 1896.....	350,061 03

RICHARD DEVLIN, *Compiler of Canal Statistics.*

COMPARATIVE STATEMENT showing the quantity of Vegetable Food and Lumber passed through the Canals during the years ended 31st December, 1895 and 1896.

	Vegetable Food.							Lumber.	Total.
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	All Others.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland Canal, 1895	44,044	205,088	164,894	8,689	18,236	1,007	46,463	45,760	532,181
do 1896	42,425	320,563	320,444	11,368	28,178	9,405	56,591	83,995	872,969
Increase	.....	117,475	155,550	2,679	9,942	8,398	10,128	38,235	340,788
Decrease	1,619	.....	.....	.....	.....	.....	.....	.....	.....
St. Lawrence Canals, 1895	35,375	164,310	78,593	2,084	2,305	456	20,353	43,192	346,668
do 1896	15,605	267,845	200,971	3,925	31,535	9,7 5	55,315	41,644	626,635
Increase	.....	103,535	122,378	1,841	29,230	9,339	34,962	.....	279,967
Decrease	19,770	.....	.....	.....	.....	.....	.....	1,548	.....
Chambly Canal, 1895	649	.....	.....	16	977	.....	878	92,241	94,761
do 1896	571	.....	.....	59	1,621	.....	1,682	76,411	80,344
Increase	.....	.....	.....	43	644	.....	804	.....	.....
Decrease	78	.....	.....	.....	.....	.....	.....	15,830	14,417
Ottawa Canals, 1895	63	.....	1	1	249	2	229	368,168	368,713
do 1896	10	275	.....	36	630	2	387	362,170	363,510
Increase	.....	275	.....	35	381	.....	158	.....	.....
Decrease	53	.....	1	.....	.....	.....	.....	5,998	5,203
Rideau Canal, 1895	385	767	16	62	45	.....	213	37,238	38,726
do 1896	396	1,550	6	.....	20	4	367	28,700	31,043
Increase	11	783	.....	.....	.....	4	154	.....	.....
Decrease	.....	.....	10	62	25	.....	.....	8,538	7,683

St. Peter's Canal, 1895	687							441	1,128
do 1896	2,533							6,332	8,865
Increase	1,846							5,891	7,737
Decrease									
Trent Valley Canals, 1895		201						2,712	2,913
do 1896		64						2,427	2,491
Increase									
Decrease		137						285	422
Murray Canal, 1895	4	261		293		374	515	377	1,824
do 1896			1	180		266	1,934	996	3,377
Increase			1				1,419	619	1,553
Decrease	4	261		113		108			
Sault Ste. Marie Canal, 1895	18,378	135,550		5,947	247	1,610	830	19,618	182,180
do *1896	199,792	579,427	6,175	39,093	42,744	10,388	17,390	46,879	941,888
Increase	181,414	443,877	6,175	33,146	42,497	8,778	16,560	27,261	759,708
Decrease									
Total, increase	161,747	665,547	284,093	37,569	82,669	26,411	64,185	39,807	1,362,028
Total, decrease									
Total for Year 1895									1,569,094
do 1896									2,931,122

*The large increase for 1896, is owing to the fact that the canal was only open for three months in 1895, viz., from September 9th, to December 4th.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 16th, 1897.

RICHARD DEVLIN,
Compiler Canal Statistics.

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 1896.

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		14						80		94	94		18 80	18 80
Apples	723	3,937	52		1,784			108	2,559	4,045	6,604	288 01	308 80	596 81
Agricultural products not enumerated, vegetables	4		38	400				29	42	429	471	6 25	25 80	32 05
Agricultural products not enumerated, animal														
Agricultural implements														
Barley		240				11,128				11,368	11,368		1,136 80	1,136 80
Bricks	89								89		89	10 83		10 83
Bones														
Brimstone														
Buckwheat														
Cement and water lime	172				200			12	372	12	384	39 28	2 40	41 68
Clay, lime and sand	140				367				507		507	65 55		65 55
Coal	20	210			206,093	1,255	4,127	11,740	210,240	13,205	223,445	42,048 00	2,620 20	44,668 20
Corn		679				175,094		144,671		320,444	320,444		32,044 40	32,044 40
Cattle														
Cotton (raw)														
Crockery and earthenware	1				138			5	139	5	144	20 85	1 00	21 85
Dye wood and dye stuffs														
Fish		2			477				477	2	479	71 55	40	71 95
Flax and hemp					296				296		296	44 40		44 40
Flour	266	125				16,224		25,810	266	42,159	42,425	5 00	8,419 30	8,424 30
Furniture	2	1	19					3	21	4	25	3 15	62	3 77
Gypsum														
Glass (all kinds)	20	6	29		1			7	50	13	63	6 98	2 42	9 40
Hay (pressed)								563		563	563		112 60	112 60
Hogs														
Horses	16	7	4		5	3		2	25	12	37	2 06	1 19	3 25

Hides and skins, horns and hoofs	1					41			1	41	42	15	8 20	8 35
Ice								1,192		1,192	1,192		238 40	238 40
Iron, railway								1,564	324	1,564	1,888	6 10	312 80	318 90
do pig	324							3,522	685	3,759	4,444	57 88	749 27	807 15
do all other	440	237	99		146				1,158		1,158	57 90		57 90
Iron ore			1,158											
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	12	1	1			1,348			13	1,349	1,362	77	269 62	270 39
Meal, all kinds	1					46,456		500	1	46,956	46,957	15	9,391 20	9,391 35
Meats, other than pork	1								1		1	15		15
Marble														
Manilla	2		1						3		3	45		45
Molasses	5		2		505			167	512	167	679	76 67	33 40	110 07
Nails	30		1						31		31	1 38		1 38
Oats		1,528				16,137		10,513		28,178	28,178		2,817 80	2,817 80
Oil (in barrels)	78		4		72	1,005		23	154	1,028	1,182	21 27	205 60	226 87
Oil cake														
Pease								3,030		3,030	3,030		303 00	303 00
Potatoes														
Pork	9	2	6			390		1	15	393	408	2 25	78 24	80 49
Paint	3								3		3	32		32
Pitch and tar	20		16		29				65		65	9 75		9 75
Rags	24							4	24	4	28	45	80	1 25
Rye	439					490		8,480	439	8,970	9,409	65 85	897 00	962 85
Flax seed														
Rosin					2				2		2	30		30
Salt	2	80							2	80	82	04	16 00	16 04
Stone intended for cutting														
do wrought			1		482				483		483	72 45		72 45
do not suitable for cutting, unwrought	225	1,087							225	1,087	1,312	13 14	54 35	67 49
Seeds, all kinds	13		1			78		20	14	98	112	40	19 60	20 00
Sheep														
Soda ash	13								13		13	25		25
Steel						498		11,859		12,357	12,357		2,471 40	2,471 40
Sugar	109	1	19		7,073	165		1	7,201	167	7,368	1,070 07	33 22	1,103 29
Spirits, beer, &c	22		27		114				163		163	23 67		23 67
Tobacco (raw)								1		1	1		20	20
Tallow					118				118		118	17 70		17 70
Tin	201	96			47				248	96	344	10 83	2 40	13 23
Turpentine														
Wheat	290	155,339	885			34,878		129,171	1,175	319,388	320,563	152 81	31,899 09	32,051 90
White lead	1								1		1	15		15
Whiting	5								5		5	10		10
Wool						900		8		908	908		181 60	181 60
All other goods and merchandise not enumerated	2,678	1,542	260		49,450	3,990		261	52,388	5,793	58,181	7,580 22	919 44	8,499 66
Bark														

No. (A) 1.—GENERAL STATEMENT showing the Quantity of each Article 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.
Barrels, empty	19	5	29			10			48	15	63	8 80	2 01	10 81
Boat knees														
Floats														
Firewood, in vessels		14,727		2,115		165				17,007	17,007		672 10	672 10
do in rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	194	3,461		2,882		75,515		1,943	194	83,801	83,995	5 55	14,816 90	14,882 45
do in rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels														
do in rafts														
Saw logs	308	1,394		578					308	1,972	2,280	14 00	92 00	106 00
Staves and headings, barrel														
do pipe														
do West India														
Staves, salt barrel														
Shingles		53		40				66		159	159		105 47	105 47
Split posts and fence rails, in vessels		3								3	3		1 00	1 00
Split posts and fence rails, in rafts														
Timber, square, in vessels		9,502						47,286		56,788	56,788		8,514 31	8,514 31
do in rafts														
Traverses														
Woodenware and wood partly manufactured					119	12			119	12	131	47 60	4 80	52 40
Total freight paying tolls	6,922	194,279	2,652	6,015	267,518	385,782	4,127	402,642	281,219	988,716	1,269,937	51,931 48	119,805 95	171,737 43

Articles having paid full Tolls on the St. Lawrence Canals, free :—														
Bricks	15								15		15			
Cement and water lime	699		987						1,686		1,686			
Crockery and earthenware			83						83		83			
Fish			11						11		11			
Glass, all kinds	58		554						612		612			
Horses	1								1		1			
Iron, railway	1,684		3						1,687		1,687			
do pig			28						28		28			
do all other	138		589						727		727			
Molasses			1						1		1			
Nails	240		169						409		409			
Oils	7		26						33		33			
Paint	17		32						49		49			
Pitch and tar	45		15						60		60			
Salt	69		753						822		822			
Seeds, all kinds	24		75						99		99			
Soda Ash	17		57						74		74			
Stone, for cutting			4						4		4			
do wrought	12		5						17		17			
Sugar	330		1,488		55				1,873		1,873			
Tin	15		180		200				395		395			
White lead	1		9						1		10			
Whiting	15		41						56		56			
Whiskey, &c.	26		25						51		51			
Merchandise	498		749						1,247		1,247			
Grand total freight	10,833	194,279	8,536	6,015	267,773	385,782	4,127	402,642	291,269	988,718	1,279,987			
Total tolls on vessels												11,169 18	11,571 25	22,740 43
do passengers												241 50	249 97	491 47
do free goods											$1,507.50			
Total tolls												63,342 16	131,627 17	194,969 33
Fines														114 00
*Damages														
Total revenue, exclusive of hydraulic rents														195,083 33

*Amount of damages not included in above, $2,497.32.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, October 16th, 1897.

RICHARD DEVLIN,
Compiler Canal Statistics.

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 1896.

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		14						80		94	94		18 80	18 80
Apples		632	11		1,784			108	1,795	740	2,535	269 25	148 00	417 25
Agricultural products not enumerated, vegetables	3		38					29	41	29	70	6 15	5 80	11 95
Agricultural products not enumerated, animal														
Agricultural implements														
Barley		240				11,128				11,368	11,368		1,136 80	1,136 80
Bricks	44								44		44	6 60		6 60
Bones														
Brimstone														
Buckwheat														
Cement and water lime					200			12	200	12	212	30 00	2 40	32 40
Clay, lime and sand					367				367		367	55 05		55 05
Coal	20	2			206,093	1,255	4,127	11,740	210,240	12,997	223,237	42,048 00	2,599 40	44,647 40
Corn		679				175,094		144,671		320,444	320,444		32,044 40	32,044 40
Cattle														
Cotton (raw)														
Crockery and earthenware	1				138			5	139	5	144	20 85	1 00	21 85
Dye wood and dye stuffs														
Fish		2			477				477	2	479	71 55	0 40	71 95
Flax and hemp					296				296		296	44 40		44 40
Flour						16,224		25,810		42,034	42,034		8,406 80	8,406 80
Furniture	2		19					3	21	3	24	3 15	0 60	3 75
Gypsum														
Glass (all kinds)	16	5	29		1			7	46	12	58	6 90	2 40	9 30
Hay (pressed)								563		563	563		112 60	112 60
Hogs														
Horses	3		4		5	3		2	12	5	17	1 80	1 00	2 80

Hides and skins, horns and hoofs	1					41			1	41	42	0 15	8 20	8 35
Ice														
Iron, railway								1,192		1,192	1,192		238 40	238 40
do pig								1,564		1,564	1,564		312 80	312 80
do all other	98	223	99		146			3,522	343	3,745	4,088	51 45	749 00	800 45
Iron ore			1,158						1,158		1,158	57 90		57 90
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	3		1			1,348			4	1,348	1,352	0 60	269 60	270 20
Meal, all kinds	1					46,456		500	1	46,956	46,957	0 15	9,391 20	9,391 35
Meats, other than pork	1								1		1	0 15		0 15
Marble														
Manilla	2		1						3		3	0 45		0 45
Molasses	4		2		505			167	511	167	678	76 65	33 40	110 05
Nails	5		1						6		6	0 90		0 90
Oats		1,528				16,137		10,513		28,178	28,178		2,817 80	2,817 80
Oil (in barrels)	64		4		72	1,005		23	140	1,028	1,168	21 00	205 60	226 60
Oil cake														
Pease								3,030		3,030	3,030		303 00	303 00
Potatoes														
Pork	9		6			390		1	15	391	406	2 25	78 20	80 45
Paint	2								2		2	0 30		0 30
Pitch and tar	20		16		29				65		65	9 75		9 75
Rags								4		4	4		0 80	0 80
Rye	439					490		8,480	439	8,970	9,409	65 85	897 00	962 85
Flax seed														
Rosin					2				2		2	0 30		0 30
Salt		80								80	80		16 00	16 00
Stone, intended for cutting														
do wrought			1		482				483		483	72 45		72 45
do not suitable for cutting, unwrought														
Seeds, all kinds			1			78		20	1	98	99	0 15	19 60	19 75
Sheep														
Soda ash														
Steel						498		11,859		12,357	12,357		2,471 40	2,471 40
Sugar	32		19		7,073	165		1	7,124	166	7,290	1,068 60	33 20	1,101 80
Spirits, beer, &c	16		27		114				157		157	23 55		23 55
Tobacco (raw)								1		1	1		0 20	0 20
Tallow					118				118		118	17 70		17 70
Tin					47				47		47	7 05		7 05
Turpentine														
Wheat		153,478	885			34,878		129,171	885	317,527	318,412	132 75	31,752 70	31,885 45
White lead	1								1		1	0 15		0 15
Whiting														
Wool						900		8		908	908		181 60	181 60
All other goods and merchandise not enumerated	559	169	260		49,450	3,990		261	50,269	4,420	54,689	7,540 35	884 00	8,424 35
Bark														

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.
Barrels, empty	15		29			10			44	10	54	8 68	1 90	10 58
Boat knees														
Floats														
Firewood, in vessels						165				165	165		11 00	11 00
do rafts														
Hoops														
Hop-poles														
Lumber, sawn, in vessels				2,882		75,515		1,943		80,340	80,340		14,454 24	14,454 24
do do rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels														
do rafts														
Saw logs														
Staves and headings, barrel														
do do pipe														
do do West India														
Staves, salt barrel														
Shingles		28		40				66		134	134		94 92	94 92
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		9,502						47,286		56,788	56,788		8,514 31	8,514 31
do do rafts														
Traverses														
Woodenware and wood partly manufactured					119	12			119	12	131	47 60	4 80	52 40
Total freight paying tolls.	1,361	166,582	2,611	2,922	267,518	385,782	4,127	402,642	275,617	957,928	1,233,545	51,770 58	118,225 27	169,995 85

Articles having paid full tolls on the St. Lawrence Canals, free:—											
Bricks	15							15		15	
Cement and water lime	699		987					1,686		1,686	
Crockery and earthenware			83					83		83	
Fish			11					11		11	
Glass, all kinds	58		554					612		612	
Horses	1							1		1	
Iron, railway	1,684		3					1,687		1,687	
do pig			28					28		28	
do all other	138		589					727		727	
Molasses			1					1		1	
Nails	240		169					409		409	
Oils	7		26					33		33	
Paint	17		32					49		49	
Pitch and tar	45		15					60		60	
Salt	69		753					822		822	
Seeds, all kinds	24		75					99		99	
Soda ash	17		57					74		74	
Stone, for cutting			4					4		4	
do wrought	12		5					17		17	
Sugar	330		1,488		55			1,873		1,873	
Tin	15		180		200			395		395	
White lead	1		9					10		10	
Whiting	15		41					56		56	
Whiskey, etc	26		25					51		51	
Merchandise	498		749					1,247		1,247	
Grand total freight	5,272	166,582	8,495	2,922	267,773	385,782	4,127	402,642	285,667	957,928	1,243,595

Total tolls on vessels	10,843 57	11,171 27	22,014 84
do passengers	27 50	36 65	64 15
do free goods	1,507 50		
Total through tolls	62,641 65	129,4 3319	192,074 84

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

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 1896.

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	723	3,305	41						764	3,305	4,069	18 76	160 80	179 56
Agricultural products not enumerated, Vegetables	1			400					1	400	401	10	20 00	20 10
Agricultural products not enumerated, Animal														
Agricultural implements														
Barley														
Bricks	45								45		45	4 23		4 23
Bones														
Brimstone														
Buckwheat														
Cement and water lime	172								172		172	9 28		9 28
Clay, lime and sand	140								140		140	10 50		10 50
Coal		208								208	208		20 80	20 80
Corn														
Cattle														
Cotton (raw)														
Crockery and earthenware														
Dye wood and dye stuffs														
Fish														
Flax and hemp														
Flour	266	125							266	125	391	5 00	12 50	17 50
Furniture		1								1	1		02	02
Gypsum														
Glass (all kinds)	4	1							4	1	5	08	02	10
Hay (pressed)														
Hogs														
Horses	13	7							13	7	20	26	19	45

Hides and skins, horns and hoofs																
Ice																
Iron, railway																
" pig	324									324		324	6 10			6 10
" all other	342	14								342	14	356	6 43	27		6 70
" ore																
Kryolite chemical ore and other, except iron																
Lard and lard oil	9	1								9	1	10	17	02		19
Meal, all kinds																
Meats, other then pork																
Marble																
Manilla																
Molasses	1									1		1	02			02
Nails	25									25		25	48			48
Oats																
Oil (in barrels)	14									14		14	27			27
Oil cake																
Pease																
Potatoes																
Pork		2									2	2		04		04
Paint	1									1		1	02			02
Pitch and tar																
Rags	24									24		24	45			45
Rye																
Flax seed																
Rosin																
Salt	2									2		2	04			04
Stone intended for cutting																
" wrought																
" not suitable for cutting, unwrought	225	1,087								225	1,087	1,312	13 14	54 35		67 49
Seeds, all kinds	13									13		13	25			25
Sheep																
Soda ash	13									13		13	25			25
Steel																
Sugar	77	1								77	1	78	1 47	02		1 49
Spirits, beer, &c	6									6		6	12			12
Tobacco (raw)																
Tallow																
Tin	201	96								201	96	297	3 78	2 40		6 18
Turpentine																
Wheat	290	1,861								290	1,861	2,151	20 06	146 39		166 45
White lead																
Whiting	5									5		5	10			10
Wool																
All other goods and merchandise not enumerated	2,119	1,373								2,119	1,373	3,492	39 87	35 44		75 31
Bark																

No. (A) 3.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, &c.—*Concl'd.*

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.
Barrels, empty	4	5							4	5	9	0 12	0 11	0 23
Boat knees														
Floats														
Firewood, in vessels		14,727		2,115						16,842	16,842		661 10	661 10
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	194	3,461							194	3,461	3,655	5 55	362 66	368 21
do rafts														
Masts, spars, and telegraph poles, in vessels														
Masts, spars, and telegraph poles in rafts														
Railway ties, in vessels														
do rafts														
Saw-logs	308	1,394		578					308	1,972	2,280	14 00	92 00	106 00
Staves and headings, barrel														
do pipe														
do West India														
Staves, salt barrel														
Shingles		25								25	25		10 55	10 55
Split posts and fence rails, in vessels		3								3	3		1 00	1 00
Split posts and fence rails, in rafts														
Timber, square, in vessels														
do rafts														
Traverses														

Woodenware and wood partly manufactured	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total freight paying tolls	5,561	27,697	41	3,093	.....	.....	.....	.....	5,602	30,790	36,392	160 90	1,580 68	1,741 58
Total way tolls on vessels												325 61	399 98	725 59
do passengers												214 00	213 32	427 32
Total way tolls												700 51	2,193 98	2,894 49

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

RICHARD DEVLIN,
Compiler of Canal Statistics.

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 1896.

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		37								37	37		7 40	7 40
Apples	13	7,705	3					33	16	7,738	7,754	1 51	1,136 48	1,137 99
Agricultural products not enumerated, vegetables	367	548							367	548	915	49 66	80 01	129 67
Agricultural products not enumerted, animal	314	2,095		902					314	2,997	3,311	15 04	356 96	372 00
Agricultural implements	59	6							59	6	65	8 08	50	8 58
Barley	52	3,633							52	3,633	3,685	1 30	293 27	294 57
Bricks	8,747	61					365		9,112	61	9,173	375 98	2 53	378 51
Bones		291		513						804	804		79 21	79 21
Brimstone	653								653		653	63 83		63 83
Buckwheat		4,118								4,118	4,118		129 93	129 93
Cement and water lime	4,105	103	1,054				144		5 303	103	5,406	653 06	3 98	657 04
Clay, lime and sand	13,590	11,928					1,549		15,139	11,928	27,067	594 51	509 18	1,103 69
Coal		37,297	4			330		141,315	4	178,942	178,946	15	25,250 25	25,250 40
Corn	9	14,846						3,786	9	18,632	18,641	69	1,366 02	1,366 71
Cattle	57	262							57	262	319	3 24	18 66	21 90
Cotton (raw)														
Crockery and earthenware	76	6	83						159	6	165	28 81	1 15	29 96
Dye wood and dye stuffs	140						9		149		149	19 05		19 05
Fish	146	46	11						157	46	203	19 16	2 06	21 22
Flax and hemp		25								25	25		3 75	3 75
Flour	926	2,715							926	2,715	3,641	58 30	150 06	208 36
Furniture	276	886							276	886	1,162	49 04	131 20	180 24
Gypsum	1,304	10							1,304	10	1,314	18 17	38	18 55
Glass (all kinds	879	134	530						1,409	134	1,543	280 03	11 70	291 73
Hay (pressed)	188	826							188	826	1,014	7 49	40 37	47 86
Hogs		18								18	18		2 12	2 12
Horses	220	420							220	420	640	12 86	26 79	39 65

Hides and skins, horns and hoof				45						45	45		6 19	6 19
Ice														
Iron (railway)	1,981	15							1,981	15	1,996	281 02	1 77	282 79
do (pig)	105	1,395	28						133	1,395	1,528	18 72	192 84	211 56
do (all other)	12,553	2,777	724				1,722		14,999	2,777	17,776	1,116 90	142 42	1,259 32
do ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	46	249							46	249	295	4 64	20 41	25 05
Meal, all kinds	178	715							178	715	893	9 93	30 57	40 50
Meats, other than pork	21	3			10				31	3	34	2 61	0 45	3 06
Marble	19								19		19	3 61		3 61
Manilla														
Molasses	346	210	1				397		744	210	954	73 35	10 60	83 95
Nails	885	689	148						1,033	689	1,722	199 63	36 20	235 83
Oats	134	18,768						260	134	19,028	19,162	3 42	542 59	546 01
Oil (in barrels)	638	454	26				15		679	454	1,133	112 12	66 25	178 37
Oil cake	3	10							3	10	13	0 23	0 78	1 01
Pease	50	38,186							50	38,186	38,236	1 52	1,650 61	1,652 13
Potatoes		31								31	31		2 66	2 66
Pork	245	245							245	245	490	24 13	20 40	44 53
Paint	316	320	32					10	348	330	678	67 46	25 95	93 41
Pitch and tar	164	60	15				171		350	60	410	43 08	3 00	46 08
Rags	133	171		19			18		151	190	341	20 12	34 05	54 17
Rye	261	1,211							261	1,211	1,472	19 58	82 11	101 69
Flax seed	1								1		1	15		15
Rosin	26	56					2,049		2,075	56	2,131	117 11	2 80	119 91
Salt	2,934	94	753				20		3,707	94	3,801	440 39	3 59	443 98
Stone intended for cutting	106	1,050	4						110	1,050	1,160	4 82	39 40	44 22
do wrought	336	6,884	5						341	6,884	7,225	19 85	649 95	669 80
do not suitable for cutting, unwrought	150	4,174							150	4,174	4,324	3 00	113 40	116 40
Seeds, all kinds	5,267	149	92						5,359	149	5,508	245 13	10 34	255 47
Sheep		184			1				1	184	185	0 08	13 93	14 01
Soda ash	1,193	52	50				27		1,270	52	1,322	246 11	2 85	248 96
Steel	1,288	22							1,288	22	1,310	176 54	1 37	177 91
Sugar	3,072	157	1,544				5,305		9,921	157	10,078	1,156 50	7 95	1,164 45
Spirits, beer, &c	350	195	25						375	195	570	62 41	27 80	90 21
Tobacco (raw)	12								12		12	1 20		1 20
Tallow	23	8							23	8	31	3 45	98	4 43
Tin	1,880	28	183						2,063	28	2,091	409 76	2 45	412 21
Turpentine	2	49					130		132	49	181	6 79	2 60	9 39
Wheat	560	10,555						1,532	560	12,087	12,647	21 00	1,048 76	1,069 76
White lead	136	3	9						145	3	148	28 60	15	28 75
Whiting	558	9	79						637	9	646	126 11	55	126 66
Wool	2	12							2	12	14	15	1 80	1 95
All other goods and merchandise not enumerated	5,984	4,925	808	67	246	354	747	14	7,785	5,360	13,145	1,161 43	743 87	1,905 30
Bark														

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.
Barrels, empty	228	46	2						230	46	276	26 96	3 12	30 08
Boat knees														
Floats	60	3,024							60	3,024	3,084	1 05	52 64	53 69
Firewood, in vessels	6,747	6,784							6,747	6,784	13,531	112 45	121 22	233 67
do rafts		90								90	90		1 88	1 88
Hoops														
Hop poles														
Lumber, sawn, in vessels	14,901	23,165		1,196				998	14,901	25,359	40,260	346 43	1,876 76	2,223 19
do rafts		727								727	727		32 66	32 66
Masts, spars, and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts		20,440								20,440	20,440		508 00	508 00
Railway ties, in vessels	746	235							746	235	981	29 83	5 38	35 21
do rafts		63								63	63		2 50	2 50
Saw logs		14,940								14,940	14,940		341 10	341 10
Staves and headings, barrel	18								18		18	0 35		0 35
do pipe														
do W. India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels	2								2		2	0 20		0 20
Split posts and fence rails, in rafts														
Timber, square, in vessels	20	750							20	750	770	0 50	9 75	10 25
do rafts	432	5,798							432	5,798	6,230	13 50	146 70	160 20
Traverses		3,060								3,060	3,060		18 85	18 85
Woodenware and wood partly manufactured	55	14							55	14	69	17 60	4 80	22 40
Total freight paying tolls	97,288	261,267	6,213	2,742	257	684	12,668	147,948	116,426	412,641	529,067	9,041 48	38,273 71	47,315 19
Free articles having paid full tolls on the Welland Canal:														
Apples		1,155						108		1,263	1,263			

Ashes		41						53		94	94			
Barley		240								240	240			
Cement, &c.		12								12	12			
Corn		125,946						56,384		182,330	182,330			
Crockery, &c.								5		5	5			
Flour		2,923						9,041		11,964	11,964			
Glass		9								9	9			
Horses								1		1	1			
Iron, pig		5								5	5			
do all other		1,571						449		2,020	2,020			
Merchandise		238						138		376	376			
Molasses		59						108		167	167			
Oats		10,870						1,503		12,373	12,373			
Oils								23		23	23			
Pease		2,625						395		3,020	3,020			
Pork								1		1	1			
Rags		2						2		4	4			
Rye		6,866						1,457		8,323	8,323			
Seeds, all kinds								20		20	20			
Steel		130						412		542	542			
Sugar		1								1	1			
Vegetables, all other								29		29	29			
Wheat		235,511						19,687		255,198	255,198			
Lumber, sawn, in vessels		657								657	657			
Timber, square, in rafts		1,200								1,200	1,200			
Coal, free, per Order in Council	69,984						30,751		100,735		100,735			
Free articles for canal construction, O.C., 1884:														
Stone, for cutting		200								200	200			
do wrought		1,754								1,754	1,754			
Merchandise	6								6		6			
Coal								2,051		2,051	2,051			
Grand total, freight	167,278	653,282	6,213	2,742	257	684	43,419	239,815	217,167	896,523	1,113,690			

Total tolls on vessels		11,167 07	8,873 54	20,040 61
do passengers		699 87	1,948 57	2,648 44
do free goods	$54,614.70			
Total tolls		20,908 42	49,095 82	70,004 24
Fines				78 00
*Damages				
Wharfage and storage				2,666 25
Other receipts				16,117 03
Total revenue, exclusive of hydraulic rents				88,865 52

*Amount of damages not included in above, $324.95.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

RICHARD 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 1896.

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		37								37	37		7 40	7 40
Apples		7,473	3					33	3	7,506	7,509	0 45	1,125 90	1,126 35
Agricultural products, not enumerated, vegetables	297	518							297	518	815	44 55	77 70	122 25
Agricultural products, not enumerated, animal		1,218								1,218	1,218		182 70	182 70
Agricultural implements														
Barley		2,699								2,699	2,699		269 90	269 90
Bricks	210	2							210	2	212	31 50	0 30	31 80
Bones		31								31	31		4 65	4 65
Brimstone	3								3		3	0 45		0 45
Buckwheat		359								359	359		35 90	35 90
Cement and water lime	2,224		1,054						3,278		3,278	491 70		491 70
Clay, lime and sand	79	354							79	354	433	11 85	53 10	64 95
Coal		34,933						126,618		161,551	161,551		24,232 65	24,232 65
Corn		7,955						3,100		11,055	11,055		1,105 50	1,105 50
Cattle	2	16							2	16	18	0 30	2 40	2 70
Cotton (raw)														
Crockery and earthenware	29	5	83						112	5	117	22 40	1 00	23 40
Dye wood and dye stuffs	46								46		46	9 20		9 20
Fish	86		11						97		97	14 55		14 55
Flax and hemp		25								25	25		3 75	3 75
Flour		413								413	413		61 95	61 95
Furniture	166	551							166	551	717	33 20	110 20	143 40
Gypsum														
Glass (all kinds)	824	28	530						1,354	28	1,382	270 80	5 60	276 40
Hay (pressed)														
Hogs		10								10	10		1 50	1 50
Horses	13	44							13	44	57	1 95	6 60	8 55

Hides and skins, horns and hoofs														
Ice														
Iron, railway	1,819	10						1,819	10	1,829	272 85	1 50	274 35	
do pig	81	1,249	28					109	1,249	1,358	16 35	187 35	203 70	
do all other	3,837	318	724				2	4,563	318	4,881	684 45	47 70	732 15	
do ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	8	96						8	96	104	1 20	14 40	15 60	
Meal, all kinds														
Meats, other than pork	3	3						3	3	6	0 45	0 45	0 90	
Marble														
Manilla														
Molasses	17		1					18		18	3 60		3 60	
Nails	667	11	148					815	11	826	163 00	2 20	165 20	
Oats		555					260		815	815		81 50	81 50	
Oil (in barrels)	308	289	26					334	289	623	66 80	57 80	124 60	
Oil cake														
Pease		9,276							9,276	9,276		927 60	927 60	
Potatoes		5							5	5		0 75	0 75	
Pork		98							98	98		14 70	14 70	
Paint	247	53	32				10	279	63	342	55 80	12 60	68 40	
Pitch and tar	136		15					151		151	30 20		30 20	
Rags	49	152						49	152	201	9 80	30 40	40 20	
Rye		691							691	691		69 10	69 10	
Flax seed	1							1		1	15		0 15	
Rosin	19							19		19	3 80		3 80	
Salt	796		753					1,549		1,549	232 35		232 35	
Stone, intended for cutting			4					4		4	0 60		0 60	
do wrought	12	1	5					17	1	18	3 40	0 20	3 60	
do not suitable for cutting, unwrought														
Seeds, all kinds	297	41	92					389	41	430	58 35	6 15	64 50	
Sheep														
Soda ash	1,133	1	50					1,183	1	1,184	236 60	0 20	236 80	
Steel	1,119	4						1,119	4	1,123	167 85	0 60	168 45	
Sugar	2,094		1,544					3,638		3,638	727 60		727 60	
Spirits, beer, &c	117	118	25					142	118	260	28 40	23 60	52 00	
Tobacco (raw)														
Tallow	23	5						23	5	28	3 45	0 75	4 20	
Tin	1,803	7	183					1,986	7	1,993	397 20	1 40	398 60	
Turpentine		1							1	1		0 20	0 20	
Wheat		8,422					1,532		9,954	9,954		995 40	995 40	
White lead	114		9					123		123	24 60		24 60	
Whiting	501		79					580		580	116 00		116 00	
Wool		12							12	12		1 80	1 80	
All other goods and merchandise, not enumerated	3,146	2,526	806			2	14	3,952	2,542	6,494	790 40	508 60	1,299 00	
Bark														

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.
Barrels, empty	73		2						75		75	14 08		14 08
Boat knees														
Floats														
Firewood, in vessels														
do rafts														
Hoops														
Hop poles														
Lumber, sawn in vessels		17,199						998		18,197	18,197		1,640 10	1,640 10
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 West India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels														
do rafts														
Traverses														
Woodenware, and wood partly manufactured	37	11							37	11	48	14 80	4 40	19 20
Total freight paying tolls	22,436	97,825	6,207			2	2	132,565	28,645	230,392	259,037	5,057 03	31,920 15	36,977 18

Free articles having paid full tolls on the Welland Canal:—													
Apples		1,155						108		1,263	1,263		
Ashes		41						53		94	94		
Barley		240								240	240		
Cement, &c		12								12	12		
Corn		125,946						56,384		182,330	182,330		
Crockery, &c								5		5	5		
Flour		2,923						9,041		11,964	11,964		
Glass		9								9	9		
Horses								1		1	1		
Iron, pig		5								5	5		
do all other		1,571						449		2,020	2,020		
Merchandise		238						138		376	376		
Molasses		59						108		167	167		
Oats		10,870						1,503		12,373	12,373		
Oils								23		23	23		
Pease		2,625						395		3,020	3,020		
Pork								1		1	1		
Rags		2						2		4	4		
Rye		6,866						1,457		8,323	8,323		
Seeds, all kinds								20		20	20		
Steel		130						412		542	542		
Sugar		1								1	1		
Vegetables, all other								29		29	29		
Wheat		235,076						19,687		254,763	254,763		
Lumber, sawn, in vessels		657								657	657		
Timber, square, in rafts		1,200								1,200	1,200		
Coal, free per Order in Council	689								689		689		
Grand total freight	23,125	487,451	6,207			2	2	222,381	29,334	709,834	739,168		
Total through tolls on vessels												7,514 03	7,436 44	14,950 47
do passengers												316 90	1,287 50	1,604 40
Total through free goods											$48,905 73			
Total through tolls												12,887 96	40,644 09	53,532 05

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

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 1896.

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	13	232							13	232	245	1 06	10 58	11 64
Agricultural products not enumerated, vegetables	70	30							70	30	100	5 11	2 31	7 42
Agricultural products not enumerated, animals	314	877		902					314	1,779	2,093	15 04	174 26	189 30
Agricultural implements	59	6							59	6	65	8 08	0 50	8 58
Barley	52	934							52	934	986	1 30	23 37	24 67
Bricks	8,537	59					365		8,902	59	8,961	344 48	2 23	346 71
Bones		260		513						773	773		74 56	74 56
Brimstone	650								650		650	63 38		63 38
Buckwheat		3,759								3,759	3,759		94 03	94 03
Cement and water lime	1,881	103					144		2,025	103	2,128	161 36	3 98	165 34
Clay, lime and sand	13,511	11,574					1,549		15,060	11,574	26,634	582 66	456 08	1,038 74
Coal		2,364	4			330		14,697	4	17,391	17,395	0 15	1,017 60	1,017 75
Corn	9	6,891						686	9	7,577	7,586	0 69	260 52	261 21
Cattle	55	246							55	246	301	2 94	16 26	19 20
Cotton (raw)														
Crockery and earthenware	47	1							47	1	48	6 41	0 15	6 56
Dye wood and dye stuffs	94						9		103		103	9 85		9 85
Fish	60	46							60	46	106	4 61	2 06	6 67
Flax and hemp														
Flour	926	2,302							926	2,302	3,228	58 30	88 11	146 41
Furniture	110	335							110	335	445	15 84	21 00	36 84
Gypsum	1,304	10							1,304	10	1,314	18 17	0 38	18 55
Glass (all kinds)	55	106							55	106	161	9 23	6 10	15 33
Hay (pressed)	188	826							188	826	1,014	7 49	40 37	47 86
Hogs		8								8	8		0 62	0 62
Horses	207	376							207	376	583	10 91	20 19	31 10

Hides and skins, horns and hoofs				45						45	45		6 19	6 19
Ice														
Iron, railway	162	5							162	5	167	8 17	0 27	8 44
do pig	24	146							24	146	170	2 37	5 49	7 86
do all other	8,716	2,459					1,720		10,436	2,459	12,895	432 45	94 72	527 17
do ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil	38	153							38	153	191	3 44	6 01	9 45
Meal, all kinds	178	715							178	715	893	9 93	30 57	40 50
Meats, other than pork	18				10				28		28	2 16		2 16
Marble	19								19		19	3 61		3 61
Manilla														
Molasses	329	210					397		726	210	936	69 75	10 60	80 35
Nails	218	678							218	678	896	36 63	34 00	70 63
Oats	134	18,213							134	18,213	18,347	3 42	461 09	464 51
Oil (in barrels)	330	165							345	165	510	45 32	8 45	53 77
Oil cake	3	10							3	10	13	0 23	0 78	1 01
Peasc	50	28,910							50	28,910	28,960	1 52	723 01	724 53
Potatoes		26								26	26		1 91	1 91
Pork	245	147							245	147	392	24 13	5 70	29 83
Paint	69	267							69	267	336	11 66	13 35	25 01
Pitch and tar	28	60					171		199	60	259	12 88	3 00	15 88
Rags	84	19		19			18		102	38	140	10 32	3 65	13 97
Rye	261	520							261	520	781	19 58	13 01	32 59
Flax seed														
Rosin	7	56					2,049		2,056	56	2,112	113 31	2 80	116 11
Salt	2,138	94					20		2,158	94	2,252	208 94	3 59	211 63
Stone intended for cutting	106	1,050							106	1,050	1,156	4 22	39 40	43 62
do wrought	324	6,883							324	6,883	7,207	16 45	649 75	666 20
do not suitable for cutting, unwrought	150	4,174							150	4,174	4,324	3 00	113 40	116 40
Seeds, all kinds	4,970	108							4,970	108	5,078	186 78	4 19	190 97
Sheep		184			1				1	184	185	0 08	13 93	14 01
Soda ash	60	51					27		87	51	138	9 51	2 65	12 16
Steel	169	18							169	18	187	8 69	0 77	9 46
Sugar	978	157					5,305		6,283	157	6,440	428 90	7 95	436 85
Spirits, beer, &c	233	77							233	77	310	34 01	4 20	38 21
Tobacco (raw)	12								12		12	1 20		1 20
Tallow		3								3	3		0 23	0 23
Tin	77	21							77	21	98	12 56	1 05	13 61
Turpentine	2	48					130		132	48	180	6 79	2 40	9 19
Wheat	560	2,133							560	2,133	2,693	21 00	53 36	74 36
White lead	22	3							22	3	25	4 00	15 00	4 15
Whiting	57	9							57	9	66	10 11	0 55	10 66
Wool	2								2		2	0 15		0 15
All other goods and merchandise not enumerated	2,838	2,399	2	67	246	352	747		3,833	2,818	6,651	371 03	235 27	606 30
Bark														

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article of Way 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.
Barrels, empty	155	46							155	46	201	12 88	3 12	16 00
Boat knees														
Floats	60	3,024							60	3,024	3,084	1 05	52 64	53 69
Firewood, in vessels	6,747	6,784							6,747	6,784	13,531	112 45	121 22	233 67
do in rafts		90								90	90		1 88	1 88
Hoops														
Hop poles														
Lumber, sawn, in vessels	14,901	5,966		1,196					14,901	7,162	22,063	346 43	236 66	583 09
do in rafts		727								727	727		32 66	32 66
Masts, spars, and telegraph poles, in vessels														
Masts, spars, and telegraph poles, in rafts		20,440								20,440	20,440		508 00	508 00
Railway ties, in vessels	746	235							746	235	981	29 83	5 38	35 21
do in rafts		63								63	63		2 50	2 50
Saw logs		14.940								14,940	14,940		341 10	341 10
Staves and headings, barrel	18								18		18	0 35		0 35
do do pipe														
do do W. India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels	2								2		2	0 20		0 20
Split posts and fence rails, in rafts														
Timber, square, in vessels	20	750							20	750	770	0 50	9 75	10 25
do in rafts	432	5,798							432	5,798	6,230	13 50	146 70	160 20
Traverses		3,060								3,060	3,060		18 85	18 85

Woodenware and wood partly manufactured	18	3	.....	.....	.....	.....	.....	.....	18	3	21	2 80	0 40	3 20
Total freight paying tolls	74,852	163,442	6	2,742	257	682	12,666	15,383	87,781	182,249	270,030	3,984 45	6,353 56	10,338 01
Free articles having paid full tolls on the Welland Canal :														
Wheat.....	.....	435	.....	.....	.....	.....	.....	.....	.....	435	435			
Coal, free, per Order in Council	69,295	.....	.....	.....	.....	.....	30,751	.....	100,046	.....	100,046			
Free articles for canal construction, O.C., 1884 :														
Stone, for cutting.....	.....	200	.....	.....	.....	.....	.....	.....	.....	200	200			
do wrought.....	.....	1,754	.....	.....	.....	.....	.....	.....	.....	1,754	1,754			
Merchandise.....	6	.....	.....	.....	.....	.....	.....	.....	6	.....	6			
Coal	.....	.....	.....	.....	.....	.....	.....	2,051	.....	2,051	2,051			
Grand total, freight...	144,153	165,831	6	2,742	257	682	43,417	17,434	187,833	186,689	374,522			
											Total way tolls on vessels.....	3,653 04	1,437 10	5,090 14
											do passengers	382 97	661 07	1,044 04
											do free goods..... $5,708 97	.....	.....	.....
											Total way tolls.....	8,020 46	8,451 73	16,472 19

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 16th October, 1897.

APPENDIX A—*Continued.*

No. 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 1896.

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		8								8	8	1 34
Apples		40								40	40	2 56
Agricultural products not enumerated, vegetables		17								17	17	1 02
do do animal		1,231								1,231	1,231	104 06
Agricultural implements		4								4	4	0 58
Barley		36								36	36	3 51
Bricks												
Bones		5								5	5	0 49
Brimstone												
Buckwheat		3								3	3	0 30
Cement and water lime		1								1	1	0 10
Clay, lime and sand		6,070								6,070	6,070	151 22
Coal		7								7	7	0 12
Corn												
Cattle		412								412	412	30 81
Cotton (raw)												
Crockery and earthenware		1								1	1	0 19
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour		10								10	10	0 99
Furniture	2	19							2	19	21	2 71
Gypsum												
Glass (all kinds)		1								1	1	0 19
Hay (pressed)		1,296								1,296	1,296	124 24
Hogs		31								31	31	2 28
Horses	15	133							15	133	148	7 49
Hides and skins, horns and hoofs		19								19	19	1 86
Ice												
Iron, railway		1								1	1	0 10

do pig											
do all other		5						5	5	0	46
Iron ore											
Kyrolite chemical ore and other ore, except iron											
Lard and lard oil		15						15	15	1	48
Meal, all kinds		10						10	10	0	98
Meats, other than pork		2						2	2	0	20
Marble											
Manilla											
Molasses											
Nails											
Oats		630						630	630	55	58
Oil (in barrels)		5						5	5	0	95
Oil cake		1						1	1	0	10
Pease		180						180	180	14	90
Potatoes		152						152	152	9	99
Pork		22						22	22	1	23
Paint		1						1	1	0	19
Pitch and tar											
Rags		68						68	68	11	92
Rye		2						2	2	0	20
Flax seed											
Rosin											
Salt											
Stone intended for cutting											
do wrought											
do not suitable for cutting, unwrought											
Seeds, all kinds		7						7	7	0	57
Sheep		309						309	309	26	27
Soda ash		3						3	3	0	39
Steel											
Sugar											
Spirits, beer, &c		14						14	14	2	34
Tobacco (raw)											
Tallow		12						12	12	1	17
Tin											
Turpentine											
Wheat	270	5					270	5	275	16	49
White lead											
Whiting											
Wool											
All other goods and merchandise not enumerated	13	408					13	408	421	69	30
Bark											
Barrels, empty		59						59	59	7	45
Boat knees											
Floats		43,240						43,240	43,240	361	16
Fire wood, in vessels		21,432						21,432	21,432	748	41
do rafts											
Hoops		27						27	27	2	54
Hop poles											

No. (A.) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected, &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	81	319,730		41,648					81	361,378	361,459	25,111 85
do rafts												
Masts, spars, and telegraph poles, in vessels												
do do rafts												
Railway ties, in vessels		41		546						587	587	124 95
do rafts		5,408								5,408	5,408	288 35
Saw logs		5,396								5,396	5,396	130 88
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles		25		38						63	63	41 10
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels		60								60	60	2 07
do rafts		9,300								9,300	9,300	97 65
Traverses		340								340	340	85
Woodenware and wood partly manufactured		9								9	9	2 25
Total freight paying tolls	381	416,263		42,232					381	458,495	458,876	27,570 38
Free articles for canal construction per Order in Council, 1884.												
Floats		120								120	120	
Lumber, sawn, in rafts		143								143	143	
Masts and spars, in rafts		250								250	250	
Square timber in vessels		200								200	200	
do rafts		1,000								1,000	1,000	

Free per Order in Council, 27th June, 1890.												
Floats		21,540								21,540	21,540	
Lumber, sawn, in rafts		568								568	568	
Railway ties, in rafts		5,426								5,426	5,426	
Masts and spars, in rafts		32								32	32	
Timber square, in rafts		4,321								4,321	4,321	
Split posts, &c., in rafts		1,000								1,000	1,000	
Saw logs		8,570								8,570	8,570	
Freight, grand total	381	459,433		42,232					381	501,665	502,046	

Total tolls on vessels		2,771 07
do passengers		165 11
do free goods	$875 00	
*Damages		
Other receipts		8 00
Total revenue exclusive of hydraulic rents		30,514 56

*Amount of damages not included in above $27.35.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

RICHARD DEVLIN,
Compiler Canal Statistics.

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 1896.

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		1,421						39		1,460	1,460	132 64
Agricultural products, not enumerated, vegetables												
do do animal			24						24		24	2 40
Agricultural implements		7								7	7	0 70
Barley		59								59	59	1 97
Bricks	212							777	212	777	989	96 90
Bones			293						293		293	29 30
Brimstone												
Buckwheat												
Cement and water lime	827							109	827	109	936	66 05
Clay, lime and sand								3,643		3,643	3,643	452 81
Coal								87,245		87,245	87,245	8,598 15
Corn												
Cattle	16	113							16	113	129	5 13
Cotton (raw)												
Crockery and earthenware		12								12	12	1 20
Dye wood and dye stuffs								26		26	26	2 60
Fish												
Flax and kemp												
Flour	544	27							544	27	571	18 96
Furniture												
Gypsum												
Glass (all kinds)								1		1	1	0 10
Hay (pressed)		2,204	5,474	60					5,474	2,264	7,734	470 18
Hogs												
Horses	16	69							16	69	85	3 18
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other	77							558	77	558	635	60 94

Iron ore			138						138		138	13 80
Kryolite chemical ore and other ore, except iron												
Lard and lard oil												
Meal, all kinds	7	4							7	4	11	38
Meats, other than pork												
Marble												
Manilla												
Molasses								387		387	387	38 70
Nails												
Oats		1,621								1,621	1,621	54 10
Oil (in barrels)		3						31		34	34	3 30
Oil cake												
Pease												
Potatoes	8		203						211		211	21 10
Pork		2								2	2	0 08
Paint		1						3		4	4	0 37
Pitch and tar								189		189	189	18 90
Rags								19		19	19	1 90
Rye												
Flax seed												
Rosin								2,576		2,576	2,576	257 60
Salt	238							671	238	671	909	77 72
Stone intended for cutting												
do wrought												
do not suitable for cutting, unwrought												
Seeds, all kinds								3		3	3	0 30
Sheep	2	112							2	112	114	4 03
Soda ash												
Steel												
Sugar								5,308		5,308	5,308	530 80
Spirits, beer, &c												
Tobacco (raw)												
Tallow												
Tin												
Turpentine								140		140	140	14 00
Wheat												
White lead												
Whiting												
Wool												
All other goods and merchandise not enumerated	1,128	251	4,004					2,159	5,132	2,410	7,542	662 07
Bark												
Barrels, empty	19	2							19	2	21	2 06
Boat knees												
Floats	6								6		6	0 40
Firewood, in vessels	1,437	3,714	138,274						139,711	3,714	143,425	4,748 87
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	5,090	152	71,163					6	76,253	158	76,411	4,424 85
do do rafts												

No. (A) 8.—GENERAL STATEMENT showing the quantity of each Article transported on the Chambly Canal and the amount of Revenue collected, &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.		otal Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Masts, spars, and telegraph poles, in vessels		1								1	1	0 10
do do rafts												
Railway ties, in vessels			1,953						1,953		1,953	156 00
do rafts												
Saw logs												
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles	53	4							53	4	57	3 28
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels												
do do rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	9,680	9,779	221,526	60				103,890	231,206	113,729	344,935	20,977 92

Total tolls on vessels	3,112 86
do passengers	59 96
Fines	5 00
Total revenue exclusive of hydraulic rents	24,155 74

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 16th October, 1897.

APPENDIX A—*Continued.*

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Season of Navigation in 1896.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl		10								10	10	1 69
Apples	4	336							4	336	340	8 06
Agricultural products not enumerated, vegetables	13	10							13	10	23	0 55
do do animal	13	185							13	185	198	6 59
Agricultural implements	9	60							9	60	69	6 27
Barley												
Bricks	127	199							127	199	326	12 30
Bones	2								2		2	0 05
Brimstone												
Buckwheat		101								101	101	4 72
Cement and water lime	610	295							610	295	905	28 50
Clay, lime and sand	1,546	54							1,546	54	1,600	37 42
Coal		1,262						12,247		13,509	13,509	639 51
Corn		6								6	6	0 18
Cattle	11	1							11	1	12	0 33
Cotton (raw)												
Crockery and earthenware	14	35							14	35	49	4 40
Dye wood and dye stuffs												
Fish	21								21		21	0 53
Flax and hemp												
Flour	111	285							111	285	396	10 63
Furniture	27	11							27	11	38	3 48
Gypsum	5								5		5	0 12
Glass (all kinds)	36	3							36	3	39	3 58
Hay (pressed)	362								362		362	13 85
Hogs												
Horses	2	5							2	5	7	0 21
Hides and skins, horns and hoofs		1								1	1	0 03
Ice												
Iron, railway	4								4		4	0 11
do pig	44								44		44	1 37

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.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Iron, all other	478	15							478	15	493	14 59
Iron ore												
Kryolite, chemical ore and other ore, except iron		490								490	490	24 50
Lard and lard oil	14	15							14	15	29	0 71
Meal, all kinds	1	17							1	17	18	0 66
Meats, other than pork	16	1							16	1	17	0 49
Marble	13								13		13	1 14
Manilla		2								2	2	0 18
Molasses	107								107		107	9 45
Nails	110								110		110	10 79
Oats	11	9							11	9	20	0 50
Oil (in barrels)	179	91							179	91	270	25 07
Oil cake												
Pease	9								9		9	0 21
Potatoes												
Pork	129	126							129	126	255	6 81
Paint	34	1							34	1	35	3 33
Pitch and tar	4								4		4	0 36
Rags		28								28	28	3 30
Rye		4								4	4	0 10
Flax seed												
Rosin												
Salt	1,698	334							1,698	334	2,032	52 52
Stone intended for cutting		195								195	195	30 09
do wrought		2								2	2	0 18
do not suitable for cutting, unwrought	361	527							361	527	888	17 41
Seeds, all kinds												
Sheep	2								2		2	0 06
Soda ash	7	1							7	1	8	0 71
Steel	49								49		49	1 21
Sugar	699	58							699	58	757	68 34
Spirits, beer, etc	68	35							68	35	103	9 69
Tobacco (raw)	14								14		14	0 43
Tallow												
Tin	14	4							14	4	18	1 70

Turpentine	1							1		1	0	09
Wheat		1,550							1,550	1,550	36	18
White lead	28							28		28	3	22
Whiting	40							40		40	3	49
Wool												
All other goods and merchandise not enumerated	613	438	4				3	617	441	1,058	98	16
Bark	6							6		6	0	49
Barrels, empty	24	9						24	9	33	2	17
Boat knees												
Foats	1,540							1,540		1,540	26	95
Firewood, in vessels	12,537	618	456					12,993	618	13,611	246	19
do rafts												
Hoops												
Hop poles	22							22		22	3	00
Lumber, sawn, in vessels	7,219	2,837	15,354	3,290				22,573	6,127	28,700	1,903	24
do do rafts												
Masts, spars and telegraph poles, in vessels												
do do rafts												
Railway ties, in vessels	704		208					912		912	75	07
do rafts	82							82		82	8	67
Saw logs	118	11						118	11	129	2	93
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	75	78						75	78	153	29	78
Split posts and fence rails, in vessels	7							7		7	0	55
do do rafts												
Timber, square, in vessels												
do rafts	120	20						120	20	140	2	66
Traverses	800							800		800	5	07
Woodenware and wood, partly manufactured												
Total freight paying tolls	30,914	10,375	16,022	3,290			12,250	46,936	25,915	72,851	3,516	92
Coal, free, per Order in Council	456							456		456		
Grand total freight	31,370	10,375	16,022	3,290			12,250	47,392	25,915	73,307		

Total tolls on vessels		1,421 31
do passengers		72 87
do free coal	$12.12	
Wharfage and storage		51 36
Other receipts		100 50
* Total revenue, exclusive of hydraulic rents		5,162 96

* Amount of damages not included in above, $32.00.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 10.—GENERAL STATEMENT showing the quantity of each Article transported on the St. Peter's Canal and the amount of Revenue collected during the season of Navigation, 1896.

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.
Clay, lime and sand		10,804								10,804	10,804	108 04
Fish	81	1,530							81	1,530	1,611	16 11
Flour	1,307	10					1,216		2,523	10	2,533	25 33
Gypsum				4,100						4,100	4,100	41 00
All other vegetables	5,371	135							5,371	135	5,506	55 06
Merchandise	2,975	191					211		3,186	191	3,377	33 77
Lumber sawn, in vessels	5,722	610							5,722	610	6,332	63 32
Coal		31,245								31,245	31,245	312 45
Total freight paying tolls	15,456	44,525		4,100			1,427		16,883	48,625	65,508	655 08
Total tolls on vessels												4,056 28
Total revenue												4,711 39

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

RICHARD DEVLIN,
Compiler Canal Statistics.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals and the Amount of Revenue collected during the Season of Navigation in 1896.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Ashes, pot and pearl												
Apples												
Agricultural products not enumerated, vegetables												
do do animal												
Agricultural implements		3								3	3	0 09
Barley												
Bricks	130	36							130	36	166	2 31
Bones												
Brimstone												
Buckwheat												
Cement and water lime												
Clay, lime and sand												
Coal		3								3	3	0 03
Corn												
Cattle	3	1							3	1	4	0 04
Cotton (raw)												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour												
Furniture	4								4		4	0 12
Gypsum												
Glass (all kinds)												
Hay (pressed)												
Hogs	86								86		86	0 86
Horses												
Hides and skins, horns and hoofs												
Ice												
Iron, railway	5								5		5	0 05

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, on the Trent Valley 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.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Iron, pig												
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												
Nails												
Oats												
Oil (in barrels)												
Oil cake												
Pease												
Potatoes												
Pork												
Paint												
Pitch and tar												
Rags												
Rye												
Flax seed												
Rosin												
Salt												
Stone, intended for cutting												
do wrought												
do not suitable for cutting, unwrought	38								38		38	0 18
Seeds, all kinds												
Sheep	3								3		3	0 03
Soda ash												
Steel												
Sugar												
Spirits, beer, &c												
Tobacco (raw)												

Tallow												
Tin												
Turpentine												
Wheat	64								61		64	0 64
White lead												
Whiting												
Wool												
All other goods and merchandise not enumerated	46	73							46	73	119	3 57
Bark	91	3							91	3	94	3 62
Barrels empty												
Boat knees												
Floats	241	2,796							241	2,796	3,037	18 42
Firewood, in vessels	9,168	30							9,168	30	9,198	102 33
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	2,175	252							2,175	252	2,427	48 45
do do rafts												
Masts, spars, and telegraph poles, in vessels												
do do rafts												
Railway ties, in vessels	7								7		7	13
do rafts	305								305		305	12 00
Saw logs	4,017	1,458							4,017	1,458	5,475	46 42
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles	104	3							104	3	107	8 97
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels												
do do rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	16,487	4,658							16,487	4,658	21,145	248 26

Total tolls on vessels	449 33
do passengers	126 03
Other receipts	128 90
Total revenue exclusive of hydraulic rents	952 52

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

APPENDIX A.—*Continued.*

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue collected during the Season of Navigation in 1896.

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	150	368							150	368	518	10 01
Agricultural products not enumerated, vegetables	13								13		13	0 26
do do animal	4	7							4	7	11	0 22
Agricultural implements								1		1	1	0 03
Barley		180								180	180	3 38
Bricks	42	70							42	70	112	2 11
Bones												
Brimstone												
Buckwheat	4	228							4	228	232	4 36
Cement and water lime	197								197		197	3 72
Clay, lime and sand	2								2		2	0 04
Coal												
Corn	1								1		1	0 02
Cattle	1								1		1	0 02
Cotton (raw)												
Crockery and earthenware												
Dye wood and dye stuffs	43								43		43	1 08
Fish	7		1						8		8	0 16
Flax and hemp												
Flour												
Furniture	174	78	7					1	181	79	260	6 91
Gypsum												
Glass (all kinds)	43								43		43	1 10
Hay (pressed)												
Hogs												
Horses	7	2	4					1	11	3	14	0 29
Hides and skins, horns and hoofs			5						5		5	0 10
Ice												
Iron, railway	10								10		10	0 19

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No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue collected during the Season of Navigation in 1896—*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	324	12	660						984	12	996	11 47
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												
Shingles	3	6	4						7	6	13	96
Split posts and fence rails, in vessels												
do do rafts												
Timber, square, in vessels												
do rafts		1,480								1,480	1,480	18 00
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	6,170	5,968	739					179	6,909	6,147	13,056	249 55
Total tolls on vessels												217 40
do passengers												138 09
Total revenue exclusive of hydraulic rents												605 04

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

RICHARD DEVLIN,
Compiler of Canal Statistics.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the (Canadian) Sault Ste. Marie Canal, during the Season of Navigation in 1896.

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.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Ashes, pot and pearl											
Apples	220		248		1,202				1,670		1,670
Agricultural products not enumerated, vegetables	15								15		15
do do do animal											
Agricultural implements	1								1		1
Barley		719				38,350		24		39,093	39,093
Bricks	10				1,849				1,859		1,859
Bones											
Brimstone											
Buckwheat											
Cement and water lime	41		116		479				636		636
Clay, lime and sand		1,255	32	450					32	1,705	1,737
Coal (soft)	2,972		5		749,288		59,715		811,980		811,980
do (hard)	10				146,510		6,849		153,369		153,369
Corn	1					6,174			1	6,174	6,175
Cattle	1	1	2						3	1	4
Cotton (raw)											
Crockery and earthenware	105								105		105
Dye wood and dye stuffs											
Fish		106		511				43		660	660
Flax and hemp											
Flour		35,653				128,651		35,488		199,792	199,792
Furniture			24					7	24	7	31
Gypsum											
Glass (all kinds)	53		40						93		93
Hay (pressed)	57		20			16	10		87	16	103
Hogs											
Horses	10	1	2		1			1	13	2	15
Hides and skins, horns and hoofs		40								40	40
Ice											
Iron, railway	905				4,549		1,303	6	6,757	6	6,763
do pig						19,735				19,735	19,735

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the (Canadian) Sault Ste. Marie 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.
	Up.	Down.	Up.	Down.	Up.	Down	Up.	Down.	Up.	Down.	
Iron, all other	491	223	73		380			5	944	228	1,172
do ore						2,492,905				2,492,905	2,492,905
Copper ore						14,692				14,692	14,692
Kryolite, chemical ore and other ore, except iron											
Lard and lard oil			20						20		20
Meal, all kinds		307				15,394				15,701	15,701
Meats, other than pork											
Marble											
Manilla	768								768		768
Molasses											
Nails	164		30		65				259		259
Oats		4,055				38,667	5	17	5	42,739	42,744
Oil (in barrels)	140		364		3,313		300		4,117		4,117
Oil cake		30				599				629	629
Pease					10				10		10
Potatoes	9								9		9
Pork											
Paint	60		35						95		95
Pitch and tar											
Rags											
Rye						10,388				10,388	10,388
Flax seed	2,000			2,000		40,614		953	2,000	43,567	45,567
Rosin											
Salt	655		267		1,871				2,793		2,793
Stone, intended for cutting						1,140				1,140	1,140
do wrought			12		1,630				1,642		1,642
do not suitable for cutting, unwrought											
Seeds, all kinds											
Sheep			1						1		1
Soda ash											
Steel	25		40		60				125		125
Sugar	1,125		1,145		1,074				3,344		3,344
Spirits, beer, &c	176		131		5				312		312
Tobacco (raw)											

Tallow											
Tin	80		2						82		82
Turpentine											
Wheat		184,908		33,312		297,606		63,601		579,427	579,427
White lead					15				15		15
Whiting				24		25				49	49
Wool		23				528				551	551
All other goods and merchandise not enumerated	21,606	547	1,445	16	14,554	803	380	145	37,985	1,511	39,496
Bark											
Barrels, empty		10						3		13	13
Boat knees											
Floats	343	77	22		234	144			599	221	820
Firewood, in vessels	2,058	3,745		5,750					2,058	9,495	11,553
do rafts	675								675		675
Hoops	24								24		24
Hop poles											
Lumber, sawn, in vessels	1	1,585	534	17	2,126	40,928		1,596	2,661	44,126	46,787
do rafts	5	25						62	5	87	92
Masts, spars and telegraph poles, in vessels		25								25	25
do do rafts											
Railway ties, in vessels											
do rafts											
Saw logs	50	3,554						368	50	3,922	3,972
Staves and headings, barrel			1,679			60			1,679	60	1,739
do pipe											
do West India											
Staves, salt barrel											
Shingles		67				2,156		178		2,401	2,401
Split posts and fence rails, in vessels											
do do rafts											
Timber, square, in vessels	734	413	334			100		5,680	1,068	6,193	7,261
do rafts											
Traverses											
Woodenware and wood partly manufactured	108								108		108
Total freight	35,698	237,369	6,623	42,080	929,215	3,149,675	68,562	108,177	1,040,098	3,537,301	4,557,399

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th November, 1897.

APPENDIX

No. (A) 14.—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	399,329	4,377 86	692,807	4,327 84	65,617	202 63
United States vessels, steam	667,313	10,012 90	23,096	161 33	596	7 11
Canadian vessels, sail	194,012	3,993 74	1,225,146	14,514 46	33,789	380 21
United States vessels, sail	192,793	4,355 93	103,204	1,036 98	200,725	2,522 91
Total, class No. 1	1,453,447	22,740 43	2,044,253	20,040 61	300,727	3,112 86
Class No. 2.	No.		No.		No.	
Passengers	34,594	491 47	63,160	2,648 44	4,009	59 96
Class No. 3.	Tons.		Tons.		Tons.	
Bricks	89	10 83	9,173	378 51	989	96 90
Brimstone			653	63 83		
Cement and water lime	384	41 68	5,406	657 04	936	66 05
Clay, lime and sand	507	65 55	27,067	1,103 69	3,643	452 81
Fish	479	71 95	203	21 22		
Gypsum			1,314	18 55		
Iron, railway	1,192	238 40	1,996	282 79		
do pig	1,888	318 90	1,528	211 56		
do all other	4,444	807 15	17,776	1,259 32	635	60 94
Salt	82	16 04	3,801	443 98	909	77 72
Steel	12,357	2,471 40	1,310	177 91		
Stone, for cutting			1,160	44 22		
Apples	6,604	596 81	7,754	1,137 99	1,460	132 64
Barley	11,368	1,136 80	3,685	294 57	59	1 97
Buckwheat			4,118	129 93		
Corn	320,444	32,044 40	18,641	1,366 71		
Cotton, raw						
Flax and hemp	296	44 40	25	3 75		
Flour	42,425	8,424 30	3,641	208 36	571	18 96
Hay, pressed	563	112 60	1,014	47 86	7,738	470 18
Meals, all kinds	46,957	9,391 35	893	40 50	11	0 38
Oil cake			13	1 01		
Oats	28,178	2,817 80	19,162	546 01	1,621	54 10
Pease	3,030	303 00	38,236	1,652 13		
Potatoes			31	2 66	211	21 10
Rye	9,409	962 85	1,472	101 69		
Flax Seed			1	15		
Seeds, all kinds	112	20 00	5,508	255 47	3	0 30
Tobacco, raw	1	0 20	12	1 20		
Wheat	320,563	32,051 90	12,647	1,069 76		
All other agricultural products, vegetable	471	32 05	915	129 67		
Bones			804	79 21	293	29 30
Cattle			319	21 90	129	5 13
Hogs			18	2 12		
Hides and skins, horns and hoofs	42	8 35	45	6 19		
Horses	37	3 25	640	39 65	85	3 18
Lard and lard oil	1,362	270 39	295	25 05		
Meats, other than pork	1	0 15	34	3 06		
Pork	408	80 49	490	44 53	2	0 08
Sheep			185	14 01	114	4 03
Tallow	118	17 70	31	4 43		
Wool	908	181 60	14	1 95		
All other agricultural products, animal			3,311	372 00	24	2 40
Total, class No. 3	814,719	92,542 29	195,341	12,266 14	19,433	1,498 17

A—*Continued.*

the Amount of Tolls collected during the Season of Navigation in 1896.

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.
169,183	182 43	138,227	599 42	104,408	695 68	114,707	2,393 82	36,745	322 93
111	1 00	.....	.....	1,827	19 20	6,080	121 60	.....	.....
6,240	32 97	128,052	1,715 13	38,813	594 82	70,043	1,401 16	32,588	126 40
66	1 00	19,842	456 52	5,482	111 61	6,985	139 70	.....	.....
175,600	217 40	286,121	2,771 07	150,530	1,421 31	197,815	4,056 28	69,333	449 33
No.		No.		No.		No.		No.	
12,316	138 09	13,838	165 11	3,239	72 87	.....	.....	20,186	126 03
Tons.		Tons.		Tons.		Tons.		Tons.	
112	2 11	.....	.....	326	12 30	.....	.....	166	2 31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
197	3 72	1	0 10	905	28 50	.....	.....	.....	.....
2	0 04	6,070	151 22	1,600	37 42	10,804	108 04	.....	.....
8	0 16	.....	.....	21	0 53	1,611	16 11	.....	.....
.....	.....	.....	.....	5	0 12	4,100	41 00	.....	.....
10	0 19	1	0 10	4	0 11	.....	.....	5	0 05
.....	.....	.....	.....	44	1 37	.....	.....	.....	.....
318	6 03	5	0 46	493	14 59	.....	.....	.....	.....
266	5 10	.....	.....	2,032	52 52	.....	.....	.....	.....
.....	.....	.....	.....	49	1 21	.....	.....	.....	.....
.....	.....	.....	.....	195	30 09	.....	.....	.....	.....
518	10 01	40	2 56	340	8 06	.....	.....	.....	.....
180	3 38	36	3 51	.....	.....	.....	.....	.....	.....
232	4 36	3	0 30	101	4 72	.....	.....	.....	.....
1	0 02	.....	.....	6	0 18	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	10	0 99	396	10 63	2,533	25 33	.....	.....
.....	.....	1,296	124 24	362	13 85	.....	.....	.....	.....
.....	.....	10	0 98	18	0 66	.....	.....	.....	.....
.....	.....	1	0 10	.....	.....	.....	.....	.....	.....
.....	.....	630	55 58	20	0 50	.....	.....	.....	.....
1,184	22 28	180	14 90	9	0 21	.....	.....	.....	.....
.....	.....	152	9 99	.....	.....	.....	.....	.....	.....
266	5 00	2	0 20	4	0 10	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	0 29	7	0 57	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	14	0 43	.....	.....	.....	.....
370	6 97	275	16 49	1,550	36 18	.....	.....	64	0 64
13	0 26	17	1 02	23	0 55	5,506	55 06	.....	.....
.....	.....	5	0 49	2	0 05	.....	.....	.....	.....
1	0 02	412	30 81	12	0 33	.....	.....	4	0 04
.....	.....	31	2 28	.....	.....	.....	.....	86	0 86
5	0 10	19	1 86	1	0 03	.....	.....	.....	.....
14	0 29	148	7 49	7	0 21	.....	.....	.....	.....
5	0 10	15	1 48	29	0 71	.....	.....	.....	.....
.....	.....	2	0 20	17	0 49	.....	.....	.....	.....
.....	.....	22	1 23	255	6 81	.....	.....	.....	.....
.....	.....	309	26 27	2	0 06	.....	.....	3	0 03
34	0 69	12	1 17	.....	.....	.....	.....	.....	.....
12	0 26	.....	.....	.....	.....	.....	.....	.....	.....
11	0 22	1,231	104 06	198	6 59	.....	.....	.....	.....
3,774	71 60	10,942	560 65	9,040	270 11	24,554	245 54	328	3 93

No. (A) 14.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		$ cts.
Class No. 4.						
Ashes, pot and pearl	98	18 80	37	7 40		
Agricultural implements			65	8 58	7	0 70
Crockery and earthenware	144	21 85	165	29 96	12	1 20
Dye woods and dye stuffs			149	19 05	26	2 60
Furniture	25	3 77	1,162	180 24		
Glass, all kinds	63	9 40	1,543	291 73	1	0 10
Marble			19	3 61		
Manilla	3	0 45				
Molasses	679	110 07	954	83 95	387	38 70
Nails	31	1 38	1,722	235 83		
Oil, in barrels	1,182	226 87	1,133	178 37	34	3 30
Paint	3	0 32	678	93 41	4	0 37
Pitch and tar	65	9 75	410	46 08	189	18 90
Rags	28	1 25	341	54 17	19	1 90
Rosin	2	0 30	2,131	119 91	2,576	257 60
Soda ash	13	0 25	1,322	248 96		
Sugar	7,368	1,103 29	10,078	1,164 45	5,308	530 80
Stone, wrought	483	72 45	7,225	669 80		
Tin	344	13 23	2,091	412 21		
Turpentine			181	9 39	140	14 00
White lead	1	0 15	148	28 75		
Whiting	5	0 10	646	126 66		
Whiskey and all other spirits	163	23 67	570	90 21		
Merchandise, not enumerated	58,181	8,499 66	13,145	1,905 30	7,542	662 07
Total, class No. 4	68,877	10,117 01	45,915	6,008 02	16,245	1,532 24
Class No. 5.						
Bark						
Barrels, empty	63	10 81	276	30 08	21	2 06
Boat knees						
Floats			3,084	53 69	6	0 40
Firewood, in vessels	17,007	672 10	13,531	233 67	143,425	4,748 87
do rafts			90	1 88		
Lumber sawn, in vessels	83,995	14,822 45	40,260	2,223 19	76,411	4,424 85
do do rafts			727	32 66		
Hoops						
Railway ties, in vessels			981	35 21	1,953	156 00
do do rafts			63	2 50		
Masts, spars and telegraph poles, in vessels					1	0 10
Masts, spars and telegraph poles, in rafts			20,440	508 00		
Square timber, in vessels	56,788	8,514 31	770	10 25		
do do in rafts			6,230	160 20		
Woodenware and wood partly manufactured	131	52 40	69	22 40		
Shingles	159	105 47			57	3 28
Split posts and fence rails, in vessels	3	1 00	2	0 20		
do do in rafts						
Saw-logs	2,280	106 00	14,940	341 10		
Staves and headings, barrel			18	0 35		
do do pipe						
do do West India						
do do salt barrel						
Traverses			3,060	18 85		
Hop poles						
Total, class No. 5	160,426	24,284 54	104,541	3,674 23	221,874	9,335 56

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.
		8	1 34	10	1 69				
1	0 03	4	0 58	69	6 27			3	0 09
		1	0 19	49	4 40				
43	1 08								
260	6 91	21	2 71	38	3 48			4	0 12
43	1 10	1	0 19	39	3 58				
				13	1 14				
				2	0 18				
				107	9 45				
34	0 85			110	10 79				
144	3 61	5	0 95	270	25 07				
34	0 89	1	0 19	35	3 33				
				4	0 36				
13	0 33	68	11 92	28	3 30				
64	1 62	3	0 39	8	0 71				
226	5 71			757	68 34				
				2	0 18				
77	1 93			18	1 70				
				1	0 09				
10	0 25			28	3 22				
54	1 36			40	3 49				
		14	2 34	103	9 69				
4,232	106 27	421	69 30	1,058	98 16	3,377	33 77	119	3 57
5,235	131 94	547	90 10	2,789	258 62	3,377	33 77	1 26	3 78
				6	49			94	3 62
		59	7 45	33	2 17				
		43,240	361 16	1,540	26 95			3,037	18 42
		21,432	748 41	13,611	246 19			9,198	102 33
996	11 47	361,459	25,111 85	28,700	1,903 24	6,332	63 32	2,427	48 45
		27	2 54						
		587	124 95	912	75 07			7	0 13
		5,408	288 35	82	8 67			305	12 00
		60	2 07						
1,480	18 00	9,300	97 65	140	2 66				
		9	2 25						
13	0 96	63	41 10	153	29 78			107	8 97
				7	0 55				
		5,396	130 83	129	2 93			5,475	46 42
		340	0 85	800	5 07				
				22	3 00				
2,489	30 43	447,380	26,919 51	46,135	2,306 77	6,332	63 32	20,650	240 34

No. (A) 14.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		$ cts.		$ cts.		$ cts.
Special Class.						
Coal	223,445	44,668 20	178,946	25,250 40	87,245	8,598 15
Kryolite or chemical ore	.....	.....	.....	.....	.....	.....
Iron ore	1,158	57 90	.....	.....	138	13 80
Stone, unwrought, not suitable for cutting	1,312	67 49	4,324	116 40	.....	.....
	.....	.....	.....	.....	.....	.....
Total special class	225,915	44,793 59	183,270	25,366 80	87,383	8,611 95
Total freight and tolls	1,269,937	194,969 33	529,067	70,004 24	344,935	24,150 74
Timber and other wood, free	.....	.....	1,857	179 51	.....	.....
Wheat, corn, flour, iron, salt, coal, etc., free	10,000	1,507 50	582,766	54,435 19	.....	.....
Grand totals, passengers and tonnage of vessels not included	1,279,987	196,476 83	1,113,690	124,618 94	344,935	24,150 74

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 18th November, 1897.

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.
.....	.....	7	0 12	13,509	639 51	31,245	312 45	3	0 03
.....	.....	.....	.....	490	24 50	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,558	15 58	.....	.....	888	17 41	.....	.....	38	0 18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,558	15 58	7	0 12	14,887	681 42	31,245	312 45	41	0 21
13,056	605 04	458,876	30,506 56	72,851	5,011 10	65,508	4,711 36	21,145	823 62
.....	.....	43,170	875 00	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	456	12 12	.....	.....	.....	.....
13,056	605 04	502,046	31,381 56	73,307	5,023 22	65,508	4,711 36	21,145	823 62

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX

No. (A) 15.—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	,453,447	22,740 43	2,044,253	20,040 61	300,727	3,112 86
	No.		No.		No.	
Passengers	34,594	491 47	63,160	2,648 44	4,009	59 96
Forest, Produce of Wood.	Tons.		Tons.		Tons.	
Bark						
Boat knees						
Floats			3,084	53 69	6	0 40
do Free						
Firewood	17,007	672 10	13,621	235 55	143,425	4,748 87
Hoops and hop poles						
Lumber, sawed	83,995	14,822 45	40,987	2,255 85	76,411	4,424 85
do Free			657			
Masts, spars, &c			20,440	508 00	1	0 10
do Free						
Railway ties			1,044	37 71	1,953	156 00
do Free						
Saw logs	2,280	106 00	14,940	341 10		
do Free						
Staves, all kinds			18	0 35		
Shingles	159	105 47			57	3 28
Split posts and rails	3	1 00	2	0 20		
do Free						
Timber, square	56,788	8,514 31	7,000	170 45		
do			1,200			
Traverses			3,060	18 85		
Total	160,232	24,221 33	106,053	3,621 75	221,853	9,333 50
Farm Stock.						
Cattle			319	21 90	129	5 13
Hogs			18	2 12		
Horses	37	3 25	640	39 65	85	3 18
do Free	1		1			
Sheep			185	14 01	114	4 03
Total	38	3 25	1,163	77 68	328	12 34
Produce of Animals.						
Bones			804	79 21	293	29 30
Horns and hoofs, hides and skins, raw	42	8 35	45	6 19		
Lard and lard oil	1,362	270 39	295	25 05		
Meats other than pork	1	0 15	34	3 06		
Pork	408	80 49	490	44 53	2	0 08
do Free			1			
Tallow	118	17 70	31	4 43		
Wool	908	181 60	14	1 95		
Agricultural products not enumerated, animal			3,311	372 00	24	2 40
Total	2,839	558 68	5,025	536 42	319	31 78

A—*Continued.*

the Season of Navigation ended 31st December, 1896, 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.
175,600	217 40	286,121	2,771 07	150,530	1,421 31	197,815	4,056 28	69,333	449 33
No. 12,316	138 09	No. 13,838	165 11	No. 3,239	72 87	No.	.....	No. 20,186	126 03
Tons.		Tons.		Tons.		Tons.		Tons.	
.....	.....	.....	.....	6	0 49	.....	.....	94	3 62
.....	.....	43,240	361 16	1,540	22 95	.....	.....	3,037	18 42
.....	.....	21,660	.....	.....	.....	.....	.....	.....	.....
.....	.....	21,432	748 41	13,611	246 19	.....	.....	9,198	102 33
.....	.....	27	2 54	22	3 00	.....	.....	.....	.....
996	11 47	361,459	25,111 85	28,700	1,903 24	6,332	63 32	2,427	48 45
.....	.....	711	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	282	.....	.....	.....	.....	.....	.....	.....
.....	.....	5,995	413 30	994	83 74	.....	.....	312	12 13
.....	.....	5,426	.....	.....	.....	.....	.....	.....	.....
.....	.....	5,396	130 88	129	2 93	.....	.....	5,475	46 42
.....	.....	8,570	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	0 96	63	41 10	153	29 78	.....	.....	107	8 97
.....	.....	.....	.....	7	0 55	.....	.....	.....	.....
.....	.....	1,000	.....	.....	.....	.....	.....	.....	.....
1,480	18 00	9,360	99 72	140	2 66	.....	.....	.....	.....
.....	.....	5,521	.....	.....	.....	.....	.....	.....	.....
.....	.....	340	0 85	800	5 07	.....	.....	.....	.....
2,489	30 43	490,482	26,909 81	46,102	2,304 60	6,332	63 32	20,650	240 34
1	0 02	412	30 81	12	0 33	.....	.....	4	0 04
.....	.....	31	2 28	.....	.....	.....	.....	86	0 86
14	0 29	148	7 49	7	0 21	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	309	26 27	2	0 06	.....	.....	3	0 03
15	0 31	900	66 85	21	0 60	.....	.....	93	0 93
.....	.....	5	0 49	2	0 05	.....	.....	.....	.....
5	0 10	19	1 86	1	0 03	.....	.....	.....	.....
5	0 10	15	1 48	29	0 71	.....	.....	.....	.....
.....	.....	2	0 20	17	0 49	.....	.....	.....	.....
.....	.....	22	1 23	255	6 81	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34	0 69	12	1 17	.....	.....	.....	.....	.....	.....
12	0 26	.....	.....	.....	.....	.....	.....	.....	.....
11	0 22	1,231	104 06	198	6 59	.....	.....	.....	.....
67	1 37	1,306	110 49	502	14 68	.....	.....	.....	.....

APPENDIX

No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Agricultural Products.		$ cts.		$ cts.	$ cts.	
Agricultural products not enumerated, vegetable.	471	32 05	915	129 67		
do do Free			29			
Apples	6,604	596 81	7,754	1,137 99	1,460	132 64
do Free			1,263			
Barley	11,368	1,136 80	3,685	294 57	59	1 97
do Free			240			
Buckwheat			4,118	129 93		
Corn	320,444	32,044 40	18,641	1,366 71		
do Free			182,330			
Flax and hemp	296	44 40	25	3 75		
Flaxseed			1	0 15		
Flour	42,425	8,424 30	3,641	208 36	571	18 96
do Free			11,964			
Hay, pressed	563	112 60	1,014	47 86	7,738	407 18
Meals, all kinds	46,957	9,391 35	893	40 50	11	0 38
Manilla	3	0 45				
Oats	28,178	2,817 80	19,162	546 01	1,621	54 10
do Free			12,373			
Pease	3,030	303 00	38,236	1,652 13		
do Free			3,020			
Potatoes			31	2 66	211	21 10
Rye	9,409	962 85	1,472	101 69		
do Free			8,323			
Seeds, all kinds	112	20 00	5,508	255 47	3	0 30
do Free	99		20			
Tobacco, raw	1	0 20	12	1 20		
Wheat	320,563	32,051 90	12,647	1,069 76		
do Free			255,198			
Total	790,523	87,938 91	592,515	6,988 41	11,674	699 63
Manufactures.						
Ashes, pot and pearl	94	18 80	37	7 40		
do Free			94			
Agricultural implements			65	8 58	7	0 70
Barrels, empty	63	10 81	276	30 08	21	2 06
Bricks	89	10 83	9,173	378 51	989	96 90
do Free	15					
Cement and water lime	384	41 68	5,406	657 04	936	66 05
do Free	1,686		12			
Crockery and earthenware	144	21 85	165	29 96	12	1 20
do Free	83		5			
Furniture	25	3 77	1,162	180 24		
Glass, all kinds	63	9 40	1,543	291 73	1	0 10
do Free	612		9			
Iron, railway	1,192	238 40	1,996	282 79		
do Free	1,687					
Iron, pig	1,888	318 90	1,528	211 56		
do Free	28		5			
do all other	4,444	807 15	17,776	1,259 32	635	60 94
do do Free	727		2,020			
Molasses	679	110 07	954	83 95	387	38 70
do Free	1		167			
Nails	31	1 38	1,722	235 83		
do Free	409					
Oil	1,182	226 87	1,133	178 37	34	3 30
do. Free	33		23			
Oil cake			13	1 01		

A—*Continued.*

Canals, and the Amount of Tolls collected, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
13	0 26	17	1 02	23	0 55	5,506	55 06	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
518	10 01	40	2 56	340	8 06	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
180	3 38	36	3 51	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
232	4 36	3	0 30	101	4 72	.....	.....	.....	.....
1	0 02	.....	.....	6	0 18	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	10	0 99	396	10 63	2,533	25 33	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1,296	124 24	362	13 85	.....	.....	.....	.....
.....	.....	10	0 98	18	0 66	.....	.....	.....	.....
.....	.....	.....	.....	2	0 18	.....	.....	.....	.....
.....	.....	630	55 58	20	0 50	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,184	22 28	180	14 90	9	0 21	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	152	9 99	.....	.....	.....	.....	.....	.....
266	5 00	2	0 20	4	0 10	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	0 29	7	0 57	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	14	0 43	.....	.....	.....	.....
370	6 97	275	16 49	1,550	36 18	.....	.....	64	0 64
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,779	52 57	2,658	231 33	2,845	76 25	8,039	80 39	64	0 64
.....	.....	8	1 34	10	1 69	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1	0 03	4	0 58	69	6 27	.....	.....	3	0 09
.....	.....	59	7 45	33	2 17	.....	.....	.....	.....
112	2 11	.....	.....	326	12 30	.....	.....	166	2 31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
197	3 72	1	0 10	905	28 50	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1	0 19	49	4 40	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
260	6 91	21	2 71	38	3 48	.....	.....	4	0 12
43	1 10	1	0 19	39	3 58	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	0 19	1	0 10	4	0 11	.....	.....	5	0 05
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	44	1 37	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
318	6 03	5	0 46	493	14 59	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	107	9 45	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34	0 85	.....	.....	110	10 79	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	3 61	5	0 95	270	25 07	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	1	0 10	.....	.....	.....	.....	.....	.....

No. (A) 15.—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.
Paint	3	0 32	678	93 41	4	37
do Free	49					
Pitch and tar	65	9 75	410	46 08	189	18 90
do Free	60					
Rosin	2	0 30	2,131	119 91	2,576	257 60
Soda ash	13	0 25	1,322	248 96		
do Free	74					
Spirits, whiskey, &c	163	23 67	570	90 21		
do Free	51					
Steel	12,357	2,471 40	1,310	177 91		
do Free			542			
Sugar	7,368	1,103 29	10,078	1,164 45	5,308	530 80
do Free	1,873		1			
Tin	344	13 23	2,091	412 21		
do Free	395					
Turpentine			181	9 39	140	14 00
White lead	1	0 15	148	28 75		
do Free	10					
Whiting	5	0 10	646	126 66		
do Free	56					
Woodenware	131	52 40	69	22 40		
Total	38,579	5,494 77	65,461	6,376 71	11,239	1,091 62
Merchandise.						
Brimstone (crude)			653	63 83		
Clay, lime and sand	507	65 55	27,067	1,103 69	3,643	452 81
Coal	223,445	44,668 20	178,946	25,250 40	87,245	8,598 15
do Free			102,786			
Dye wood and dye stuffs			149	19 05	26	2 60
Fish	479	71 95	203	21 22		
do Free	11					
Gypsum			1,314	18 55		
Ores, (all kinds)	1,158	57 90			138	13 80
Marble			19	3 61		
Rags	28	1 25	341	54 17	19	1 90
do Free			4			
Salt	82	16 04	3,801	443 98	909	77 72
do Free	822					
Stone, (all kinds)	1,795	139 94	12,709	830 42		
do Free	21		1,954			
All other goods and merchandise, (not enumerated)	58,181	8,499 66	13,145	1,905 30	7,542	662 07
do do Free	1,247		382			
Total	287,776	53,520 49	343,473	29,714 22	99,522	9,809 05
Grand totals (passengers and tonnage of vessels not included)	1,279,987	194,969 33	1,113,690	70,004 24	344,935	24,150 74

Department of Railways and Canals,
Ottawa, 16th October, 1897.

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.
34	0 89	1	0 91	35	3 33				
				4	0 36				
64	1 62	3	0 39	8	0 71				
		14	2 34	103	9 69				
				49	1 21				
226	5 71			757	68 34				
77	1 93			18	1 70				
				1	0 09				
10	0 25			28	3 22				
54	1 36			40	3 49				
		9	2 25						
1,584	36 31	134	19 34	3,540	215 91			178	2 57
2	0 04	6,070	151 22	1,600	37 42	10,804	108 04		
		7	0 12	13,509	639 51	31,245	312 45	3	0 03
				456					
43	1 08								
8	0 16			21	0 53	1,611	16 11		
				5	0 12	4,100	41 00		
				490	24 50				
				13	1 14				
13	0 33	68	11 92	28	3 30				
266	5 10			2,032	52 52				
1,558	15 58			1,085	47 68			38	0 18
4,232	106 27	421	69 30	1,058	98 16	3,377	33 77	119	3 57
6,122	128 56	6,566	232 56	20,297	904 88	51,137	511 37	160	3 78
13,056	605 04	502,046	30,506 56	73,307	5,011 10	65,508	4,711 36	21,145	823 62

RICHARD DEVLIN,
Compiler Canal Statistics.

APPENDIX A—*Continued.*

No. (A) 16.—STATEMENT showing the amount of Tolls accrued each month during the Season of Navigation ended 31st December, 1896.

Canals and Offices.	January	March.	April.	May.	June.	July.	August.	September	October.	November	December.	Total.
WELLAND CANAL.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Chippawa	.....	.....	.....	.....	14 42	12 06	10 83	20 27	15 19	4 53	.....	77 30
Colborne	.....	.....	4,152 28	16,717 70	15,952 28	17,778 61	22,505 19	20,694 11	17,791 95	12,564 39	2,395 90	130,552 44
Dalhousie	.....	.....	2,597 76	14,910 55	5,820 22	5,222 04	10,064 88	6,960 79	10,330 71	7,262 02	49 22	63,218 19
Dunnville	.....	.....	.....	30 18	25	72 29	61 39	18 57	78 37	1 91	.....	262 96
Maitland	.....	.....	.....	.....	9 10	17 30	0 25	.....	3 00	50	.....	30 15
St. Catharines	.....	.....	43 38	157 29	130 03	93 38	136 93	100 25	79 88	69 95	17 20	828 29
Total Welland Canal	.....	.....	6,793 42	31,815 72	21,926 30	23,195 71	32,779 47	27,793 99	28,299 10	19,903 30	2,462 32	194,969 33
ST. LAWRENCE CANALS.												
Beauharnois	.....	.....	.....	69 40	92 90	113 03	200 48	223 48	238 74	88 02	.....	1,026 05
Cardinal	.....	.....	.....	193 39	41 12	136 23	85 56	80 89	111 74	151 97	23 92	824 82
Cornwall	.....	.....	.....	4,614 94	4,588 52	4,394 01	4,484 30	4,112 35	4,686 49	3,379 29	11 73	30,271 63
Kingston	.....	.....	673 41	1,040 40	1,074 86	637 75	1,435 55	1,452 77	2,594 04	1,140 35	.....	10,049 13
Lachine	.....	.....	.....	238 61	342 14	345 62	493 84	494 20	278 88	231 13	.....	2,424 42
Montreal	.....	.....	.....	3,610 67	3,827 82	4,471 72	3,953 03	3,440 43	3,468 92	2,627 39	8 21	25,408 19
Total St. Lawrence Canals	.....	.....	673 41	9,767 41	9,967 36	10,098 36	10,652 76	9,804 12	11,378 81	7,618 15	43 86	70,004 24
CHAMBLY CANAL.												
Chambly	.....	.....	.....	1,095 99	1,855 28	1,993 32	2,010 28	1,400 49	1,916 61	1,197 29	0 25	11,469 51
St. John	.....	.....	.....	2,717 94	2,171 15	2,373 30	1,468 46	1,153 74	1,525 21	689 54	.....	12,099 34
St. Ours	.....	.....	3 71	53 73	81 02	79 46	76 35	79 60	114 35	93 67	.....	581 89
Total Chambly Canal	.....	.....	3 71	3,867 66	4,107 45	4,446 08	3,555 09	2,633 83	3,556 17	1,980 50	0 25	24,150 74

Ottawa Canals.												
Ottawa			1 13	3,860 20	3,768 86	3,345 09	2,554 31	2,714 56	2,209 25	1,315 42		19,768 82
Carillon			1 45	2 32	3 85	4 01	34 51	7 08	10 93	4 87		69 02
Grenville			199 12	1,644 88	1,952 36	1,938 88	1,551 04	946 99	918 66	480 47		9,632 40
Ste. Anne's			4 83	86 79	187 29	253 67	194 09	165 46	107 69	36 50		1,036 32
Total Ottawa Canals			206 53	5,594 19	5,912 36	5,541 65	4,333 95	3,834 09	3,246 53	1,837 26		30,506 56
Rideau Canal.												
Kingston Mills				175 19	271 23	283 77	245 80	180 68	72 76	34 37		1,263 80
Ottawa				676 27	721 20	568 17	485 32	295 03	262 17	232 17		3,240 33
Smith's Falls				57 52	75 36	104 72	100 64	65 53	73 21	29 99		506 97
Total Rideau Canal				908 98	1,067 79	956 66	831 76	541 24	408 14	296 53		5,011 10
St. Peter's Canal.												
St. Peter's	6 72	1 24	111 15	346 90	358 26	378 64	417 59	416 76	428 96	336 26	1,908 88	4,711 36
Trent Valley Canals.												
Bobcaygeon			3 14	29 10	76 52	61 83	73 89	58 39	43 28	11 75		357 90
Buckhorn				13 00	6 00	20 20	8 72	3 10	2 90	0 50		54 42
Burleigh				4 38	7 47	10 78	16 53	7 80	2 26	1 25		50 47
Fenelon Falls				11 55	12 07	11 13	10 87	4 49	1 75			51 86
Hastings			2 00	1 75	5 50	7 25	3 95	1 50	1 50			23 45
Peterborough			2 25	27 09	45 15	66 14	65 22	35 04	29 66	14 97		285 52
Total Trent Valley Canals			7 39	86 87	152 71	177 33	179 18	110 32	81 35	28 47		823 62
Murray Canal.												
Brighton			10 76	65 33	80 06	101 62	133 13	87 76	57 97	67 66	0 75	605 04
Grand total	6 72	1 24	7,896 37	52,463 06	43,572 29	44,896 05	52,882 93	45,222 11	47,457 03	32,068 13	4,416 06	330,781 99

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

APPENDIX A—*Continued.*

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1896, 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	1,098	122,921	129,176	73,780	1,242	157	.....	1,705	70,348	198,563	200,766	399,329	4,377 86
do sail	578	60,770	58,766	33,220	1,603	.....	.....	2,148	37,505	96,138	97,874	194,012	3,993 74
Total Canadian	1,676	183,691	187,942	107,000	2,845	157	.....	3,853	107,853	294,701	298,640	593,341	8,371 60
United States vessels, steam	758	171	.....	44,277	641	283,732	232,647	509	105,336	328,689	338,624	667,313	10,012 90
do sail	332	.....	.....	29,118	248	66,673	52,425	.....	44,329	95,791	97,002	192,793	4,355 93
Total United States	1,090	171	.....	73,395	889	350,405	285,072	509	149,665	424,480	435,626	860,106	14,368 83
Grand Total, Welland Canal	2,766	183,862	187,942	180,395	3,734	350,562	285,072	4,362	257,518	719,181	734,266	1,453,447	22,740 43
ST. LAWRENCE CANALS.													
Canadian vessels, steam	4,231	354,710	294,807	20,706	.....	.....	.....	.....	22,584	375,416	317,391	692,807	4,327 84
do sail	5,769	624,632	443,030	44,739	316	.....	.....	262	112,167	669,633	555,513	1,225,146	14,514 46
Total Canadian	10,000	979,342	737,837	65,445	316	.....	.....	262	134,751	1,045,049	872,904	1,917,953	18,842 30
United States vessels, steam	405	240	386	3,994	84	6,011	6,244	547	5,590	10,792	12,304	23,096	161 33
do sail	690	632	15,477	29,161	1,417	688	880	32,353	22,596	62,834	40,370	103,204	1,036 98
Total United States	1,095	872	15,863	33,155	1,501	6,699	7,124	32,900	28,186	73,626	52,674	126,300	1,198 31
Grand Total, St. Lawrence Canals	11,095	980,214	753,700	98,600	1,817	6,699	7,124	33,162	162,937	1,118,675	925,578	2,044,253	20,040 61
CHAMBLY CANAL.													
Canadian vessels, steam	411	31,952	33,391	13	.....	.....	.....	.....	261	31,965	33,652	65,617	202 63
do sail	512	9,172	9,586	6,032	.....	.....	.....	.....	8,999	15,204	18,585	33,789	380 21
Total Canadian	923	41,124	42,977	6,045	.....	.....	.....	.....	9,260	47,169	52,237	99,406	582 84

United States vessels, steam	20	5	.....	271	.....	.....	18	.....	302	276	320	596	7 11
do sail	2,042	1,639	1,607	86,844	96	.....	145	.....	110,394	88,483	112,242	200,725	2,522 91
Total United States	2,062	1,644	1,607	87,115	96	.....	163	.....	110,696	88,759	112,562	201,321	2,530 02
Grand Total, Chambly Canal	2,985	42,768	44,584	93,160	96	.....	163	.....	119,956	135,928	164,799	300,727	3,112 86
Ottawa Canals.													
Canadian vessels, steam	839	39,823	98,223	.....	181	.....	.....	.....	.....	39,823	98,404	138,227	599 42
do sail	1,032	4,079	122,180	.....	1,793	.....	.....	.....	.....	4,079	123,973	128,052	1,715 13
Total Canadian	1,871	43,902	220,403	.....	1,974	.....	.....	.....	.....	43,902	222,377	266,279	2,314 55
United States vessels, steam	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do sail	202	3,354	453	.....	15,634	94	.....	307	.....	3,755	16,087	19,842	456 52
Total United States	202	3,354	453	.....	15,634	94	.....	307	.....	3,755	16,087	19,842	456 52
Grand Total, Ottawa Canals	2,073	47,256	220,856	.....	17,608	94	.....	307	.....	47,657	238,464	286,121	2,771 07
Rideau Canal.													
Canadian vessels, steam	1,318	51,576	51,971	249	.....	.....	.....	.....	612	51,825	52,583	104,408	695 68
do sail	670	12,795	13,579	6,170	99	.....	.....	.....	6.170	18,965	19,848	38,813	594 82
Total Canadian	1,988	64,371	65,550	6,419	99	.....	.....	.....	6,782	70,790	72,431	143,221	1,290 50
United States vessels, steam	64	400	164	395	.....	.....	.....	.....	868	795	1,032	1,827	19 20
do sail	94	1,292	894	1,140	1,284	.....	.....	.....	872	2,432	3,050	5,482	111 61
Total United States	158	1,692	1,058	1,535	1,284	.....	.....	.....	1,740	3,227	4,082	7,309	130 81
Grand Total, Rideau Canal	2,146	66,063	66,608	7,954	1,383	.....	.....	.....	8,522	74,017	76,513	150,530	1,421 31
St. Peter's Canal.													
Canadian vessels, steam	870	58,546	56,161	.....	.....	.....	.....	.....	.....	58,546	56,161	114,707	2,393 82
do sail	1,334	36,360	33,683	.....	.....	.....	.....	.....	.....	36,360	33,683	70,043	1,401 16
Total Canadian	2,204	94,906	89,844	.....	.....	.....	.....	.....	.....	94,906	89,844	184,750	3,794 98
United States vessels, steam	20	3,718	98	.....	118	.....	.....	2,146	.....	5,864	216	6,080	121 60
do sail	15	.....	.....	.....	2,431	.....	.....	4,554	.....	4,554	2,431	6,985	139 70
Total United States	35	3,718	98	.....	2,549	.....	.....	6,700	.....	10,418	2,647	13,065	261 30
Grand Total, St. Peter's Canal	2,239	98,624	89,942	.....	2,549	.....	.....	6,700	.....	105,324	92,491	197,815	4,056 28

No. (A) 17.—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	1,183	18,471	18,274	.....	.....	.....	.....	.....	.....	18,471	18,274	36,745	322 93
do sail	527	16,065	16,523	.....	.....	.....	.....	.....	.....	16,065	16,523	32,588	126 40
Total Canadian	1,710	34,536	34,797	.....	.....	.....	.....	.....	.....	34,536	34,797	69,333	449 33
United States vessels, steam	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do sail	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total, Trent Valley Canal	1,710	34,536	34,797	.....	.....	.....	.....	.....	.....	34,536	34,797	69,333	449 33
MURRAY CANAL.													
Canadian vessels, steam	452	103,461	38,418	14,413	.....	.....	.....	.....	12,891	117,874	51,309	169,183	182 43
do sail	148	2,424	2,574	970	.....	.....	.....	.....	272	3,394	2,846	6,240	32 97
Total Canadian	600	105,885	40,992	15,383	.....	.....	.....	.....	13,163	121,268	54,155	175,423	215 40
United States vessels, steam	4	14	14	.....	.....	.....	.....	.....	83	14	97	111	1 00
do sail	4	31	.....	28	.....	7	.....	.....	.....	66	.....	66	1 00
Total United States	8	45	14	28	.....	7	.....	.....	83	80	97	177	2 00
Grand Total, Murray Canal	608	105,930	41,006	15,411	.....	7	.....	.....	13,246	121,348	54,252	175,600	217 40

No (A) 17.—SUMMARY 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	1,676	183,691	187,942	107,000	2,845	157	.....	3,853	107,853	294,701	298,640	593,341	8,371 60
St. Lawrence	10,000	979,342	737,837	65,445	316	.....	.....	262	134,751	1,045,049	872,904	1,917,953	18,842 30
Chambly	923	41,124	42,977	6,045	.....	.....	.....	.....	9,260	47,169	52,237	99,406	582 84
Ottawa	1,871	43,902	220,403	.....	1,974	.....	.....	.....	.....	43,902	222,377	266,279	2,314 55
Rideau	1,988	64,371	65,550	6,419	99	.....	.....	.....	6,782	70,790	72,431	143,221	1,290 50
St. Peter's	2,204	94,906	89,844	.....	.....	.....	.....	.....	.....	94,906	89,844	184,750	3,794 98
Trent Valley	1,710	34,536	34,797	.....	.....	.....	.....	.....	.....	34,536	34,797	69,333	449 33
Murray	600	105,885	40,992	15,383	.....	.....	.....	.....	13,163	121,268	54,155	175,423	215 40
Total Canadian	20,972	1,547,757	1,420,342	200,292	5,234	157	.....	4,115	271,809	1,752,321	1,697,385	3,449,706	35,861 50
UNITED STATES VESSELS. (*Steam and Sail.*)													
Welland	1,090	171	.....	73,395	889	350,405	285,072	509	149,665	424,480	435,626	860,106	14,368 83
St. Lawrence	1,095	872	15,863	33,155	1,501	6,699	7,124	32,900	28,186	73,626	52,674	126,300	1,198 31
Chambly	2,062	1,644	1,607	87,115	96	.....	163	.....	110,696	88,759	112,562	201,321	2,530 02
Ottawa	202	3,354	453	.....	15,634	94	.....	307	.....	3,755	16,087	19,842	456 52
Rideau	158	1,692	1,058	1,535	1,284	.....	.....	.....	1,740	3,227	4,082	7,309	130 81
St. Peter's	35	3,718	98	.....	2,549	.....	.....	6,700	.....	10,418	2,647	13,065	261 30
Trent Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Murray	8	45	14	28	.....	7	.....	.....	83	80	97	177	2 00
Total United States	4,650	11,496	19,093	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	18,947 79
Grand total, Canadian and United States	25,622	1,559,253	1,439,435	395,520	27,187	357,362	292,359	44,531	562,179	2,356,666	2,321,160	4,677,826	54,809 29

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A.—*Continued.*

No. (A) 18.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1895 and 1896, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

Canals.	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.		
1895.												$ cts.
Welland	5,328	97,048	12,470	4,126	214,520	263,163	1,565	271,375	233,883	635,712	869,595	138,713 64
St. Lawrence	174,771	417,747	12,569	1,102	279	922	43,838	177,000	231,457	596,771	828,228	61,143 66
Chambly	5,942	6,935	236,594					109,556	242,536	116,491	359,027	25,920 67
Ottawa	173	477,242		63,805					173	541,047	541,220	31,959 29
Rideau	38,882	12,819	18,193	2,959			1	15,899	57,076	31,677	88,753	5,670 26
St. Peter's	3,139	6,410					279		3,418	6,410	9,828	426 63
Trent Valley	21,917	10,349							21,917	10,349	32,266	1,042 08
Murray	4,253	5,926	561				258	326	5,072	6,252	11,324	527 94
Sault Ste. Marie	10,419	35,570	5,804	19,185	147,838	344,693	16,344	15,981	180,405	415,432	595,837	
Grand total	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	3,336,078	265,413 17
1896.												
Welland	10,833	194,279	8,536	6,015	267,773	385,695	4,127	402,729	291,269	988,718	1,279,987	194,969 33
St. Lawrence	167,278	653,282	6,213	2,742	257	684	43,419	239,815	217,167	896,523	1,113,690	70,004 24
Chambly	9,680	9,779	221,526	60				103,890	231,206	113,729	344,935	24,150 74
Ottawa	381	459,433		42,232					381	501,665	502,046	30,506 56
Rideau	31,370	10,375	16,022	3,290				12,250	47,392	25,915	73,307	5,011 10
St. Peter's	15,456	44,525		4,100			1,427		16,883	48,625	65,508	655 08
Trent Valley	16,487	4,658							16,487	4,658	21,145	823 62
Murray	6,170	5,968	739					179	6,909	6,147	13,056	605 04
Sault Ste. Marie	35,698	237,369	6,623	42,080	929,215	3,149,675	68,562	108,177	1,040,098	3,637,301	4,577,399	
Grand total	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,040	1,867,792	6,123,281	7,991,073	326,725 71

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

RICHARD DEVLIN,
Compiler of Canal Statistics.

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 1896.

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	7	56	16	128	5	40	7	56
10	1	10	6	60	2	20		
15	2	30	1	15	5	75		
20	1	20	3	60	4	80		
25	1	25					2	50
30	5	150			1	30		
35	6	210	1	35				
40			2	80			3	120
45			2	90				
50	2	100	1	50			1	50
55					1	55		
60	1	60			1	60	1	60
65	2	130	1	65			1	65
70					1	70		
75	1	75					2	150
80								
85	1	85						
90	1	90	1	90				
95	1	95						
100	1	100	1	100				
110			1	110				
120							2	240
125					2	250		
135	1	135						
140			1	140				
145			1	145			1	145
150			2	300			1	150
160	2	320						
165	1	165						
175					1	175		
180			2	360				
190			2	380				
200	2	400	3	600			1	200
210	1	210			1	210		
220	3	660						
225					1	225		
230			2	460			1	230
245	1	245	1	245				
260	1	260						
265							1	265
270			1	270				
275			2	550			1	275
280			2	560	1	280	1	280
285			2	570			1	285
290							1	290
295	1	295	1	295			1	295
300					1	300	1	300
305	2	610	1	305			1	305
310					1	310	1	310
315	1	315	1	315			3	945
320			2	640	2	640	2	640
325			4	1,300			1	325
330			3	990				
335			4	1,340				
360	1	360			1	360	1	360

No. (A) 19.—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.
365					1	365		
375							1	375
390							1	390
400							1	400
405	2	810						
415	1	415						
425					1	425		
430					1	430		
435							1	435
440	2	880						
450							1	450
455	1	455	2	910	1	455		
460			1	460				
465	1	465						
470					1	470	1	470
480	1	480	1	480				
485	1	485					1	485
490					1	490		
495					1	495		
500	2	1,000					2	1,000
505							1	505
510	1	510						
515							1	515
520			3	1,560			1	520
525					1	525	1	525
530	1	530						
540					2	1,080	2	1,080
545			1	545				
555							1	555
560	1	560						
570					1	570		
575	1	575						
580							1	580
585			1	585	1	585	1	585
590			1	590	1	590	4	1.770
595							1	595
600	1	600					2	1,200
605					1	605		
615					1	615		
620					1	620		
625					1	625	1	625
635							1	635
640			1	640			1	640
645					1	645		
655					1	655		
660					1	660		
665							1	665
680					1	680	1	680
685			1	685			2	1,370
695							1	695
700					1	700	1	700
707							1	707
710							1	710
719			1	719				
722	1	722						

No. (A) 19.—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.
725								
730							1	730
740			1	740			2	1,480
760					1	760		
769	1	769						
771	1	771						
775								
780							1	780
784					1	784		
787							1	787
790					1	790		
796					1	796		
797					1	797		
800							1	800
802			1	802			1	802
837					2	1,674		
838							1	838
859							1	859
870							2	1,740
873							1	873
880								
882					1	882		
891							1	891
892	1	892			1	892		
898							1	898
904								
908			1	908				
911					2	1,822		
915					1	915	1	915
917							1	917
918								
928					1	928		
929	1	929			1	929		
940					1	940		
944					1	944		
950					1	950		
960							1	960
962								
968								
977	1	977						
978					1	978		
985								
989	1	989						
994							2	1,988
997					1	997		
1,013					1	1,013		
1,014							1	1,014
1,022					1	1,022		
1,029					1	1,029		
1,030					1	1,030		
1,035	1	1,035						
1,038								
1,040					1	1,040		
1,041			1	1,041				

No. (A) 19.—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 Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
1,053					1	1,053	1	1,053
1,054					1	1,054		
1,068					1	1,068		
1,072					1	1,072		
1,075					1	1,075		
1,083					1	1,083		
1,085							1	1,085
1,086								
1,103					1	1,103		
1,111					3	3,333		
1,118					1	1,118		
1,123					1	1,123		
1,168							1	1,168
1,170					1	1,172		
1,172	1	1,172						
1,180							1	1,180
1,182					1	1,182		
1,185								
1,189					1	1,189		
1,203					1	1,203		
1,206					1	1,206		
1,425					1	1,425		
1,441					1	1,441		
1,547					1	1,547		
1,548					1	1,548		
1,550					1	1,550		
1,553					2	3,106		
1,565					1	1,565		
Total ..	75	21,232	90	21,313	102	68,591	98	48,011

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 1896.

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	26	208	31	248	5	40		
10	12	120	15	150	2	20		
15	13	195	1	15	5	75		
20	6	120	8	160	1	20		
25	10	250	6	150			1	25
30	11	330	7	210	1	30		
35	3	105	2	70	1	35		
40	10	400	7	280	1	40	1	40
45	3	135	2	90				
50	6	300	13	650	1	50		
55	3	165	7	385			1	55
60	6	360	42	2,520	1	60		
65	1	65	1	65	1	65		
70	1	70	8	560			2	140
75	3	225	3	225			2	150
80	2	160	7	560	1	80		
85	3	255	6	510			5	425
90	1	90	3	270			9	810
95	1	95	12	1,140			47	4,465
100	3	300	27	2,700			87	8,700
105			9	945			14	1,470
110			9	990	1	110	9	990
115			9	1,035	1	115	12	1,380
120	1	120	7	840			6	720
125	1	125	4	500			1	125
130	2	260	4	520				
135			8	1,080				
140	1	140	7	980				
145	3	435	10	1,450				
150			17	2,550				
155	1	155	29	4,495				
160			15	2,400			2	320
165	2	330	13	2,148				
170	1	170	5	850				
175			4	700				
180			6	1,080				
185			3	555				
190	2	380	4	760				
195			2	390				
200	1	200	2	400				
205			1	205			1	205
210							1	210
220			1	220				
230	1	230	5	1,150				
255			1	255				
260	1	260	3	780				
265	1	265	2	530				
270			1	270				
275					1	275		
285							1	285
290	1	290	1	290			1	290
300			4	1,200				
305			6	1,830				
310			3	930				
315			2	630				

No. (A) 20.—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.
320			3	960				
325	1	325	5	1,625				
330			2	660				
335	1	335	3	1,005				
340			3	1,020				
345	1	345	2	690			1	345
350			2	700				
360			2	720	1	360		
365			3	1,095				
370			3	1,110				
375			2	750				
390			1	390				
395			3	1,185				
411	1	411						
415			2	830				
433							1	433
436	1	436						
439							1	439
440			2	880				
442			1	442				
450			1	450				
454	1	454						
471	1	471						
473							1	473
475			1	475				
487			1	487				
500	1	500	1	500				
508	1	508						
509	1	509						
516			2	1,032				
518			1	518				
520			1	520				
539			1	539				
541	1	541	1	541				
543			1	543				
575	1	575						
586	1	586	2	1,172				
590			1	590				
593	1	593						
599	1	599						
628			1	628				
639							1	639
678	1	678						
681			1	681				
690	1	690						
715	1	715						
771			1	771				
803			1	803				
912					1	912		
989	1	989						
1,167							1	1,167
Total...	162	17,568	462	68,228	25	2,287	209	24,601

APPENDIX A—*Continued.*

No. (A) 21.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1896.

RIDEAU, OTTAWA AND CHAMBLY CANALS.

	CANADIAN.				UNITED STATES.			
	Steam Vessels.		Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total. Tonnage.	Number.	Total. Tonnage.
8	50	400	164	1,312	5	40	34	272
10	7	70	17	170	5	50	.....	.....
15	11	165	7	105	7	105	.....	.....
20	3	60	8	160	.....	.....	.....	.....
25	10	250	4	100	.....	.....	1	25
30	5	150	.....	.....	.....	.....	.....	.....
40	6	240	5	200	1	40	1	40
45	.....	.....	2	90	.....	.....	.....	.....
50	4	200	8	400	.....	.....	2	100
55	3	165	1	55	.....	.....	1	55
60	3	180	5	300	.....	.....	.....	.....
65	.....	.....	.....	.....	.....	.....	2	130
70	.....	.....	1	70	2	140	3	210
75	1	75	3	225	.....	.....	2	150
80	1	80	5	400	.....	.....	2	160
85	2	170	2	170	1	85	10	850
90	.....	.....	5	450	.....	.....	20	1,800
95	1	95	4	380	1	95	106	10,070
100	2	200	10	1,000	.....	.....	168	16,800
105	1	105	3	315	.....	.....	42	4,410
110	.....	.....	5	550	.....	.....	29	3,190
115	.....	.....	2	230	.....	.....	21	2,415
120	1	120	5	600	.....	.....	9	1,080
125	2	250	4	500	.....	.....	.....	.....
130	.....	.....	5	650	.....	.....	1	130
135	.....	.....	1	135	.....	.....	.....	.....
140	1	140	7	980	.....	.....	.....	.....
145	2	290	12	1,740	.....	.....	.....	.....
150	.....	.....	17	2,550	.....	.....	1	150
155	1	155	23	3,565	.....	.....	.....	.....
160	.....	.....	14	2,240	.....	.....	.....	.....
165	1	165	12	1,980	.....	.....	.....	.....
170	.....	.....	5	850	.....	.....	1	170
175	.....	.....	2	350	.....	.....	.....	.....
180	.....	.....	2	360	.....	.....	.....	.....
185	.....	.....	1	185	.....	.....	.....	.....
190	.....	.....	1	190	.....	.....	.....	.....
195	.....	.....	1	195	.....	.....	.....	.....
200	1	200	1	200	.....	.....	.....	.....
228	1	228	.....	.....	.....	.....	.....	.....
245	.....	.....	1	245	.....	.....	.....	.....
256	.....	.....	1	256	.....	.....	.....	.....
262	1	262	.....	.....	.....	.....	.....	.....
324	1	324	.....	.....	.....	.....	.....	.....
332	1	332	.....	.....	.....	.....	.....	.....
397	1	397	.....	.....	.....	.....	.....	.....
691	1	691	.....	.....	.....	.....	.....	.....
Total	125	6,159	376	24,453	22	555	456	42,207

APPENDIX A.—*Concluded.*

No. (A) 22.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1896.

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 1,172 tons...	31	17,861	1	250 to 1,041 tons...	40	17,800	1	240 to 1,565 tons...	77	67,301	1	250 to 1,180 tons ..	75	46,495
2	200 " 249 " ...	7	1,515	2	200 " 249 " ...	6	1,305	2	200 " 249 " ...	2	435	2	200 " 249 " ..	2	430
3	150 " 199 " ...	3	485	3	150 " 199 " ...	6	1,040	3	150 " 199 " ...	1	175	3	150 " 199 " ...	1	150
4	100 " 149 " ...	2	235	4	100 " 149 " ...	4	495	4	100 " 149 " ...	2	250	4	100 " 149 " ...	3	385
5	50 " 99 " ...	9	635	5	50 " 99 " ...	3	205	5	50 " 99 " ...	3	185	5	50 " 99 " ...	5	325
6	Under 50 " ...	23	501	6	Under 50 " ...	31	468	6	Under 50 " ...	17	245	6	Under 50 " ...	12	226
	Total.....	75	21,232		Total	90	21,313		Total..... ...	102	68,591		Total.....	98	48,011

ST. LAWRENCE CANALS.

1	250 to 989 tons.....	22	11,075	1	250 to 803 tons....	80	31,027	1	250 to 912 tons....	3	1,547	1	250 to 1,167 tons...	8	4,071
2	200 " 249 "	2	430	2	200 " 249 "	9	1,975	2	200 " 259 "	.....	... .	2	200 " 249 " ...	2	415
3	150 " 199 "	6	1,035	3	150 " 199 " ...	98	15,928	3	150 " 199 "	.. ..	....	3	150 " 199 " ...	2	320
4	100 " 149 "	11	1,380	4	100 " 149 "	94	11,040	4	100 " 149 "	2	225	4	100 " 149 " ...	129	13,385
5	50 " 99 "	27	1,785	5	50 " 99 " ...	102	6,885	5	50 " 99	4	255	5	50 " 99 " ...	66	6,045
6	Under 50 "	94	1,863	6	Under 50 "	79	1,373	6	Under 50 "	16	260	6	Under 50 " ...	2	65
	Total.....	162	17,568		Total.....	462	68,228		Total..... ..	25	2,287		Total.....	209	24,301

1	250 to 691 tons.....	5	2,006	1	250 to 256 tons ...	1	256	1	250 to — tons....	.....	.....	1	250 to — tons....	.....	.....
2	200 " 249 "	2	428	2	200 " 249 "	2	445	2	200 " 249 "	....	.....	2	200 " 249 "	.....	.....
3	150 " 199 "	2	320	3	150 " 199 " ...	78	12,465	3	150 " 199 "	.....	.....	3	150 " 199 "	2	320
4	100 " 149 "	9	1,105	4	100 " 149 "	54	6,700	4	100 " 149 "	.....	.....	4	100 " 149 "	270	28,025
5	50 " 99 "	15	965	5	50 " 99 "	34	2,450	5	50 " 99 "	4	320	5	50 " 99 "	148	13,525
6	Under 50 "	92	1,335	6	Under 50 " ...	207	2,137	6	Under 50 "	18	235	6	Under 50 "	36	337
	Total.....	125	6,159		Total.....	376	24,453		Total.....	22	555		Total.....	456	42,207

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 16th October, 1897.

10 - 10****

CANALS

CONSOLIDATED

Sec. 1.

No. 22.—RATES OF TOLLS ON THE CANALS

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 01½	0 3/32
do sail and other.....	0 02¼	0 02¼	0 3¾	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

OF THE DOMINION OF CANADA, 1896.

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 1/4	0 00 3/16 0 00 1/4	0 00 3/16 0 00 1/4	0 00 3/16 0 00 1/4	0 00 3/4 0 01	0 00 3/16 0 00 1/4
0 01 0 00 1/2	0 01 0 00 1/2	0 01 0 00 1/2	0 01 0 00 1/2	0 04 0 02	0 01 0 00 1/2
0 01	0 01	0 01	0 01	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 19½	0 01⅞
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03½	0 00¾
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03½	0 00¼
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 00¼	0 01⅜	0 00⅛
do rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02¼	0 00⅜
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, woodware 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
do do do 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 06¼
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., 1892)	0 15	0 05	....	0 05	West	ward.	.....	.....	.....
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17¾	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 at Bobcaygeon.	Tolls Chargeable at Buckhorn.	Tolls Chargeable at Burleigh.	Tolls Chargeable at Fenelon Falls.	Tolls Chargeable at Peterborough and Hastings.
$ c.	$ c.	$ c.	$ c.	$ c.	c.
0 01	0 01	0 01	0 01	0 04	0 01
0 00½	0 00½	0 00½	0 00½	0 01	0 00½
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00⅜	0 00⅜	0 00⅜	0 00⅜	0 00½	0 00⅜
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
0 03	0 03	0 03	0 03	0 12	0 03
0 05	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 TOLLS 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 any portion of a raft, or 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 Canals, or through the Lachine Canal, Ste. Anne's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if tolls have been paid at the Chambly Canal such tolls shall be refunded at Montreal or Kingston Mills; and having paid full tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, Ste. Anne's Lock, the Lachine Canal and the Chambly Canal; provided always:—That the articles to be entitled to the above exemptions shall go downwards through the whole length of the canal to Montreal or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canal, to Lake Ontario.

(*b.*) All articles, goods or merchandise, not enumerated above, shall be charged to class No. 4. 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.

Sec. 9. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 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. 29, 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	1
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne	1
3. From Dunnville to Port Colborne	1
4. From Thorold to St. Catharines or Port Dalhousie	1
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places	2
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson	2
7. From Port Robinson to Allanburg or Thorold	1
8. From Port Robinson to St. Catharines or Port Dalhousie	1
9. From St. Catharines to Port Dalhousie	1
10. From Dunnville to Maitland	1
11. From Port Robinson through the Lock and Chippawa Cut	1
12. From Port Colborne to Port Maitland	1
13. From Chippawa Cut through Lock to Port Robinson	1
14. From Colborne, Dunnville, Maitland and Marshville to Thorold	1
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines	1
16. Through the Chippawa Cut only	1
17. Through the Port Robinson Lock only	1

St. Lawrence Canals.

Sec. 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	1
Vessels and property passing from Chambly to St. Johns, to pay	3

Ottawa Canals.

Sec. 17. The navigation is divided into three sections, viz., Grenville, Carillon and Ste. Anne'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, 1 section, or one-third of Rideau Canal rates, each way.
Perth to Kingston, 2 sections, or two-thirds Rideau Canal rates, each way.
Perth to Ottawa Basin, 2 sections, or 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		Whisky, 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
Biscuits and crackers, 9 barrels	1	Firewood, 1 cord	3
Bricks, common, 1,000	2	Hop poles, 60 or cubic feet	1
Butter, 22 kegs or 7 barrels	1	Shingles, 12 M. or bundles	1
Cattle, 3	1	Split posts and fence rails, 1 mille	1
Cement and water lime, 7 barrels	1	Staves and headings, pipe, 1 mille	8
Fire-bricks, 1,000	3	do W. India, 1 mille	4
Fish, 7 barrels	1	do barrel, 1 mille	2½
Flour, 9 barrels	1	do salt barrel, 1 mille	0½
Gypsum and manganese, 6 barrels	1	Saw-logs, standard 1	0⅞
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.; hempseed, 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 cents; per qr. cask	7
Iron (bars)	do	per ton	24
Iron, pig	do	do	12
Salt, except at the St. Gabriel sheds	do	per 100 minots	26
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 of the Lachine Canal Basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(*b.*) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(*c.*) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(*d.*) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(*e.*) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(*f.*) All dues for storage shall be paid before the removal of the property. O. C. August 21, 1846, October 28, 1846. Con. O. C. Oct. 26, 1889, secs. 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 the exemption.

(*c.*) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(*d.*) Any part of a day shall be considered as one day. O. C. May 31, 1856. 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 Côte St. Paul, from vessels other than sea-going, and entering the Lachine Canal from Montreal Harbour, shall be charged wharfage dues at the rate of 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. August 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 wharves at Lachine and the Lachine Canal and basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862. 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 the 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 purpose of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section; it being, however, provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessels on their passing out of the canal a second time. O. C. July 12, 1881. Con. O. C. Oct. 26, 1889, sec. 96.

WHARFAGE DUES IN ALL BASINS OF THE LACHINE CANAL 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:—

All goods, wares and merchandise not elsewhere specified	25	cents per ton.
Hay, straw, pig and scrap iron, pot and pearl ashes	20	do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep and swine	15	do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphate, sand, salt	10	do
Coal and coke, grain and seeds of all kinds	7½	do
Special—Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure.		
Bullion specie	Free.	
Coal screenings	3	do

Each entry shall pay not less than 5 cents.

All property landed on the canal wharfs for re-shipment, or transhipped in canal waters, shall pay one wharfage only.

Lumber upon which tolls have been paid for passage down the Lachine Canal, and which is re-shipped from the wharfs or vessels into sea-going vessels, shall pay wharfage dues equal to one section of canal tolls, viz., 3¾ cents per 1,000 feet board measure. O.C. Jan. 26, 1883. Con. O.C. Oct. 26, 1889, secs. 98, 99, 100 and 101. O.C. May 18, 1892.

Sec. 29.—*Standard for Estimating Weights.*

Ashes, pot or pearl	3 brls.	to 1 ton.
Apples, flour, meal, potatoes	9	do
Fish, meat, pitch, tar	7	do
Horses	2	do
Neat cattle	3	do
Sheep	15	do
Swine	10	do

O.C. April 1, 1881. Con. Oct. 26, 1889, sec. 102.

TOLLS ON FLOATED TIMBER, ETC., 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 one Month.	For each succeeding month during the Season of Navigation.	For Wintering in Basin or on Wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet	25	20	35
Timber, round or flatted, of all kinds, under 12 x 12, per M lineal feet	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure	3	2	3
Saw-logs, 12 feet long, if longer in same proportion per log	1	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 per M	8	4	8
do West India, per M	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharfs in canal basin at Lachine	3	3	3

Note.

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. 103 104.

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 in the Ottawa River canals and locks, and the same is hereby prescribed accordingly, namely:—

In Carillon Canal, steamers	per season	$	8 00
barges	do		4 00
Grenville Canal, steamers	do		8 00
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 the existing canal regulations.
(*b.*) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the canal regulations. O.C. March 5, 1880. 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 of November to the 1st of June, inclusive.

(*d.*) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(*e.*) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(*f.*) All charges shall be payable at the collector's office in advance on the first day of each month.

(*g.*) These rules shall be understood as applying to all cases where the canal bank is used in 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
Fifteen 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 purposes 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 1896 ONLY.

Sec. **42**. For season of 1896 the canal tolls for the passage of the following food products :—Wheat, indian corn, barley, 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 23rd, 1896.

Sec. **43**. That for the current season of navigation of 1896, only in the case of steamers specially chartered for the conveyance of excursion parties going and returning the same day, a reduction amounting to one-half of the usual passenger tolls, be allowed for passage through the government canals. O.C. April 23rd, 1896.

PART VII

REPORT OF THE CANADIAN DEEP WATERWAYS COMMISSIONERS

REPORT OF THE CANADIAN DEEP WATERWAYS COMMISSIONERS.

OTTAWA, 17th June, 1897.

The Honourable R. W. SCOTT, Senator,
Secretary of State,
Ottawa.

SIR,—The undersigned, Commissioners appointed by Order in Council November, 1895, had the honour, in their interim reports of March and August of last year, to give an account of meetings with their American colleagues at Detroit and Niagara, in January and July, 1896, and of the work done and in progress at those dates in co-operation with the United States Commission. Your Commissioners have now to report a third meeting held at Detroit, in December last, by invitation of the United States Commission, preparatory to the reports of both Commissions. The United States Commissioners presented their report to the President of the United Sates in January last, and it has since been printed and distributed. It has also been reprinted at Ottawa and is appended to the report of the Minister of Railways and Canals.

This report is most important in that it asserts the entire feasibility of constructing a deep waterway adequate to any scale of navigation which may be required between the several great lakes and the sea-board; and, also, that it will be wise to provide for securing a channel of a navigable depth of not less than 28 feet. This was the first duty imposed on that Commission by the Act of Congress of 1895.

Secondly, they report that "the most eligible route" is by the Niagara River, and by canal, on the east side, from Tonawanda to Olcott on Lake Ontario; that the sea-board may be reached (from Lake Ontario) by the St. Lawrence River, and via Lake Champlain to the Hudson River; or, by way of the Oswego Oneida-Mohawk Valley and the Hudson River, and that these alternative routes require complete surveys in order to compare them in all respects, and comply with the provisions of the Act of Congress as to "probable cost with estimates in detail."

For surveys $350,000 are estimated, of which an appropriation of $150,000 is asked for the first year.

Specifically, the matters which call for early action are epitomized under the head "Recommendations" in this report in the following words:—"That complete surveys and investigations be made, and all needful data be procured, to mature projects for controlling the level of Lake Erie, and projection to the Niagara Ship Canal; developing the Oswego Oneida-Mohawk route; developing the St. Lawrence and Champlain route; improving the tidal Hudson River, and improving intermediate channels of the lakes."

Inasmuch as New York and the Atlantic States (including all New England ones) form by far the most important market both for home consumption and for exportation, no deep waterways route which is not the best for reaching that market would be considered by the originators of this International Commission. The fact, therefore, that such a commission has been established indicates a belief on their part, that an international route may prove to be the best, if not the only practicable one to reach the American sea-board at New York, as it certainly would be the shortest and best to reach tidewater, and also Lake Champlain with its New England frontier.

The supreme value, to the North-western States as well as to the Canadian prairies of an international route for deeper waterways, is that it will combine the shortest route to the Canadian sea-board, Europe, and Lake Champlain, with the broadest, deepest, and most speedily navigated waters, and, therefore, the quickest route from the heart of this northern continent to New York.

The probable route of such an international work will be one by which all the new large canals required between Lake Erie and the Hudson River will be located along the northern and eastern boundary of the state of New York, with the single exception of the one between the River St. Lawrence and Lake Champlain; which is the only one necessarily within Canadian territory.

The Order in Council establishing a Canadian Deep Waterways Commission declares that "this question is one of sufficient importance to justify expenditure in the direction of the inquiry indicated in the Act of Congress," and instructs us "to carry on such inquiry on the lines specified in the said Act, and to meet and confer with the committee appointed by the President of the United States, and to report to His Excellency in Council."

No joint action of the two Commissions is provided for by either Government. The responsibility of recommending the route to be adopted, of ascertaining the cost of the same with estimates in detail, as well as of pronouncing upon the feasibility of the scheme, rests exclusively with the three persons appointed by the President of the United States viz. :—Jas. B. Angell, LL.D., President of the University of Michigan, ex-United States Minister to China, and recently appointed Minister to Turkey; John E. Russell, ex-member of the United States Congress, of Leicester, Massachusetts: and Lyman E. Cooley, Civil Engineer, Chicago Drainage Canal. The powers and duties of these Commissioners are defined in the law of 2nd March, 1895, in the following words :—"To meet and confer with any similar committee which may be appointed by the Government of Great Britain, or the Dominion of Canada, and make inquiry and report, whether it is feasible to build such canals as shall enable vessels engaged in ocean commerce to pass to and fro between the Great Lakes and the Atlantic Ocean, with an adequate and controllable supply of water for continual use; where such canals can be most conveniently located, and the probable cost of the same, with estimates in detail; and if any part of the same should be built in the territory of Canada, what regulations or treaty arrangements will be necessary between the United States and Great Britain to preserve the free use of such canals to the people of this country at all times; and all necessary facts and considerations relating to the construction and future use of deep water channels between the Great Lakes and the Atlantic Ocean."

The above instructions for the American Commission are fully set forth in the Order in Council appointing the Canadian one, and we are directed "to accept the Order in Council as our instructions," and thus empowered to co-operate with the United States Commission.

The United States Commissioners in their report, say of their investigations :—"They are tentative in part and ignore the boundary line, and are intended to present in logical sequence the leading considerations which determine the choice of routes, and the character of an enterprise, as well as the collateral bearing of the same." This is the spirit in which your Commissioners have been met throughout by their United States colleagues, and it appears to us to be the proper spirit to give effect to the true intent of an international commission of this nature.

It would, moreover, be premature for the Canadian Commission now to deal with the many important questions which are involved in so great a proposition from an exclusively Canadian standpoint, unless and until specially instructed by its own Government to do so, because we cannot yet assume the continuance of the American Commission, which has expended its appropriation, and made its first report as hereinbefore referred to. Until Congress adopts that report and makes provision for complying with the terms of the law of 1895, and similar action is taken by the Government of Canada, both Commissions (unless cancelled) are in a state of suspended animation.

Your Commissioners have supplied their United States colleagues with all the information they were able to obtain with the means placed at their disposal, for an international route between Lake Ontario and Lake Champlain, and have made a preliminary survey of a trial line between Lake St. Francis and the Richelieu River, which, while it demonstrates the remarkably favourable character of the country, is not upon the shortest practicable route between Lake St. Francis and Lake Champlain,

within Canadian territory. If the International Commission is continued, such a survey will be needed, accompanied by all the information necessary "to estimate the cost in detail," as well as a survey of the same character for the extension of this international deeper waterway, upon the best route, from Lake St. Francis to Montreal. To this extension no special reference is made in the report of the American Commissioners (possibly in order to emphasize the New York terminus for an international route), but they point out that it is practicable "to construct in separate sections, so that benefit shall follow closely on expenditure." Thus, the completion of the Niagara Ship Canal would bring Lake Ontario into communication with the great steel fleet above Niagara (which is valued at many tens of millions), 300 of the vessels of which are unable to pass the Welland Canal. In like manner, the completion of the section between Lake St. Francis and Lake Champlain in advance of new-deep water canals on the south side of the St. Lawrence, and of the connection of Lake Champlain with the Hudson River by a similar deep-water canal, would bring New England at once into connection with the whole Great Lake system, although at first only on the smaller scale of the Welland Canal.

There has been no demand upon Canada for any specific contribution to this inquiry; but as the Order in Council instructed us to carry on such inquiry on the lines specified in the Act of Congress, we have hitherto assumed the duties of the Canadian section of the international route, and, should the inquiry be continued, Canada will no doubt be expected to contribute the necessary information with respect to that section of this great scheme which lies within her own territory. We hoped to have been able to present some more material which would illustrate the superiority of the St. Lawrence route as an outlet for the large fleet imprisoned above Niagara, whether its destination were New York or Montreal, but we failed to obtain the necessary means to give effect to this purpose last year.

The general collection of facts and statistics relating to engineering questions devolved upon Mr. Cooley, the engineering member of the United States Commission, and, in view of the time and money at his disposal, is enormous and invaluable. The contributions of the Canadian Commission in this respect are due wholly to the labours of Mr. Monro, and to the courteous assistance of the officers of the various departments of the Government of Canada and of the provinces of Ontario and Quebec; and these are acknowledged in the report of the United States Commission. A memorandum by Mr. Monro relating to his contribution will be found in the appendix.

If it is the desire of the Government further to contribute to this international enterprise, we recommend that a sufficient sum be appropriated, to be used if required, so that, if Congress continues the International Commission and provides the means to complete its work, Canada may be in a position to proceed with the surveys and estimates in that portion of the route which lies within her territory.

Your Commisioners have, in the foregoing, set forth all of which they believe to be necessary to show how far they have discharged the duties imposed on them, and to explain the present position of this important question; but in view of the possibility that this may be their last report, and more particularly because they have found that there is much difference of opinion and some misconception about an "International Deep Waterway between the Great Lakes and the Atlantic Sea-board," they deem it proper to give some information as to this movement, the conditions which have led up to the formation of an International Commission, and some of the reasons in support of it, as well as some reference to Canada's interest in the question, which may prove of future service. We consider this to be the more necessary since our American colleagues have already pronounced in favour both of the feasibility and desirability of this deeper waterway, and have declared that "the completion of the entire system as quickly as plans can be matured and economically executed, is fully justified." With this conclusion of our United States colleagues both as to feasibility and desirability, as well as to earliest possible completion, your Commissioners fully concur.

CONVENTIONS.

International, and deeper waterways, by other than existing routes, have been agitated for many years. As early as 1849 a convention was held in Burlington, Vermont, for the purpose of considering the connection of Lake Champlain with the St. Lawrence canals by a shorter route of larger and deeper dimensions than the Chambly Canal; in consequence of which the Caughnawaga Canal route was surveyed by the Canadian Government over 40 years ago. Opposition from the Canadian side, and the absence of any similar outlet from Lake Champlain to the Hudson River prevented further effort in that direction.

Deep water conventions were held at several points in the Upper Lake region since the General Government assumed the Michigan Canal at Sault Ste. Marie in 1881, which assumption has since led to the deepening, by that Government, of the Detroit, St. Clair, and St. Mary's rivers, for 20 feet draught at a cost of over $10,000,000. This work was to have been completed in 1895, but in consequence of the extreme low water of that year, has fallen short of 20 feet. The effect of this deepening, however, by doubling the tonnage of the vessels, has been to "cut previous rates of freight in two," and has given strength to the agitation to extend this deeper waterway to the sea-board in the firm conviction that it will again cut existing rates (between Lake Erie and the sea-board) "in two."

After a dozen conventions had been held, at various United States cities and in the lake region, and after two bills had been introduced by congressmen from Minnesota, the first of which (in 1892) invited negotiations with Canada for the speedy completion and deepening of the St. Lawrence route, a Deep Waterways Convention was called by the city of Toronto, in 1894, to which representatives from the United States lake cities were invited. These came in force and joined the Canadian delegation in the formation of an "International Deep Waterways Association," which held its first convention at Cleveland in 1895, and from these proceedings the Act of Congress creating an International Commission originated.

UPPER LAKES TRAFFIC.

It is impossible to convey, within reasonable space, an adequate idea of the extraordinary development of inland water transportation on the Upper Lakes,—which for rapidity, extent, economy, and efficiency has no counterpart even on the Ocean. More than half of the best steamships of the United States are imprisoned above Niagara Falls, and more than half of the tonnage built in the United States in 1896 was launched upon the lakes. Of the exclusively passenger steamers, the "North West" and the "North Land" (5,000 tons displacement, 7,000 horse-power, with a speed of over 21 miles per hour, and a capacity of 550 first-class passengers), built at a cost of $700,000 each, are unsurpassed except by the recent Atlantic Liners. Of 34 steamers built in 1895-96, the side-wheel passenger steamer "Buffalo" was valued at $375,000, and a steel "car ferry steamer" at $300,000.

This inland water commerce has built up twelve cities on the southern shores above Niagara, five of which have over 200,000 population, one over a million, and the remainder above 20,000 each, and within these same limits there are 27 dry docks, the largest of which is on Lake Superior and is 560 feet long, 50 feet wide, with 18 feet water.

There are 63 life-saving stations upon these lakes, ten of which are Canadian. Of the 53 United States lake stations, all but five are above Niagara.

The economy of this inland water transportation is the result of deep water primarily, and, in the second place, of practically unlimited dimensions in other respects for the vessel; there being but the lift of one lock (of ample dimensions) to reach Lake Superior, and none at all between Buffalo and Chicago.

The large cargo steamers take two or three sailers in tow, each carrying thousands of tons, and, with their triple expansion engines, show a coal consumption (for the best practice) of 2 pounds per developed horse-power per hour. Actual runs give four-fifths of an ounce of coal per mile consumed per ton of cargo carried. Thirdly, the economy results from special port facilities, to be found nowhere else, by which loading and discharging is

effected in the shortest possible time by specially designed plant and with the least amount of manual labour. In some cases ore is excavated as in a gravel pit, by steam shovels, and dumped from the cars into the hold of the vessel. Five thousand tons of ore can be unloaded in twelve hours by the "ten leg" King plant, specially designed for this purpose.

The United States "business fleet" of the lakes above Niagara Falls consists of steel freight steamers and sailers valued at over $60,000,000, some attaining a speed of 16 miles per hour, though the average is about 12 miles. The sailers are steel consorts often carrying 4,000 tons cargo, which, though using sail, depend on towing. They are fitted with a steam plant, used only for electric light, steering, and warping in and out of port. A typical freight steamer is 432 feet over all, 48 feet beam and 28 feet depth (180 feet too long, 4 feet too wide and much too deep for the Welland Canal) and is double bottomed, with compartments into which water ballast can be admitted or pumped out; with tripple expansion engines, cylinders, 24, 39, and 63 inches in diameter and 7 feet stroke, supplied from boilers carrying 160 pounds working pressure. It carries over 5,000 gross tons iron ore on 16 feet 10 inches draught of water.

The total United States lake fleet (including that upon Lake Champlain) in June, 1896, was nearly 3,000 vessels of about 1,300,000 registered tonnage, over 1,800 of which are steamers with about one million registered tonnage. There are 300 of these above Niagara (embracing all the finest vessels of the lakes) which are too long to pass the Welland Canal locks. More than half of these are built of steel or iron, and, of the last fifty built, forty-one were of steel, and only nine of wood.

The rapid extension of steel and iron in lake ship-building is shown by the official return of vessels built on the lakes in the year ending with June, 1896, as follows:—

25 steam	vessels	—all iron or steel—		gross	tonnage	64,592
5 sail	"	"	"	"		13,684
6 barges	"	"	"	"		3,147
						81,423

The average tonnage of the iron and steel vessels on the lakes is 1,500 tons each, while that of the United States Atlantic and Gulf coast vessels is only 1,000 tons.

There are eight steel ship-building yards above Niagara, three of which are in Ohio, two in Michigan, and one each in Wisconsin, Illinois, and New York State, all but two of which were established within the last ten years.

The losses on the lakes since 1890 have been about 400 vessels with 200,000 tonnage and valued at about $6,000,000.

Iron Ore Traffic.

The iron ore trade is the primary cause of the wonderful development of the steel "business fleet" of the Upper Lakes. It has led to an increased coal trade for which it provides ample tonnage at the lowest rates, as well as to the manufacture on the spot of the steel used in boat construction.

Over 100 million tons of this ore have been mined in the lake region within the last 40 years, 75 per cent of which has been produced within the last ten years.

The estimated capital engaged in mining and transporting this ore, by rail and water, to the 120 furnaces in Ohio, Pennsylvania, Buffalo, and Chicago is over $230,000,000, distributed as follows:—

Capital in mines	$ 96,000,000
Ore docks and equipment in Lake Superior and Lake Michigan	14,000,000
Mining railroads	32,000,000
Ore fleet	46,000,000
Ore docks at Lake Erie ports	15,000,000
Railroads to furnaces	28,000,000
Total	$231,000,000

Sixty per cent of the iron ore used in the United States is carried upon these lakes, and, as seen above, the ore fleet is valued at over two-thirds of the total valuation of the steel business fleet ($64,000,000) of the lakes.

Iron is the most important of the metals and the United States already claim that their production exceeds that of any other country, and, of this, Lake Superior is the most important district, as it certainly is, in situation, quantity and quality, one of the most remarkable. There are over two hundred mines in five separate "ranges" known as Marquette, Menominee, Gogebic, Mesabi, and Vermilion, on the United States shores, besides, large quantities of excellent ore on the Canadian side which has not yet been touched. The ores are "hard" and "soft" Bessemer, and "non-Bessemer," the latter of such character and variety that some are the complement of others, which, in proper proportions, produce from two non-Bessemer ores, a Bessemer blend. Analysis of 100 cargoes from four of the ranges gives 62 per cent to 67 per cent metallic iron. (See Appendix). A portion of the Lake Superior ore goes to furnaces upon Lake Michigan, but the great bulk is brought to ten Lake Erie ports for transfer to furnaces in Ohio and Western Pennsylvania, as well as for consumption at such great steel producing points as Cleveland on Lake Erie, a city the population of which has increased four fold in less than twenty years. The annual output exceeds ten million tons, exceeding the supply from all other quarters and furnishing more than half of the 8,623,000 tons of pig iron produced in the United States in 1896. This amount equals the output of Great Britain which has hitherto held the lead both in iron and coal production. England imports much of her ore, and it may safely be asserted that there is no iron district in the world, as yet known, which can rival that around Lake Superior. This ore is water borne to Lake Erie at a cost of one-tenth of a cent per ton per mile, less than one-fourth the lowest railroad rate as yet. At Cleveland it meets the best coke from Western Pennsylvania, laid down there by rail from the ovens at less than $2 per ton. Ore is sold in Cleveland for less than $3 per ton.

Mine owners, iron and steel manufacturers, and shipbuilders have pronounced in favour of a deeper waterway from Lake Erie to the Atlantic; and they contend that iron ore, pig iron, coal, coke and steel steamers can be exported from the lakes by such a route and compete at tide-water with their kind from any other quarter. In fact it is boldly claimed that ore, coal, coke and limestone can be assembled on Lake Erie so as to produce steel more cheaply than it can be done in any other part of the world. It is reported that Messrs. Carnegie and Rockefeller have secured control of the Lake Superior ore production and are building a freight railway designed to carry ore, coal and coke, in fifty ton cars at the lowest possible rates, between the furnaces and coal mines, and Lake Erie.

Lumber Trade.

Until recently the tonnage in lumber ranked second, or next to ore in the water borne freight of the lake region, but is not now so important to this question because but a small percentage of it seeks the sea-board; the great bulk being local for the supply of the lake cities and for shipment westward from these. There is, however, a prospective lumber traffic (which may be vastly increased by a deep waterway) in Pacific coast lumber, dropped into the waters of Lake Superior by the east bound "empties" of the overland railways.

Coal Traffic.

Coal, in point of tonnage, comes next to lumber in the proportion which is water borne on the lakes, which, of course, is not half of that which is consumed at lake ports. The amount which reached Lake Erie alone, in 1894, from Pennsylvania, Ohio, and West Virginia, exceeded 11,000,000 tons, only half of which was shipped westward from these ports. With lake shore transhipment plant and the proposed freight railway on shortest route, with lowest grades and heaviest rails and structures, car loads may be so increased that coal and coke can be laid down on the Atlantic sea-board, via a deep waterway from Lake Erie, at a less rate than by any other United States route; or from any other quarter, except Nova Scotia.

THE GRAIN TRADE (INCLUDING FLOUR).

This trade though ranking hitherto below lumber, coal and ore, in tonnage quantity, is constantly increasing, and is the most important, from the value of the tonnage and its destination, which is chiefly through to the sea-board, where its value is greatest. To it every reduction in the cost of transportation will be the most wide reaching in extent, and will directly influence the greatest number of individuals. Each reduction extends the area of cultivation in those districts (like the Dakotas and the Canadian prairies,) which are entirely dependent on the Lake Superior route, and also extends the area of attraction towards the lake route from the more southern districts having a choice of routes to the Atlantic.

The total receipts of grain (including flour at 4½ bushels to the barrel) at North Atlantic tide water, in 1896, from the Chesapeake to the St. Lawrence was over 350,000,000 bushels, of which wheat and flour formed the largest number of bushels, or 150,000,000. Corn came second with 107 million bushels, and oats seventy-four millions—the remainder being barley and rye. New York received much the largest quantity, 145,000,000 bushels, exceeding Baltimore, Boston and Philadelphia combined, more than doubling the receipt of any other port in every kind of grain, except corn, in which Baltimore and the Chesapeake (Newport News and Norfolk) approached her closely. Corn receipts were larger than usual at all points of export on account of the low price in 1896. Montreal, the only sea-port which can reach a lake port in the same bottom, is, in "receipts," at the foot of the list;—is below Boston, Philadelphia and Chesapeake, all of which have only rail connection with the lakes or the corn belt; but exceeds both Boston and Philadelphia in "shipments."

The receipts of wheat, corn and flour, in 1896, were :—

	Wheat. Bushels.	Corn. Bushels.	Flour. Barrels.
Buffalo	54,400,000	47,800,000	10,384,484
Montreal	9,400,000	6,600,000	1,590,000

All of Buffalo's ten million barrels of flour came by lake. Of Montreal's million and a half, only 133,000 barrels came by the St. Lawrence, while 267,000 barrels went to Ogdensburg by water.

Of the total movement to tide-water of 150,000,000 bushels of wheat and flour, Montreal received 16,600,000, about 11 per cent.

Of the total movement to tide-water of 107,000,000 bushels of corn, Montreal received 6,600,000, about 6 per cent.

Of the total 19,035,377 barrels of flour received at tide-water, North Atlantic, Montreal received 1,593,169, 8 per cent.

Of the total receipt of wheat at tide-water (65,000,000 bushels), Montreal received 9,500,000, or 14¾ per cent.

Of the 350 million bushels grain and flour received at tide-water (North Atlantic), less than 250 millions were exported, leaving for home consumption at these ports over 100 million bushels, besides interior receipts from the west which did not reach these Atlantic ports. For instance, Buffalo received 54 million bushels of wheat by lake, in 1896, New York, from all points by rail and water, only 28 million bushels. Buffalo received over 10 million barrels of flour, New York only 6 millions.

Of Buffalo's grain receipts in 1896, which were 163,400,000 bushels, there was forwarded by rail 121,000,000, and by Erie Canal 35,000,000, a total of 156,000,000; and of over 10,000,000 barrels of flour only 65,500 were forwarded by Erie Canal.

Buffalo has 52 elevators including transfer and floating ones, 16 million bushels storage capacity, and 6 million bushels elevating capacity in 24 hours. The transfer charges there upon wheat are 1⅛ cents per bushel, and in New York 1⅜ cents.

While 1896 was the banner year for Montreal's grain trade (including flour) the trade has been so fluctuating, and non-progressive by decades, in comparison with all other Atlantic ports that it may be classed as stationary. It first attained the twenty million mark in 1878, reached 26 millions in 1880, dropped to 16 millions in 1882, rose

to 21 millions in 1886, dropped to 14 millions in 1888, rose to 28 millions in 1892, dropped to 16 millions in 1894, and for the first time in its history attained the 30,000,000 mark in 1896, when it reached 30,100,809 bushels, including pease and local receipts. Buffalo's receipts, by lake only, for the same year were 215 million bushels (including flour as grain) while Montreal's flour receipts were chiefly by rail.

The flour receipts of Montreal in 1863 were 1,193,486 barrels. This quantity was not exceeded until 1895; the receipts of that year as well as of 1896 being each 50 per cent over the average of preceding years. Until 1895 there were only 3 years in which flour receipts at Montreal reached one million barrels.

The wheat receipts at Montreal were highest in 1879 when they reached 11,313,000 bushels. This has not been equalled since.

Montreal grain receipts in 1878 were 22 million bushels nearly; in the 19 years which followed (including 1878, the first twenty million year, and the banner year of 1896) the average is less than the receipts of 1878, showing practically no advance in the last twenty years.

There is apparently no other explanation of this failure to secure a larger share of the inland water commerce by our principal sea-port, than the want of deeper waterways and therefore lower freight rates from the lakes. The larger locks of the Welland Canal have been opened with 12 feet water since 1881, and with 14 feet since 1887, and the effect has been felt at Ogdensburg; but the St. Lawrence is still with less than 9 feet.

Of 34,400,000 bushels of Manitoba wheat shipped from Lake Superior in 1894, '95 and '96, 14,800,000 were exported from New York and 4,700,000 from Montreal, the greater portion (2,498,000 bushels) in 1896.

LAKE ERIE.

There is no fresh water or salt water lake in the world the commerce of which can compare with that on Lake Erie, in annual tonnage and value, despite its almost total suspension by winter for about one-fourth of the year.

Besides being the receiving reservoir for all the water borne agricultural produce of Lakes Huron, Michigan and Superior, and for the return cargoes for these from the east, it possesses an enormous inland tonnage distributed along its shores, in the transfer of ore and coal with a most important iron and steel industry arising out of the junction of these at many of the cities on its southern shore—along which there are distributed, within 300 miles, about a dozen cities, the receiving ports for ore and the shipping ports for coal as well as agricultural exports.

The number of vessels with tonnage owned, and ore received at these in 1896, are:—

Ports.	Vessels.	Tonnage.	Ore received.
			Tons.
Toledo	80	29,905	301,794
Sandusky	96	46,375	58,667
Huron			226,515
Loraine			191,445
Cleveland	267	271,609	2,313,170
Fairport			941,446
Ashtabula			2,272,822
Erie	63	38,671	847,849
Conneaut			327,623
Buffalo	388	191,853	545,101
	894	573,413	8,026,432

The tonnage is that registered in the customs districts and includes adjoining ports. Cleveland has the largest tonnage and the highest average per vessel (1,000 tons), and her district alone embraces 20 per cent of all the United States tonnage (about 1,300,000 tons) on all the lakes, including Champlain. The Lake Erie ports have nearly half the total tonnage of the five Great Lakes, and if Detroit (which is within a few miles of the head of Lake Erie) is taken as a Lake Erie port, with her three hundred vessels of about 175,000 tons, this lake would represent about 60 per cent of the total of all the lakes.

It is claimed for Cleveland that, with the exception of the Clyde, she is the largest ship-building port, as she is the largest iron ore market in the world. Her population is said to have quadrupled in the last twenty years, being in the first rank in the United States in iron and steel production and their allied industries, as well as the chief centre of receipt and distribution of ore and coal; and also because nearly half of the population of the United States is said to be found within a radius of 400 miles.

These facts explain the strong sentiment in favour of unrestricted communication between Lake Erie and the ocean, and the combination of agricultural and shipping interests at the Cleveland Convention of 1895 and its results.

Of the eight ship-building yards above Niagara, two are in Cleveland, one at Buffalo and one at Toledo (making half the number on Lake Erie), one on the Detroit River, and one each on Lakes Huron, Michigan and Superior.

Buffalo, the second city in population of the Empire State of New York, and the third upon the Great Lakes, is as pre-eminent in the grain, flour and cattle business as her sister city is in ore and steel.

Each of these Lake Erie cities largely exceeds in population any Canadian one. The population of Buffalo is stated at "over 365,000," and there are there 52 elevators with storage of over 16,000,000 bushels which handled 170 million bushels grain in 1896. The city claims the largest flour depot, and the largest cattle market "in the world," the receipts of flour (by lake) in 1896 exceeding ten million barrels, and of live stock over seven million head. The principal receipts by lake are flour, grain, ore, lumber, copper, pig iron, glucose, lard and pork, while the principal shipments by lake in 1896 were 2,400,000 tons coal, 1,200,000 barrels sugar, 670,000 barrels cement and plaster, and 621,000 barrels salt; aggregating nearly 3,000,000 tons.

This enormous transfer business is now threatened by a Cleveland steel fleet of barges for direct shipment from lake ports through the Erie Canal to New York. This fleet consists, of a propeller (cost, $15,000) and five 250-ton barges (costing $6,000 each), total $45,000. Two trips were made in 1895, successfully encountering Lake Erie storms (where an additional tug boat is used), and two or three additional fleets were put on in 1896.

Necessity for Deep Water Outlet.

Experience with large vessels on Lake Erie between 1880 and 1890, and up to date, having been to reduce previous rates of freight, between Buffalo and Lakes Superior and Michigan, about one-half (representing many millions of dollars saved in transportation charges), has convinced the representatives of the hundreds of millions of capital engaged in the commerce of the Upper Lakes, that an extension of deep water to the Atlantic sea-board will effect an annual saving of more millions than will be required to pay the interest on the cost of such a work, great as that may be.

One steamer brought into Buffalo last year, 1896, 206,673 bushels corn, or 5,787 net tons; another, 176,800 bushels wheat, or 5,304 net tons. These were the largest cargoes known on the lakes.

It is also evident from the foregoing that such a waterway would only be undertaken upon the best route to New York, and Canada's interest in the question is, whether that will be an international one?

There is only one international route possible, which is that via the St. Lawrence and Lake Champlain, which is also one which permits of the extension of this deep water system to Montreal and thence to Europe on the shortest possible line. This fact,

together with the consideration that the St. Lawrence-Champlain route gives the greatest extent of wide and deep water, the least mileage of artificial channel, and the minimum of lockage has given rise to this International Commission.

Canada's interest in such a waterway is only second to that of the United States. It would give an opportunity of doing what our canals were intended to do, but have failed to do: that is, to obtain the maximum amount of the western trade for the St. Lawrence route; and, in addition it would afford a most direct navigation upon the largest scale between Montreal (as well as the Ottawa), and Lake Champlain with its New England frontier, and with the Hudson River, and New York; as also the most economical connection possible with Chicago, Duluth, and Forth William on Lake Superior.

The late John B. Jervis, one of the most distinguished engineers of the United States, the builder of the Croton Water Works, chief engineer of the New York Central and Hudson River Railway, Erie Canal and Western Railway, in his report, 13th February, 1855, thus speaks of the effect of the construction of the Caughnawaga Canal when accompanied by the connection, on the same scale, of Lake Champlain with the Hudson River:—

"Regarding the vast magnitude which the lake trade must reach, and the extent and excellence of navigation, this route presents an inland navigation which, for grandeur in outline and for commercial importance has no equal on the globe. The idea of a vessel 500 to 700 tons loading at an inland port and proceeding (without breaking bulk (2,000 miles, without meeting currents in either direction, to reach a port on the ocean, can nowhere else be indulged in."

Nothing shows the marvellous advance of inland navigation on the Great Lakes more than the above reference to vessels of 500 and 700 tons, now that so many are plying above Niagara, carrying 5,000 tons and over.

Some tables are appended, showing receipts and shipments of produce at St. Lawrence and Atlantic ports, as also the movement of tonnage in both directions upon the St. Lawrence, Welland and Sault Ste. Marie Canals; and freight rates on grain from the Upper Lakes to tide-water for a series of years.

A memorandum prepared by the Chairman of this Commission relating to treaty arrangements necessary in connection with an international route—as refered to in the Act of the United States Congress, and also in the Canadian Order in Council thereon —was submitted to and approved by the U. S. Commission at their last meeting at Detroit, and is, at their request, attached to this report as Appendix A.

O. A. HOWLAND,
THOMAS MONRO,
THOS. C. KEEFER.

APPENDIX A.

ON AN INTERNATIONAL COURT.

MEMORANDUM.—*Submitted by Chairman of Canadian Commission and Approved by the International Commission.*

DETROIT, 21st December, 1896.

By the terms of the Commission issued by the President of the United States under authority of Act of Congress, which terms have been followed by the order of the Governor General in Council appointing and determining the functions of the Canadian Commissioners, it appears that it is only after it has been found that a canal for ships of sea-going capacity will in respect of the territories upon which it must be constructed partake of an international character, and only in that event, that the Commissioners are to report what international arrangements will be necessary to secure the use of the canals to United States ships and commerce.

As it appears by the present report of the United States Commission that the primary question of the necessity of a route international in character cannot at present be determined, until means have been provided for complete surveys of all the possible routes, it is obvious that it would be premature to enter upon the consideration of the general terms and treaties that would be necessary to carry out a scheme of an international character.

There is, however, one portion of this postponed subject to which circumstances seem to make it proper to devote some attention at this stage.

It is demonstrable that the acceptability to both nations of any international terms or arrangements will be materially influenced by the existence or want of satisfactory machinery for preventing or settling disputes that might afterwards arise in the interpretation and execution of any treaty embodying the international arrangements. This branch of the subject will apparently involve a consideration of the possibility of the establishment of a court of law or arbitration for the settlement of such and other matters of difference between the British Empire and the United States.

In view of the fact that it has been announced that negotiations are pending between those two governments on the subject of establishing a permanent court of some nature, it would appear to be proper that the Commission should lay before those authorities in connection with their present report, any suggestions which may occur to them to be of importance as to the scope, form and possibilities of such an institution, in so far as it may relate to the subject of the labours of this International Commission.

As popular acceptability is no unimportant element in the consideration of any scheme to be established by treaty, it will seem proper in the first instance to call attention to certain views which have already been under consideration by certain large popular conventions, which although of a voluntary nature, had in the elements constituting them, a considerable representative character. The first of these assemblies was an international gathering which took place at Toronto in the month of September, 1894. The second was the meeting known as the Mississippi Congress held at St. Louis later in the same year, and constituted by delegates of commercial bodies and municipalities from a very wide area in the Western States.

The third meeting was the first annual convention of the International Deep Waterways Association, held at Cleveland, Ohio, in September, 1896, at which were present a very large number of men of commercial, legal and political eminence, including representatives in [many cases officially appointed from the governments of states,

cities, chambers of commerce, and other commercial bodies and municipalities, derived from sixteen states of the union and eight provinces and territories of the Dominion of Canada. Members of both Houses of Congress, of State Legislatures, of the Parliament and Provincial Legislatures of Canada, and eminent members of the legal profession were among the delegates.

At each of these three popular assemblies the subject of the necessity of an International Court between the United States and Great Britain was made a leading subject of discussion, and the following resolution (originating at the first mentioned convention at Toronto) was unanimonsly adopted by all three conventions:

"Resolved, that as a preparation for the joint promotion of common interests, it is desirable that a permanent court should be constituted for the decision by rules of law of all questions of an international character which may in any wise arise between the peoples and governments of the British Empire and the United States."

By the Mississippi Congress the words "and Mexico" were added to the resolution.

At the Convention of the Deep Waterways Association, at Cleveland, the foregoing resolution was emphasized by an additional clause in the platform as follows:

"That special and renewed attention is called to the desirability of establishing a permanent International Court, as set forth in the organizing convention in Toronto in 1894."

This latest resolution seems more important, from the fact that it followed upon a very elaborate presentation, in the president's opening address to the convention, of the reasons for the adoption of the principle, and discussion in some detail of the necessity, practicability and form of the court referred to in the resolutions.

The views thus expressed may therefore be considered to be approved by this last convention, in its unqualified re-affirmation of the original resolution. Those views are to be found in the official report of the International Deep Waterways Association Convention at pages 47 to 61, a copy of which is annexed.

It will be found that they are largely directed to the following points:—

1st. That for a new international institution of this nature the relationships in constitution, legal system and mutual interest between the British Empire and the United States make those two states a peculiarly appropriate field for the experiment.

2nd. That the institution should take the form of a permanent court, and not of appointees *ad hoc*.

3rd. That its members should be, at least in the main, appointed from, and perhaps by, the Supreme Appellate Courts of the two states. (This principle would not be violated by the addition of a minority of special assessors, either generally or for special cases.)

4th. That the court should follow the model of a domestic judicial body, like the Supreme Court of the United States in preference to the model of arbitration tribunal; in other words, that the decisions should be given by permanent members of the Court belonging to the judiciary of the two nations, and not by an arbitrator appointed by or selected from some foreign nation.

5th. That if these conditions are observed, it is argued that the court would constitute a federal union for judicial purposes between the two countries, and produce on that account the best guarantee for the decisions of the court commanding respect and obedience by both nations, even if their enforcement be left as now to local legislative and administrative action.

While the time has not arrived, nor has the opportunity existed for the Commission to ripen its views upon this extremely weighty matter, to the point of expressing definite recommendation, it feels, that it is performing a duty in calling the attention of the proper authorities to these expressions of opinion from so many popular bodies, and also to the reasoning which appears to have commanded their approval.

The Commission would make one further observation. The hesitation which is likely to be felt at entering into binding treaty obligations on the subject of a permanent International Court seems most likely to arise from doubts as to the effectiveness of decisions given by such a tribunal. Its decisions would from the nature of the case approximate more nearly to the recommendations of a presiding judge to a jury on

matters of law on which their finding was to be based, than to decrees of an ordinary court which the superior power of the state as a whole may be invoked to execute against individuals and localities. There can be no corresponding power to carry the findings of a joint court into execution in the territories of one of the two nations concerned. The assurance of execution and obedience must rest in the last resort upon the assent of the people of the two nations. This assent is more likely to be given to the action of a judicial institution, forming a point of unconstitutional union and mutual confidence, than to the action of a body having foreign constituents to any extent, and by its very existence marking division and distrust rather than a union between the two peoples concerned. On the other hand, were it made generally understood that the court constituted a permanent principle of union, in the same manner as the Supreme Court of the United States is an element of the federal union of those states, by providing for the observation of mutual justice between the subjects and Governments of the two greater states, then the problem of securing obedience to its decrees would be greatly simplified. Actions of states must take place through acts of persons as agents and a procedure might be framed and executive power provided which would give effect to decrees by operating mandatively or prohibitively upon the acts of individuals. Such acts would then become unlawful and thenceforth fall under the purview of the local courts of original and appellate jurisdiction.

While local partiality sometimes in fact interferes with the course of justice where claims of subjects and foreigners are in conflict, it would be a too tremendous indictment to allege that justice is not now rendered in the majority of such instances. And it is to be observed that the very tendency of the institution, of a common court of law, if constituted upon the principles proposed, would be in time to obliterate in contentions between subjects of these two nations the invidious distinctions and jealousies of nationality.

The vast importance of such a result to the happiness of the two peoples, and to the cause of civilization, coupled with its connection with the matters submitted to this Commission, seem to justify the respectful submission of those representations for the consideration of the respective Governments.

EXTRACT *from a report made to the War Department at Washington, by General J. M Wilson, the chief of Engineers, U. S. Army, on a preliminary examination for a ship canal from the Great Lakes to the River Hudson, dated the 13th of July, 1897, such examination having been made by Major T. W. Symons. (Printed in Sessional papers, 55th Congress, Document No. 86.)*

"Major Symons states that there are three possible routes for a ship canal, entirely within the United States from the Great Lakes to the navigable waters of the Hudson.

"The first mentioned route extends from Lake Erie, via the Upper Niagara River, to the vicinity of Tonawanda or Lasalle, thence by canal with locks to the Lower Niagara River at or near Lewiston, or to some point on Lake Ontario; thence through Lake Ontario to Oswego; thence up the Oswego and Oneida Rivers to Oneida Lake and through Oneida Lake; thence across the divide to the Mohawk River, and down said river to the Hudson at Troy; and thence down the Hudson. This is designated as the Oswego route.

"The second route follows the line of the Erie Canal from Lake Erie and the Niagara River through to the Hudson, or this line so modified as to provide for a continuously descending canal from Lake Erie to the Hudson. This is designated as the Erie Canal route.

"The third route coincides with the first from Lake Erie to Lake Ontario, running thence through Lake Ontario, to the St. Lawrence River, and down said river to some point near Ogdensburg; thence crossing the state of New York to Lake Champlain, and up said lake to its head, and thence following in general the route of the Champlain Canal to the Hudson at Troy. While the local officer mentions this as a possible route, he is of opinion, for reasons stated, that it is not a practicable one.

"Allusion is also made in the report to still another route—the St. Lawrence-Champlain route—all of which, except a small portion, is in the United States.

"The relative merits of these routes are discussed in the report, and it is in the opinion of the local officer that the best route for the contemplated ship canal is that by way of Niagara River, Lake Ontario, Oswego, Oneida Lake, and Mohawk and Hudson Rivers; that to build such canal from the great lakes to the ocean, by any of the possible routes mentioned, would at a rough estimate, cost $200,000,000 depending to a very great extent upon the action of the state of New York in regard to its canals, feeders, reservoirs, etc.; that to maintain the canal and to keep it and all its structures in repair, including operation of locks, bridges, etc., and the maintenance of river channels, reservoirs, feeders, etc., would cost at a rough estimate $2,000,000 per year, and that such a canal, if constructed, would have no military value. He is further of opinion that the construction of such canal is not a project worthy of being undertaken by the General Government, as the benefits to be derived therefrom would not be properly commensurate with the cost.

"Major Symons is also of opinion that the Erie Canal, when enlarged under existing plans of the state of New York, will if all restrictions imposed by the state upon its use be removed, give commercial advantages practically equal to the commercial advantages that would be given by a ship canal; and that, if it be further improved by enlargement to a size sufficient for 1,500 ton barges, making necessary alterations in its alignment so as to give a continuously descending canal all the way from Lake Erie to the Hudson, and canalazing the Mohawk River, such improved canal, navigated by barges, would enable freight to be transported between the east and the west at a lower rate than by a ship canal navigated by the large lake or ocean vessels. And Major Symons states that the enlargment of the Erie Canal, as suggested, with everything adapted to transport the tonnage of the lakes, is a project worthy of being undertaken by the General Government, as the benefits to be derived therefrom would be properly commensurate with the cost, which is estimated to be approximately one-fourth that of the ship canal.

"The cost of the necessary surveys for a ship canal along the Niagara—Oswego route is estimated at $190,000. An entirely independent survey for the enlargement of the Erie Canal and the canalization of the Mohawk River will, it is estimated, cost $125,000. It is further estimated that a combined survey for the Niagara-Oswego Ship Canal and for the enlargement of the Erie Canal would cost $250,000. In this connection it is stated in the report that such surveys must precede the preparation of detailed plans and estimates of cost of improvement, and that the whole plan of survey is based upon using locks of the ordinary type and of the size mentioned in said report."

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