DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR

FROM 1ST JULY, 1897, TO 30TH JUNE, 1898

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

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY
1899

Department of Railways and Canals.

To His Excellency the Right Honourable The Earl of Minto, G. C. M. G.,
&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 Railway and Canals, of the Dominion of Canada, for the past fiscal year, from the 1st of July, 1897, to the 30th of June, 1898.

All of which is respectfully submitted.

ANDREW G. BLAIR,
Minister of Railways and Canals.

OTTAWA, 15th March, 1899.

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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, 1898.

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, 1898, 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 146 : some of these, however, are amalgamated or leased; making the total number of controlling companies 84, not including the Government railways. The number of companies absorbed by amalgamation is 34, and the number of leased lines is 33.

The number of miles of completed railway was 16,870, an increase of 183 miles, besides 2,248 miles of sidings. The number of miles laid with steel rails was 16,622, of which 553 miles was double track. The number of miles in operation was 16,718.

*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 December, 1898.

The paid-up capital amounted to $941,297,037, an increase of $19,439,805. The gross earnings amounted to $59,715,105, an increase of $7,361,829, and the working expenses aggregated $39,137,549, an increase of $3,968,884 compared with those of the previous year, leaving the net earnings $20,577,556, an increase of $3,392,945. The number of passengers carried was 18,444,049, an increase of 2,272,711, and the freight traffic amounted to 28,785,903 tons, an increase of 3,485,572 tons. The total number of miles run by trains was 50,658,283, an increase of 4,977,432. The accident returns show 5 passengers killed.

The Government expenditure on railways prior to and since the date of Confederation (1867) amounts, on capital account, to $123,551,091.77 (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 $17,619,222.11, making a total expenditure of $140,834,731.29. In addition, there has been an expenditure since confederation, for working expenses of $73,029,631.74, covering the maintenance and operation of the Government roads, or a grand total of $213,863,363.03,* all of which, with the exception of $13,881,460.65, has been expended on railways during the past thirty-one years. The revenue derived from the Government roads during the some period amounts to $64,510,650.18.

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 November, 1898, is $579,022.53, which includes the expenditure, $202,675.20, prior to the date of the award, leaving still to be expended the sum of $233.67. A report from the Chief Engineer will be found in Part I., p. 28, giving certain information in respect of this railway.

It should be noted that for the year ended on the 30th June, 1898, the Company had under traffic, in Canada, 6,334 miles of railway, including leased lines, and 36 miles over which it has running powers. Its gross earnings were $25,470,796.18 (as against 6,314 miles of railway, and earnings $21,242,638.75 the previous year). The total expenditure for working expenses was $14,684,790.65 making the net earnings $10,786,005.53, an increase of $2,120,167.20 over the net earnings of the previous year. The company carried 3,327,368 passengers and 5,493,030 tons of freight. These figures, *which apply only to the traffic in Canada*, are taken from the sworn statements of the company, furnished in accordance with the Railway Act. (See Railway Statistics, appendix Part VI.)

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* 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, which sum has been transferred to the Public Debt.

† 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.

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 gross earnings of all the Government roads for the past fiscal year amounted to $3,313,847.10, and compared with those of the preceding year show an increase of $253,772.72. The gross working expenses amounted to $3,577,248.88, an increase of $399,979.27.

The net loss on the operations of the year was $263,401.78.

The above figures include the sum of $70,000 rent, paid for the extension of the Intercolonial into Montreal.

INTERCOLONIAL RAILWAY.

On the 1st of March, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the operation of the government line, its length being 1,314 miles instead of 1,145.

CAPITAL ACCOUNT.

During the fiscal year there was an addition of $252,756.80 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, 1898, $55,668,913.95.

The additions made during the year included $56,651.93 for increased accommodation at Halifax, $93,943.08 for increased accommodation at Moncton, $19,820.48 for the extension to deep water at North Sydney, and $65,510.92 on rolling stock.

REVENUE ACCOUNT.

The gross earnings of the year amounted to $3,117,669.85 an increase of $251,641.83, and the working expenses (exclusive of $70,000 rent paid for the extension to Montreal) to $3,257,648.51, an increase of $331,679.84, making the excess of expenditure $139,978.66.

* NOTE—In considering the various financial statements, comparative and otherwise, which appear in the reports of the Chief Engineer and those of the General Manager and other officers of the Intercolonial Railway, it is essential to bear in mind that on the 1st of March, 1898, the government, under leases obtained by it from the Grand Trunk Railway Company and the Drummond County Railway Company commenced the extension of the operations of the Intercolonial into the City of Montreal, and, thereby, the mileage of that railway was, for the four months between the 1st of March and the 30th of June, increased to the extent of 169·41 miles, namely from 1,145 to 1,314 miles. The statements furnished by the General Manager and the Accountant as to the earnings and expenditures per mile of railway are based on an average for the year of 1,201·63 miles. It has further to be noted that in their statements of expenditure, the amounts of rental paid to the said two companies are not included in the working expenses of the year, but are separately stated; the result being that there is an apparent discrepancy between the figures of the General Manager on pages 56 and 57, where the loss on the year's operations is set down at $139,978.66, and those of the Chief Engineer of the Department on page 19, where the amount is $209,978.66, the difference, $70,000, being the rentals in question.

Comparing the earnings with those of the previous year, the passenger traffic produced $1,053,864.64, an increase of $74,859.07; the freight traffic amounted to $1,857,740.06, an increase of $170,689.74, and the carriage of mails and express freight produced $206,065.15, an increase of $6,093.12. The earnings per mile were $2,594.53,* an increase of $91.45.

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 $1,528,444, an increase of 26,754 in through and local traffic, and 1,434,576 tons of freight were carried, an increase of 138,548 tons.

Of flour 987,408 barrels were carried, an increase of 139,707. Of grain 1,551,372 bushels were carried, an increase of 457,873; of this, 8,000 bushels was for shipment at Halifax. Lumber showed an increase of 10,738,091 superficial feet, the total quantity carried being 254,093,816 feet. There was an increase of 17,219 in the number of live stock, of which 89,301 head were carried. 369,949 tons of coal, a decrease of 13,413 tons, were carried. Of raw sugar, none was carried. Of refined sugar, 26,434 tons, an increase of 5,714, were carried, of which 15,445 tons was for points west of the road. A total of 8,330 tons of fresh fish, an increase of 622 tons, and a total of 5,005 tons of salt fish, a decrease of 875 tons, were carried.

Of ocean borne goods to and from Europe via Halifax, the aggregate was 26,220 tons, an increase of 6,064 tons. Of this, 18,633 tons was local traffic.

In the winter of 1897-98 the removal of snow and ice entailed an expenditure of $58,370.90, about $25,000 more than the cost the previous year.

The permanent way and all structures and works are in good order.

The train mileage (or number of miles run by trains) of the year was 3,955,009, an increase of 175,726 miles. The cost per train mile was 82·37 cents; 4·95 cents higher than in the previous year.

The working expenses per mile of railway amounted to $2,711.02, an increase of $155.59 per mile.

The value of stores on hand at the close of the fiscal year, including fuel, rails and old material, was $468,462.20.

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 and of the officers of the road.

WINDSOR BRANCH,

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

* These figures are based on an *average* mileage of 1,201·63 in 1897-98, and an average mileage of 1,145 in 1896-97.

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 $37,226.64, a decrease of $3,376.59. The expenses of maintenance amounted to $18,181.63, an increase of $7,360.59, leaving the profit to the Government $19,045.01.

The road has been maintained in good order. Details will be found in the appendices. (*See* Part I., p. 90.)

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 $3,768,107.26; there being an addition during the year of $17,541.88 on account of new works, including the shortening of the line between North Wiltshire and Colville and a survey for a branch from South Port to Murray Harbour.

REVENUE ACCOUNT.

The gross earnings amounted to $158,950.61, and the working expenses to $231,418.74; the expenditure in excess being $72,468.13.

Compared with the previous year, the gross earnings show an increase of $5,507.48. The railway carried 126,510 passengers, an increase of 4,012, producing $63,734.61, an increase of $1,039.54. Of freight there was carried 57,539 tons, an increase of 5,388 tons, producing $75,845.60, an increase of $5,972.94, while the earnings from mails and sundries amounted to $19,370.40, a decrease of $1,505.

Compared with the previous year, the working expenses were less by the sum of $9,069.16.

The train mileage (the number of miles run by trains) was 252,894, a decrease of 1,135 miles.

The cost per mile run by trains was 91·51 cents, a decrease of 3·16 cents; and per mile of railway $1,101.99, a decrease of $43·20 per mile.

The value of stores on hand at the close of the fiscal year was $91,094.75.

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

Details of operations will be found in the Appendices, Part I., p. 94, and in those of the general manager and other officers.

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, 1898, only.

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

For the fiscal year	1883–84,	ended on June 30,	1884	$ 208,000 00
do	1884–85	do	1885	403,245 00
do	1885–86	do	1886	2,171,249 00
do	1886–87	do	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
do	1897–98	do	1898	1,228,334 78
				$14,593,972 11

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, 1898.	$43,119,222 11

The above does not include the annual subsidy payable to the Atlantic and Northwest 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 44 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, 1897.

Department of Railways and Canals.

A tabulated statement of payments will be found in Part II., page 45, and a list of subsidy agreements entered into during the fiscal year in Part IV., page 2.

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, 1896, and 1898.

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 Annual Report of 1896-97.)

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.

Revelstoke to Arrow Lake.

(See Annual Report for 1896-97.)

Canadian Pacific Railway Company.

(Crow's Nest Pass Railway.)

(See No. 415.)

By the special Act 60-61 Vic., ch. 5 (1897), authority was given for the grant to the Canadian Pacific Railway Company, of a subsidy towards the construction of a railway from Lethbridge, through the Crow's Nest Pass, to Nelson, such subsidy being to the extent of $11,000 a mile, not exceeding in the whole, $3,630,000. A contract for this work was entered into with the company, on the 6th of September, 1897, the line to be completed to the South end of Kootenay Lake, by the 31st of December, 1898, and to Nelson, by the 31st of December, 1900. The total payments made up to the 30th of June, 1898, amount to $453,750.

Cap de la Madeleine Railway Company.

(See Annual Report of 1896-97.)

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, 353 and 382.)

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 covered 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.

By the Subsidy Act 60-61 Vic., ch. 4 (1897), the subsidy of 1894 for the said 15 miles was, in effect, revoted, with addition of 50 per cent of cost over $15,000 a mile, the total subsidy not to exceed $6,400 a mile.

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, 1898.

Chatham Branch Railway Company.

(See Annual Report of 1893-94.)

Chignecto Marine Transport Company.

(See Annual Report for 1894-95.)

Coast Railway Company of Nova Scotia.

(See No. 403.)

This company was incorporated by the Provincial Act of Nova Scotia, 56 Vic., ch. 154 (1893), to build a line of railway from Yarmouth to Lockeport; a subsequent Act, 59 Vic., ch. 103 (1896) extending its powers.

By the Dominion Subsidy Act 60-61 Vic., ch. 4 (1897), the grant of a subsidy to this company for 61 miles of their railway from Yarmouth to Port Clyde was authorized, the amount being $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile, the whole subsidy not to exceed $6,400 a mile.

The company were admitted to contract on the 26th of August, 1897, the road to be completed by the 1st of September, 1899.

During the past fiscal year they have been paid the sum of $90,400.

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.

Under date the 25th of April, 1898, a contract was entered into with the company for this work, the date for completion to be the 1st of July, 1900.

No payments have been made up to the 30th of June, 1898.

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 Eastern Railway Company.

(No. 399.)

By the Subsidy Act 60-61 Vic., ch. 4 (1897), the grant of a subsidy was authorized for a railway from Sunny Brae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysboro, N.S., 65 miles, namely $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile, not exceeding in all $6,400 a mile.

The Dominion Eastern Railway Company having applied, they were admitted to contract on the 25th of March, 1898, for the work so subsidized, the date for completion being fixed as the 1st of July, 1901. No payments have been made up to the 30th of June, 1898

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, 339 and 406.)

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 of November, 1887, a contract was made with the company on the 1st of December, 1887, covering a line from the South-eastern Railway, at the village of Drummondville, to the south-west branch of the River Nicolet; the road to be completed by the 1st of August, 1891.

On the 2nd of May, 1889, the company were admitted to contract for the balance, $17\frac{1}{2}$ miles, of the 30 miles subsidized.

By the Subsidy Act of 1889, 52 Vic., ch. 3, the company were further subsidized for $4\frac{1}{2}$ miles from the end of the line already subsidized, to Ball's wharf, on the River St. Lawrence, to the extent of $14,400, and were admitted to contract on the 21st of January, 1890.

By the Subsidy Act 53 Vic., ch. 2 (1890), authority was given for the grant of a subsidy, the limit of which was $76,800, for 24 miles of the railway of the company from Drummondville to Ste. Rosalie. Under date the 2nd of February, 1891, the company were admitted to contract for this work.

By the Subsidy Act 55-56 Vic., ch. 5 (1892), authority was given for the grant of a subsidy to the company for $4\frac{6}{10}$ 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.

By the Subsidy Act 60-61 Vic., ch. 4 (1897), the grant of a subsidy to this company of $3,200 a mile for 42½ miles from Moose Park to Chaudière was authorized, with an addition of 50 per cent on the cost exceeding $15,000 a mile, the amount of such subsidy to be refunded to the Government in the event of its purchasing or leasing for a term of years their railway from Ste. Rosalie to Chaudière River. A contract was made with the company for this work on the 13th of December, 1897; work to be completed by the 1st of September, 1898.

Under an agreement dated the 25th of February, 1898, the Government, in connection with the extension of the Intercolonial Railway traffic into Montreal, leased from the company their line from Ste. Rosalie to Chaudière, for the period between the 1st of March and the 30th of June, 1898, with option of renewal for one year, and also option of purchase.

The total payments up to the 30th of June, 1895, amounted to $287,936. No further payments have been made up to the 30th of June, 1898.

East Richelieu Valley Railway Company.

(No. 395.)

By the Subsidy Act 60-61 Vic., ch. 4 (1897), the grant of a subsidy to the East Richelieu Valley Railway Company was authorized, namely, for 24 miles of their railway from Iberville to St. Thomas, P.Q., $3,200 a mile, with an addition of 50 per cent on cost in excess of $15,000 a mile, the whole not exceeding $6,400 a mile.

A contract was entered into with the company for the work so subsidized on the 1st of March, 1898, but no payments have been made up to the 30th of June, 1898.

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.)

Grand Trunk Railway Company.

(See No. 410).

By the Subsidy Act 60-61 Vic., ch. 4 (1897), the grant of a subsidy to the Grand Trunk Railway Company towards the rebuilding and enlargement of the Victoria Bridge over the River St. Lawrence at Montreal was authorized, namely, 15 per cent of the cost of the work, not exceeding $300,000, and a contract to this effect was made with the company on the 14th of January, 1898.

The work undertaken is the removal of the old tubular iron bridge (a single track bridge) and the erection, without interruption to traffic, of a new steel truss bridge to carry four railway tracks—two for steam locomotives and ordinary railway trains, and two for electric railway purposes—and also two sidewalks, the superstructure to consist of 24 spans of through steel trusses each 254 feet long and one span of 348 feet.

Up to the 30th of June, 1898, the company had been paid from the said subsidy, a total of $131,268.52.

Great Eastern Railway Company.

(See Annual Report for 1896-97.)

Great Northern Railway Company.

(See Nos. 33, 37, 72, 79, 154, 215, 231, 308, 309, 346, 371, 380, 405, 407 and 413.)

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 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 abone 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. 2 (1891), the unpaid balance, $28,100 of the subsidy granted in 1886, was revoted.

By the Act 56 Vic., ch. 8 (1893), the unpaid balance, $25,600 of the subsidy granted in 1891, was revoted, and a new contract for this work was entered into with the company on the 16th of June, 1894.

Also, by the same Act, the subsidy not exceeding $48,000 granted to the company for 15 miles of their railway from Montcalm to the Canadian Pacific Railway, between

Joliette and St. Félix de Valois, by 53 Vic., ch. 2, was revoted, and a contract for this work was entered into with them on the 16th of June, 1894.

By the Subsidy Act 57-58 Vic., ch. 4 (1894), the grant to this company of a subsidy limited to $96,000, was authorized for 30 miles of railway from a junction with the Lower Laurentian Railway near St. Tite, westwards, in lieu of a subsidy previously granted to the Maskinongé and Nipissing Railway Company. 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 67 miles of railway, between Montcalm and the junction with the Lower Laurentian Railway near St. Tite, not exceeding $182,400; also a subsidy of 15 per cent, not exceeding $52,500, of the cost of a bridge over the River Ottawa at Hawkesbury. Also, for 9 miles shortage in distance between Montcalm and St. 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.

The total payments to this company, up to the 30th of June, 1896, amount to $142,-688. No further payments have been made up to the 30th of June, 1898.

Gulf Shore Railway Company of New Brunswick.

(See Nos. 374 and 383.)

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 of 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, and were paid during the fiscal year 1896-97, $28,635.05.

By the Subsidy Act 60-61 Vic., ch. 4 (1897), authority was given for the grant to them of a subsidy for 5½ miles from the end of the section subsidized to Tracadie and thence to Big Tracadie, namely $3,200 a mile with an additional 50 per cent of expenditure in excess of $15,000 a mile, to a limit, in all, of $6,400. The company were admitted to contract on the 29th of October, 1897, and during the fiscal year have been paid $25,064.15, making the total paid to the 30th of June, 1898, $53,699.20.

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, 357, and 400.)

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.

By the Subsidy Act of 1897, 60-61 Vic., ch. 4, in lieu of the subsidy granted in 1894 a subsidy of $3,200 a mile with an addition of 50 per cent on expenditure in excess of $15,000 a mile, such subsidy in all not to exceed $6,400 a mile was authorized for a railway from Port Hawkesbury to Port Hood and Broad Cove, 53 miles, and the company were admitted to contract thereunder on the 29th of April, 1898, the work to be completed by the 1st of December, 1898.

No payments have been made up to the 30th of June, 1898.

Irondale, Bancroft and Ottawa Railway Company.

(See Nos. 24, 159, 301, and 412.)

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).

By the Subsidy Act 60-61 Vic., ch. 4 (1897), in lieu of the subsidy voted in 1893, the sum of $16,000 was voted for the last five miles of this railway as the unpaid balance. The company were admitted to contract on the 20th of September, 1897.

The total payments amounted to $144,000, up to the 30th June, 1897. No payments were made during the past fiscal year.

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 Annual Report of 1896-97.)

Lotbinière and Mégantic Railway Company.

(See Annual Report of 1896-97.)

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, 1898.

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, or a point at or near St. Sauveur, on the line of the Montreal and Western Railway to Montfort and westward.

By the Subsidy Act 56 Vic. (1893), this subsidy was revoted with an additionl 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 from 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.

By the Subsidy Act 60-61 Vic., ch. 4 (1897), authority was given for the grant to this company of a subsidy of $2,000 a mile for 33 miles of their railway from Montfort Junction to Arundel; and the company were admitted to contract on the 29th of December, 1897.

Up to the 30th June, 1895, the sum of $67,200 had been paid, and during the past fiscal year the further sum of $35,840, making the total payments $103,040 up to the 30th of June 1898.

Montreal and Champlain Junction Railway Company.

(See Annual Report for 1892-93.)

Montreal and Lake Maskinongé Railway Company.

(See Annual Report for 1890-91.)

Montreal and Sorel Railway Company.

(See Annual Report for 1892-93.)

Montreal and Western Railway Company.

(See Annual Report for 1893-94.)

Montreal and Ottawa Railway Company.

(Formerly "the Vaudreuil and Prescott Railway Company." Name changed by 53 Vic., ch. 58.)

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

By the Railway Subsidy Act of 1887, 50-51 Vic., ch. 24, the grant of a subsidy to the above company was authorized for 30 miles of their railway from Vaudreuil towards Hawkesbury, the extent of such subsidy being $96,000.

A contract was made with the company on the 11th of February, 1889, for the distance named, starting from the Grand Trunk Railway at Vaudreuil. The date for completion was fixed as the 1st August, 1891.

The company, on the 4th of October, 1890, were authorized to open the portion of their road between Vaudreuil and Rigaud, 16 miles, for public traffic.

By the Act 53 Vic., ch. 2 (1890), a subsidy for a further distance of 30 miles towards Ottawa, $96,000, was authorized.

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 of June, 1896, the date for completion being fixed as the 1st of August, 1898.

During the past fiscal year the sum of $40,000 was paid, making the total payments $145,600 up to the 30th of June, 1898.

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 in Annual Report of 1894-95."

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 ,1898, pending decision on certain matters in litigation.

Nova Scotia Southern Railway Company.

(See Annual Report for 1896-97.)

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.

The company were admitted to contract for the above on the 4th of December, 1897, the time for completion being fixed as the 1st of November, 1898.

During the fiscal year they have been paid $33,600; the total payments up to the 30th of June, 1898.

Ontario and Quebec Railway Company.

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

Ontario, Belmont and Northern Company.

(See Annual Report for 1896-97.)

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 by a contract with the 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 expenditure in excess of $15,000 per mile; the total subsidies not to exceed $6,400 per mile.

The company were admitted to contract under this Subsidy Act on the 7th of August, 1897; the work to be completed by the 1st of September, 1899.

During the past fiscal year they have been paid the sum of $327,232, making the total payments to this company $757,632 up to the 30th of June, 1898.

Ottawa and Gatineau Valley Railway Company.

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

(See Nos. 8, 26, 58, 151, 305, 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 of the 10th of July, 1889, a contract with the company for the work in question, 62 miles, was signed on the 19th of August, 1889.

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, 1898.

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 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 was 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.)

Restigouche and Western Railway Company.

(See No. 384.)

This company was incorporated by the Act of the Province of New Brunswick, 60 Vic., ch. 82 (1897), with powers to construct a railway from Campbellton, to a point on the River Saint John between Grand Falls and Edmundston.

By the Subsidy Act 60-61 Vic., ch. 4 (1897), there was authorized a subsidy for a railway from Campbellton on the I.C.R. towards Grand Falls, N.B., 20 miles, $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile; the whole not to exceed $6,400 a mile. This was in lieu of a previous subsidy to a specified company.

The Restigouche and Western Railway Company having applied were admitted to contract for the work on the 24th of December, 1897, but no portion of the subsidy had been paid up to the 30th of June, 1898.

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 Annual Report of 1896-97.)

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.)

(No. 393.)

A further subsidy to this company was authorized by the Act 60-61 Vic., ch. 4 (1897), namely, for 1·14 mile of their railway from Milltown to St. Stephen, $3,200 a mile, with 50 per cent additional on the cost in excess of $15,000 a mile, not exceeding in all $6,400 a mile. The company were admitted to contract for this work on the 29th of September, 1897, and during the fiscal year have been paid $5,212.11, making the total payments to them $16,848.

Stewiacke Valley and Lansdowne Railway Company.

(See Annual Report for 1895-96.)

St. Lawrence and Adirondack Railway Company.

(See Annual Report for 1893-94.)

(No. 394.)

A further subsidy to this company was authorized by the Act 60-61 Vic., ch. 4 (1897), namely, for 13½ miles of their railway from Beauharnois to Caughnawaga, $3,200 a mile, with an addition of 50 per cent on expenditure in excess of $15,000 a mile, such subsidy not to exceed in the whole $6,400 a mile.

The company were admitted to contract on the 16th of October, 1897, and during the past fiscal year have been paid $84,480, making the total payments $149,481.60.

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.)

(No. 387.)

A further subsidy to this company was authorized by the Act 60-61 Vic., ch. 4 (1897), namely, for 3·50 miles from the then present terminus, through Tilsonburg to the Michigan Central Railway, $3,200 a mile, with an addition of 50 per cent of the cost in excess of $15,000 a mile, the whole not to exceed $6,400 a mile.

Under date the 4th of December, 1897, the company were admitted to contract, but no portion of this subsidy had been paid up to the 30th of June, 1898.

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.

By the Act 60-61 Vic., ch. 4 (1897), the grant of a subsidy of $3,200 a mile, with an addition of 50 per cent on the cost in excess of $15,000 a mile, not exceeding in all $6,400 a mile, was authorized for one mile of this company's railway from Johnson to St. Grégoire station.

During the past fiscal year, the sum of $1,488 was paid, making the total payments $188,816 up to the 30th June, 1898.

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.*)

Department of Railways and Canals.

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. Certain details in respect of these roads will, however, be found in the annual report of this department for 1896-97.

CANALS.

The total expenditure charged to capital account on the original construction and the enlargement of the several canals of the Dominion up to the 30th of June, 1898, was $72,504,401.85. A further sum of $15,067,096.31* was expended on the repairs, maintenance and operation of these works, making a total of $87,571,498.16.* The total revenue derived, including tolls, and rentals of lands and water-powers, amounted to $11,710,240.08. (See the accountant's statements, Part II., p. 28.)

The total expenditure for the fiscal year ended on the 30th of June, 1898, was as follows : on construction and enlargement a total of $3,207,249.79, and a further sum of $624,755.96 for repairs, renewals, and operation, making a total for the year of $3,832,005.75.

The total net revenue for the fiscal year was $407,662.81, an increase compared with the net revenue of the previous year of $22,882.28. The net canal tolls amounted to $344,057.13, an increase of $22,429.80, and the rents received to $44,050.39, a decrease of $549.25.

The total expenditure on canal staff and maintenance, repairs, and renewals amounted for the year to $624,755.96, a decrease of $8,520.20 ; and the total net receipts amounting, as above, to $407,662.81, the amount of expenditure in excess of receipts was $217,093.15, compared with an excess expenditure the previous year of $248,495.63.

The above figures relate to the *fiscal year* 1897–98, but very voluminous statistics relating to the canal traffic, and various commercial statistics for the *season of navigation* of the year 1897 will be found in Part V., "Canal Statistics."

The following features of the principal canal traffic during the *season of navigation* of 1897 will be of interest :—

On the Welland Canal, 1,274,292 tons of freight were moved, a decrease of 5,695 tons ; of which 824,485 tons were agricultural products, an increase of 31,123 tons, and 181,817 tons produce of the forest. 1,050,093 tons passed eastward and 224,199 westward : 1,244,750 tons were through freight, of which 1,026,458 tons passed eastward.

Of this through freight Canadian vessels carried 345,977 tons, an increase of 4,847 tons, and United States vessels 898,773 tons, a decrease of 3,692 tons.

The total freight passed eastward and westward through this canal from United States ports to United States ports was 564,694 tons, a decrease of 88,519 tons compared with the year 1896.

* These figures are the aggregate expenditures on specific canals and do not comprise certain items charged to "Canals in general."

The quantity of grain passed down this and the St. Lawrence canals to Montreal was 560,254 tons, an increase of 99,205 tons compared with the previous year; of this 89,659 tons were transhipped at Ogdensburg, as against 461,049 tons carried down in 1896, of which 77,355 tons were transhipped at Ogdensburg. The further quantity of 43,023 tons of grain passed down the St. Lawrence Canals only, to Montreal, making the total 603,277 tons.

The rate of toll on grain for passage through the Welland (giving free passage through the St. Lawrence canals) was 10c. a ton.

On the St. Lawrence canals 1,231,365 tons of freight were moved, an increase of 117,675 tons; of which 813,638 were east bound through freight, and 23,831 tons west bound through freight; 746,537 tons were agricultural products, 331,620 tons merchandise, and 94,496 tons forest products.

Seven cargoes of grain, aggregating 2,324 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 562,370 tons, an increase of 60,324, of which 551,700 tons were produce of the forest.

On the Chambly Canal 352,136 tons were moved, an increase of 7,201, of which 237,653 tons were the product of the forest

On the Rideau Canal 77,276 tons were carried, an increase of 3,969, 47,010 tons being the product of the forest.

On the St. Peter's Canal 67,093 tons were carried, an increase of 1,585, of which 50,013 tons were merchandise.

On the Murray Canal 13,231 tons passed, an increase of 175, and 5,467 tons of this were the product of the forest.

On the Trent Valley Canal 36,141 tons were moved, of which 35,294 tons were product of the forest.

On the Sault Ste. Marie Canal the total movement of freight was 4,947,063 tons, an increase of 369,664 tons, carried in 4,268 vessels, the number of lockages being 2,604. Of wheat 17,924,802 bushels, and of other grain 3,253,405 bushels were carried; 1,093,456 barrels of flour, also 3,572,854 tons of iron ore and 7,799,156 feet, board measure, of lumber; all these items show a considerable decrease. The total traffic at this point, accommodated by the two canals, the American and Canadian, amounted to 18,986,689 tons, an increase of 1,730,266 tons, carried in 17,080 vessels, a decrease of 1,497. The total quantity of wheat carried was 55,931,779 bushels, a decrease of 7,532,097, and of other grain 24,968,136, a decrease of 2,747,129. Of lumber the total was 802,240,156 feet, board measure, an increase of 113,366,356.

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 560,254 tons, an increase of 64,386 tons over the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk Railways amounted to 228,586 tons, an increase of 74,869

tons. The quantity of grain carried to tide-water on the New York State canals was 569,362 tons, a decrease of 183,677 tons, while the quantity carried by the railways of the State to tide-water amounted to 4,132,740 tons, an increase of 267,980 tons.

Of the total freight carried by the canals and railways of the State of New York, respectively, (amounting in 1897 to 43,711,512 tons—less by 44,539 tons than in 1896) the proportion carried by the canals has fallen steadily from 68·9 per cent in 1859 and 47·0 per cent in 1869 to 8·3 per cent in 1897.

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.

The department is strenuously endeavouring to secure the completion of the enlarged canal systems on the River St. Lawrence to such extent as to admit of their use during the season of 1899.

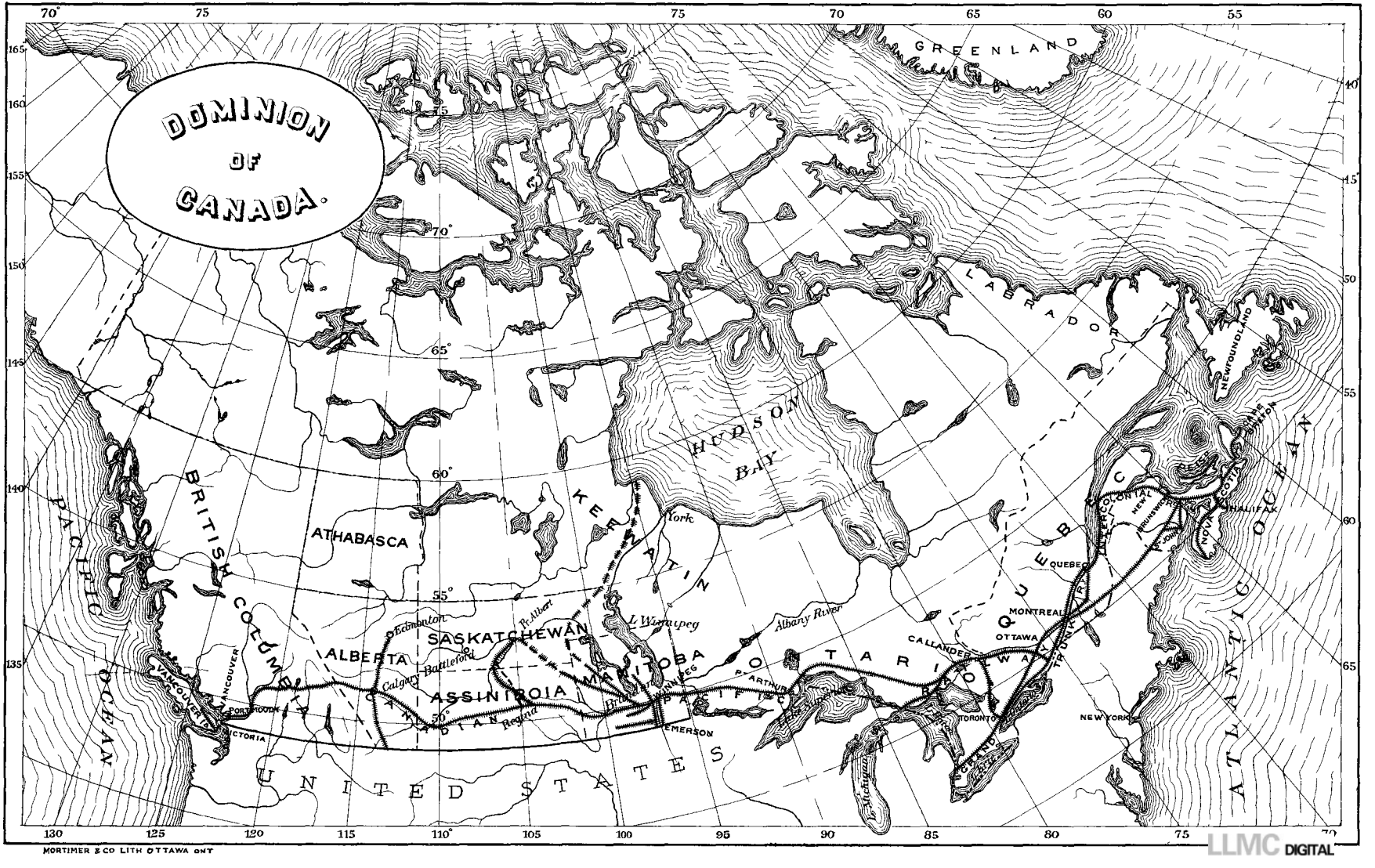
It has to be observed that the Chief Engineer lays emphasis on the fact that though the dimensions of the enlarged locks are :—length 270 feet, width 45 feet, with 14 feet of water on the sills, the length of the vessels to be accommodated is limited to 255 feet.

I have the honour to be, sir,

Your obedient servant,

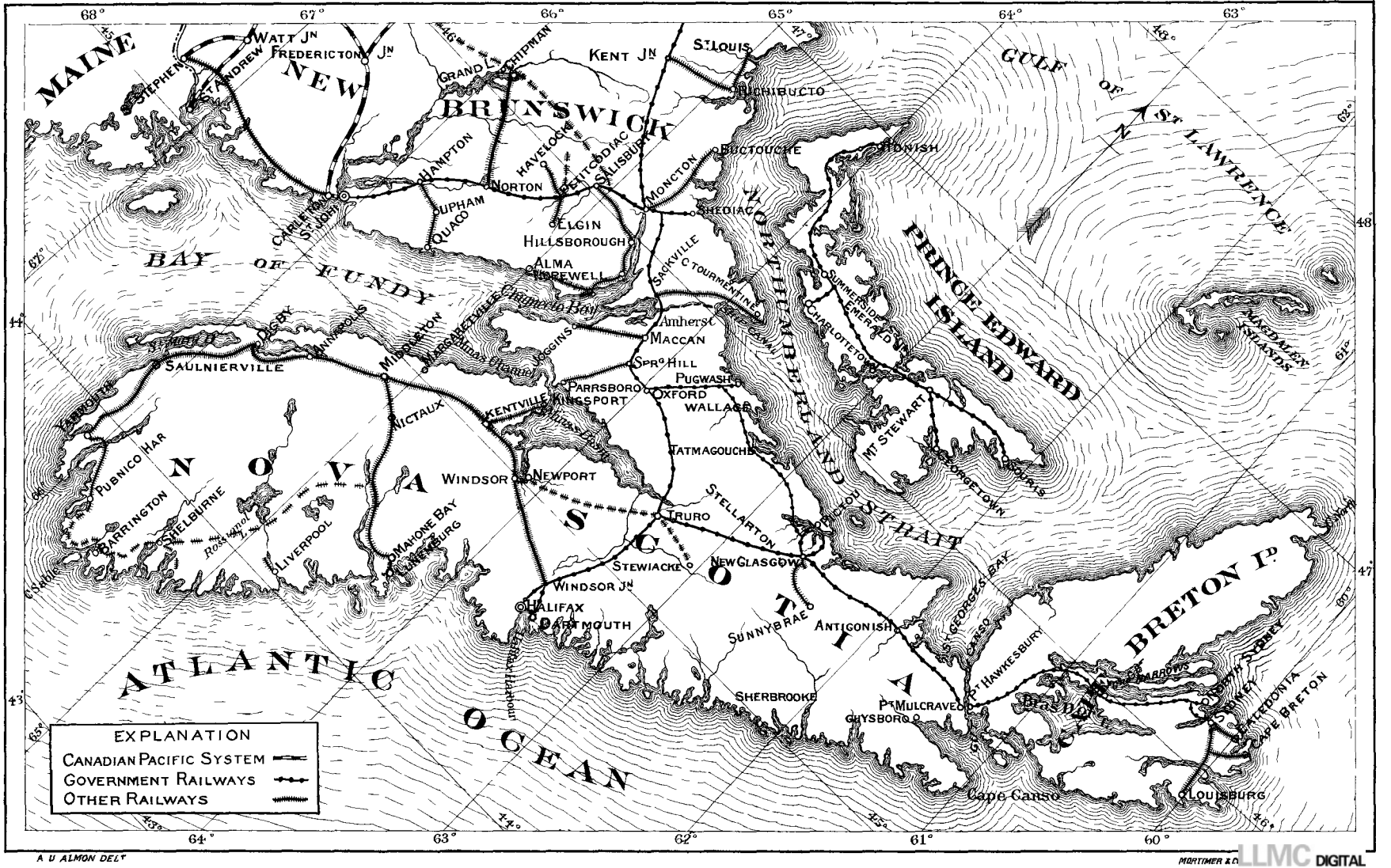
COLLINGWOOD SCHREIBER,

Deputy of the Minister of Railways and Canals.



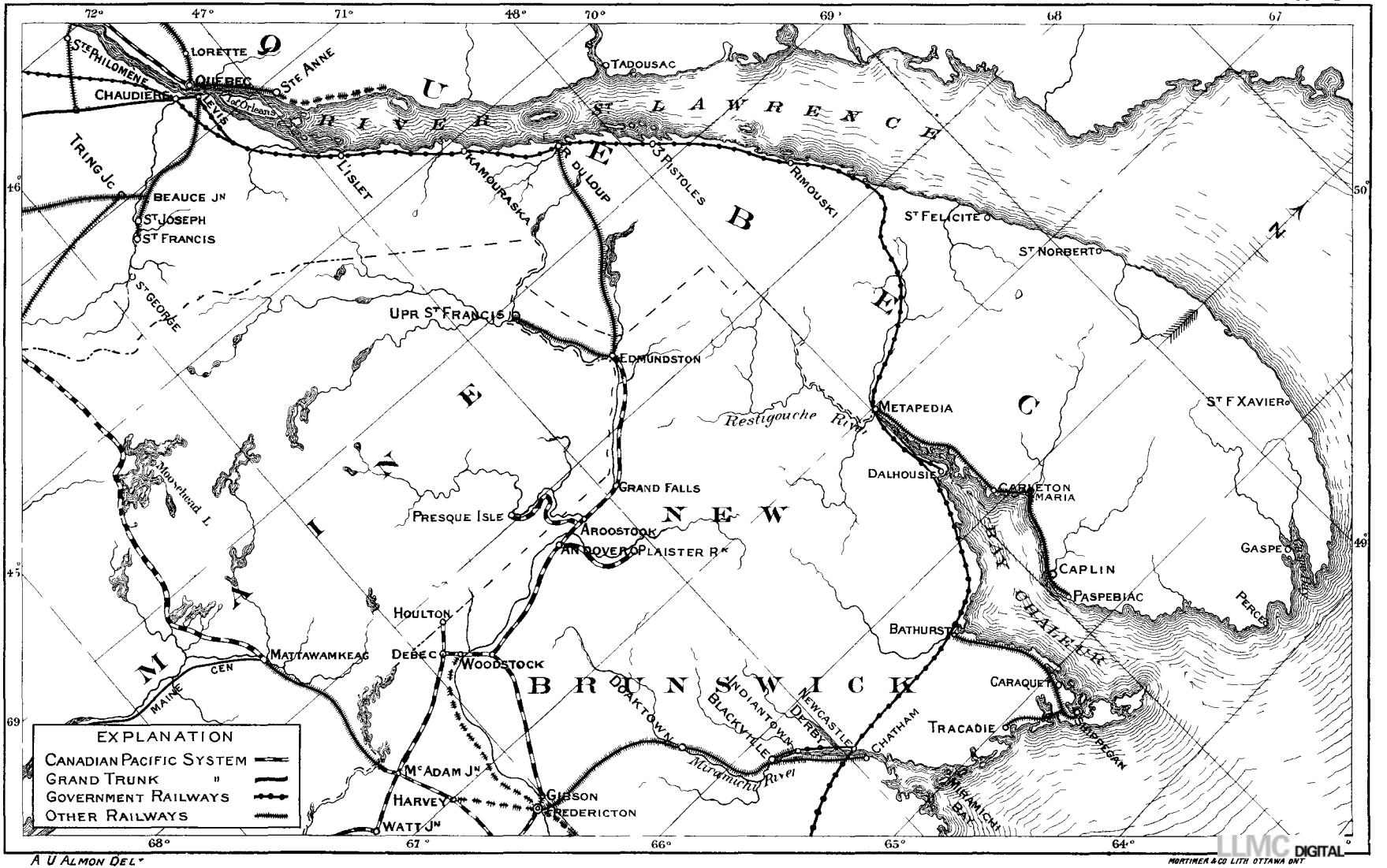
MORTIMER & CO LITH OTTAWA ONT

LLMC DIGITAL


MAINE
NEW BRUNSWICK
GULF OF ST LAWRENCE
BAY OF FUNDY
PRINCE EDWARD ISLAND
NOVA SCOTIA
ATLANTIC OCEAN
CAPE BRETON I.
St JOHN
FREDERICTON Jn
WATT Jn
KENT Jn
ST LOUIS
RICHIBUCTO
BUCTOUCHE
MONCTON
SHEDIAC
DORCHESTER
SACKVILLE
AMHERST
MACCAN
SPRG HILL
PUGWASH
OXFORD
WALLACE
PARRSBORO
TATMAGOUCHE
TRURO
STELLARTON
NEW GLASGOW
STEWIACKE
WINDSOR Jn
HALIFAX
DARTMOUTH
WINDSOR
NEWPORT
KENTVILLE
KINGSPORT
WOLFVILLE
NICTAUX
ANNAPOLIS
DIGBY
SAULNIERVILLE
YARMOUTH
PUBNICO HAR
BARRINGTON
SHELBURNE
LIVERPOOL
MAHONE BAY
LUNENBURG
HAMPTON
NORTON
HAVELOCK
PETITCODIAC
SALISBURY
UPHAM
QUACO
ELGIN
HILLSBOROUGH
ALMA
HOPEWELL
CHARLOTTETOWN
SUMMERSIDE
EMERALD
TIGNISH
ANTIGONISH
SUNNYBRAE
PICTOU
MT STEWART
GEORGETOWN
PRINCE ARTHUR'S LAND
GEORGES BAY
CANSO
Cape Canso
PT HAWKESBURY
PT MULCRAVE
GHYSBORO
SHERBROOKE
BRAS D'OR
SYDNEY
NORTH SYDNEY
LOUISBURG
CAPE BRETON
MARGAREE VILLAGE
Chapmans Chapel
Chapmans Bay
Higgins
Tidnish
Tidnish R.
Tidnish Bridge
Missaguash R.
Kentville
Windsor
Halifax
Dartmouth
Ross Mon
Mahone Bay
Liverpool
Barrington
Shelburne
Yarmouth
Digby
Annapolis
Nictaux
Truro
Stellarton
New Glasgow
Stewiacke
Windsor Jn
Antigonish
Sunnybrae
Pictou
Mt Stewart
Georgetown
Summerside
Charlottetown
Tignish
Shediac
Moncton
Buctouche
Richibucto
St Louis
Kent Jn
Watt Jn
Fredericton Jn
St Andrew
St Stephen
Grand Lake
Chipman
Elgin
Hillsborough
Alma
Hopewell
Upham
Quaco
Hampton
Norton
Havelock
Petitcodiac
Salisbury
Sackville
Dorchester
Amherst
Maccan
Spr Hill
Pugwash
Oxford
Wallace
Parrsboro
Tatmagouche
Kingsport
Kentville
Nictaux
Annapolis
Digby
Saulnierville
Yarmouth
Pubnico Har
Barrington
Shelburne
Liverpool
Mahone Bay
Lunenburg
Windsor
Newport
Halifax
Dartmouth

1898

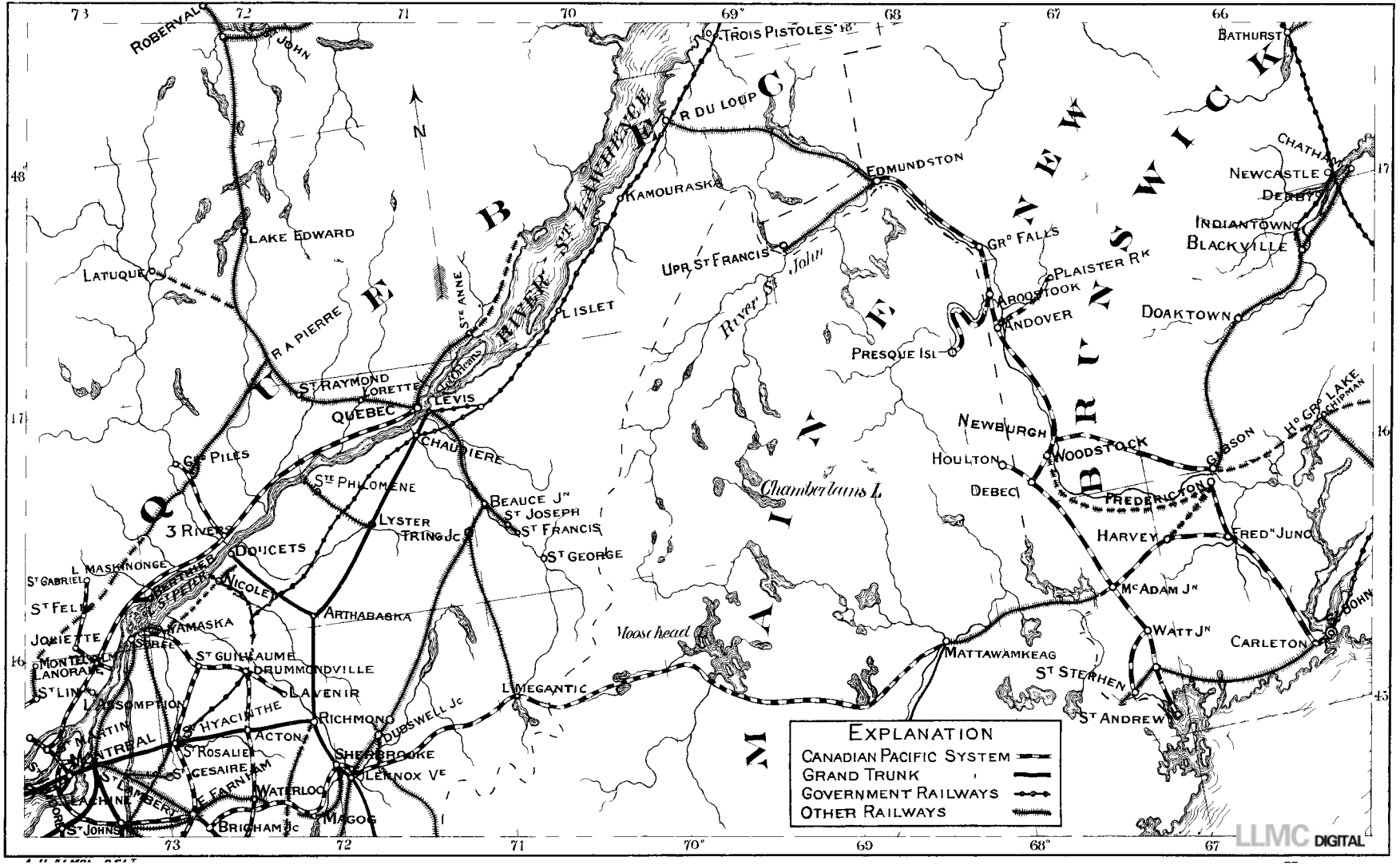
N° 3



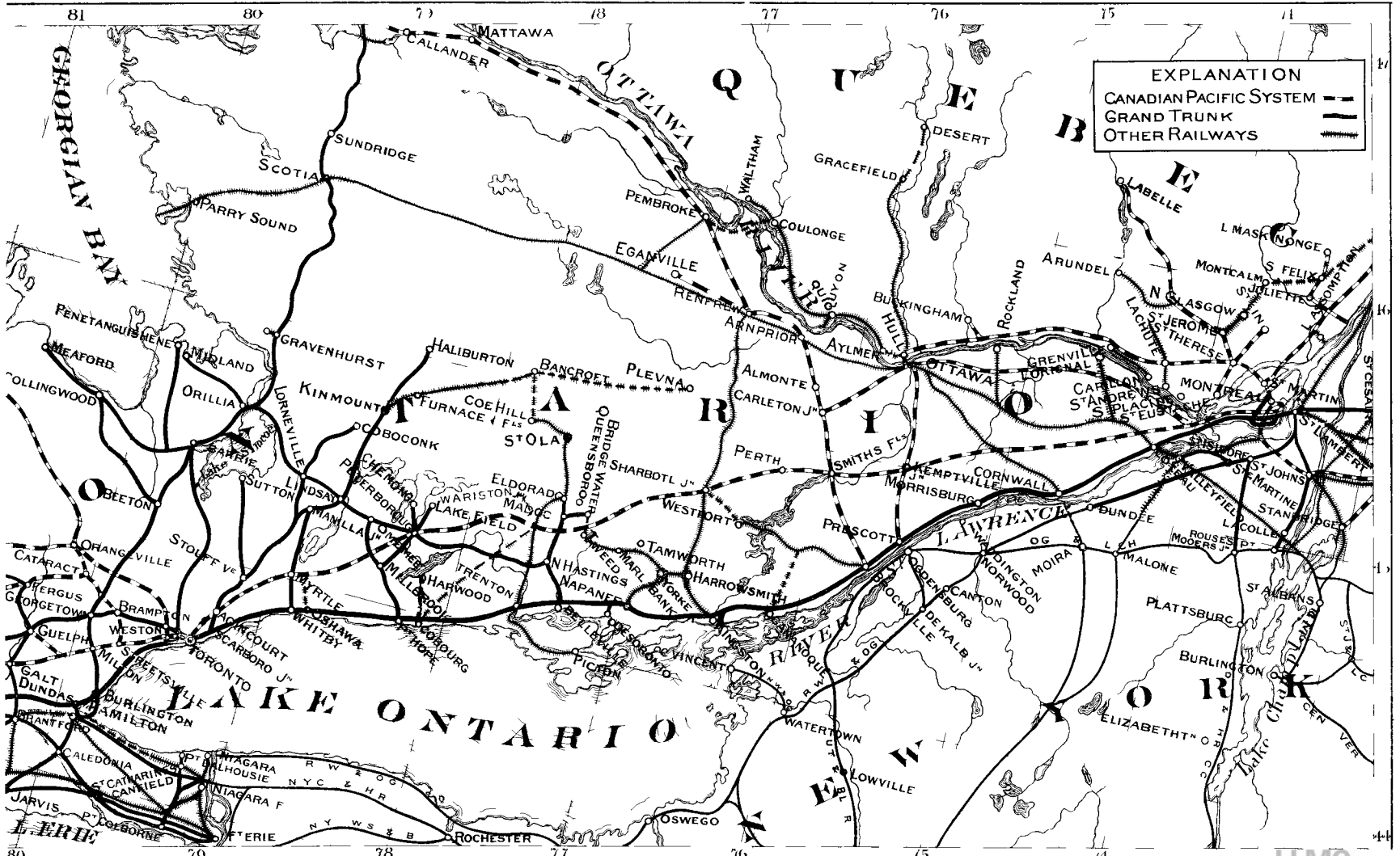
A U ALMON DEL.

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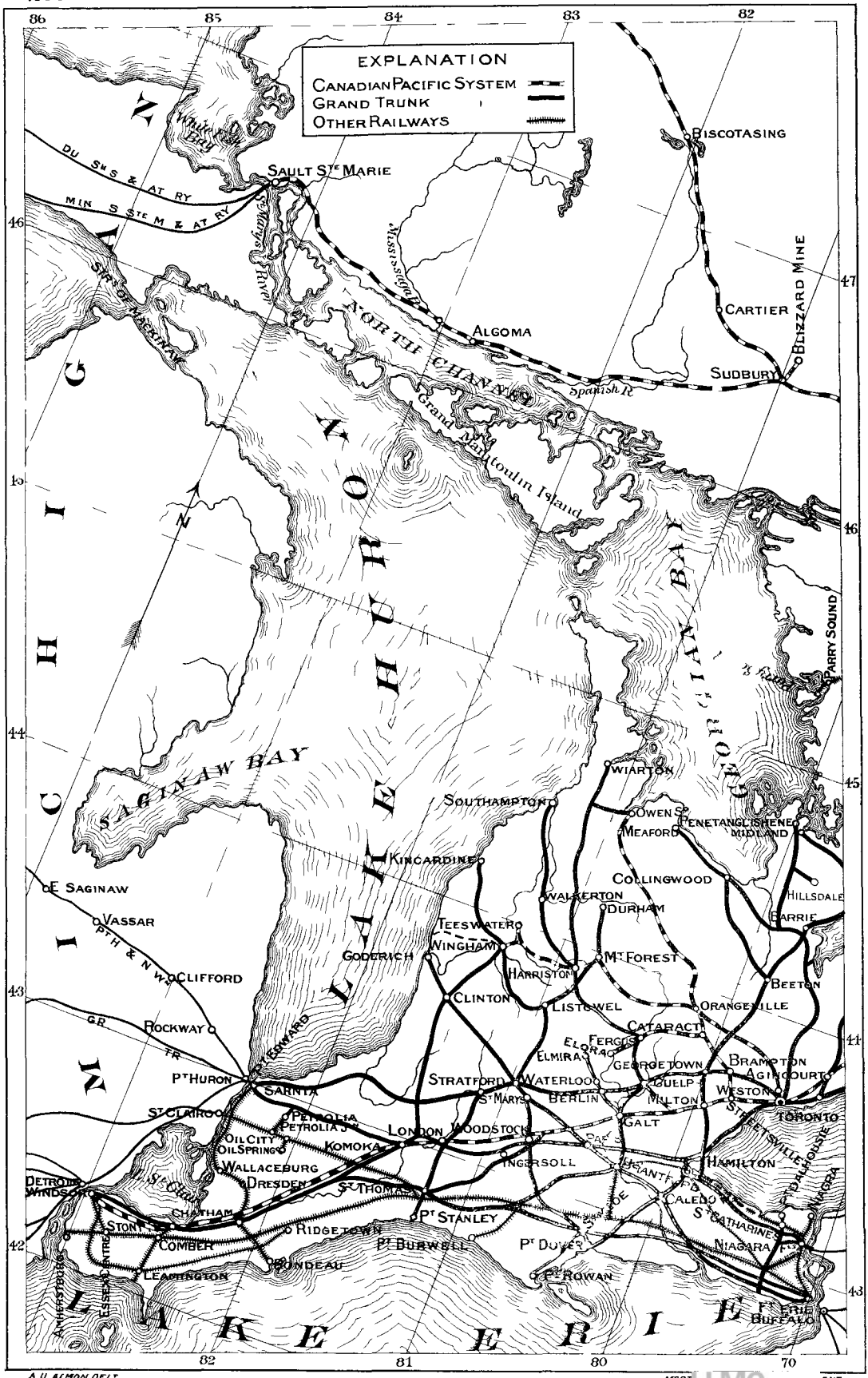
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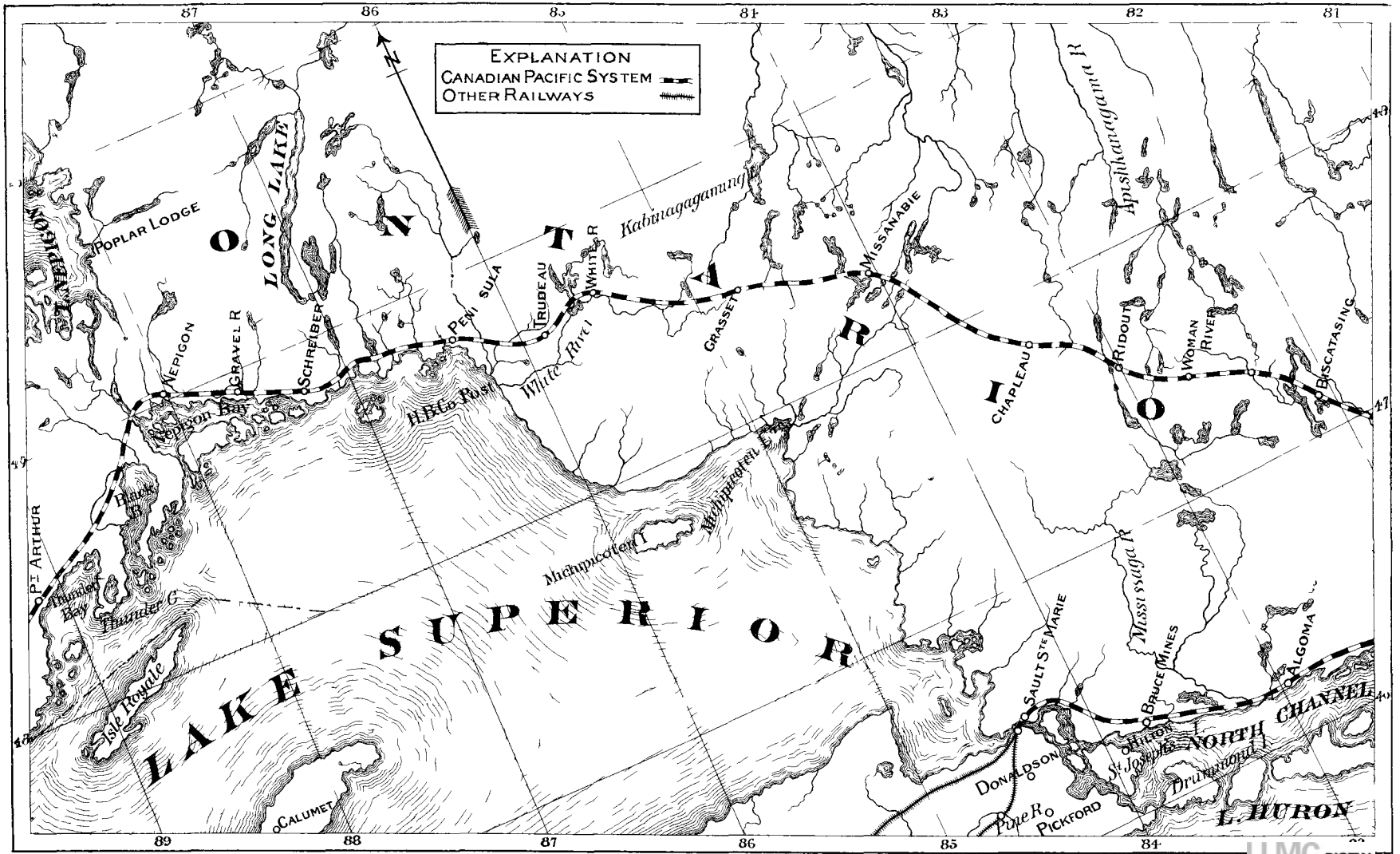
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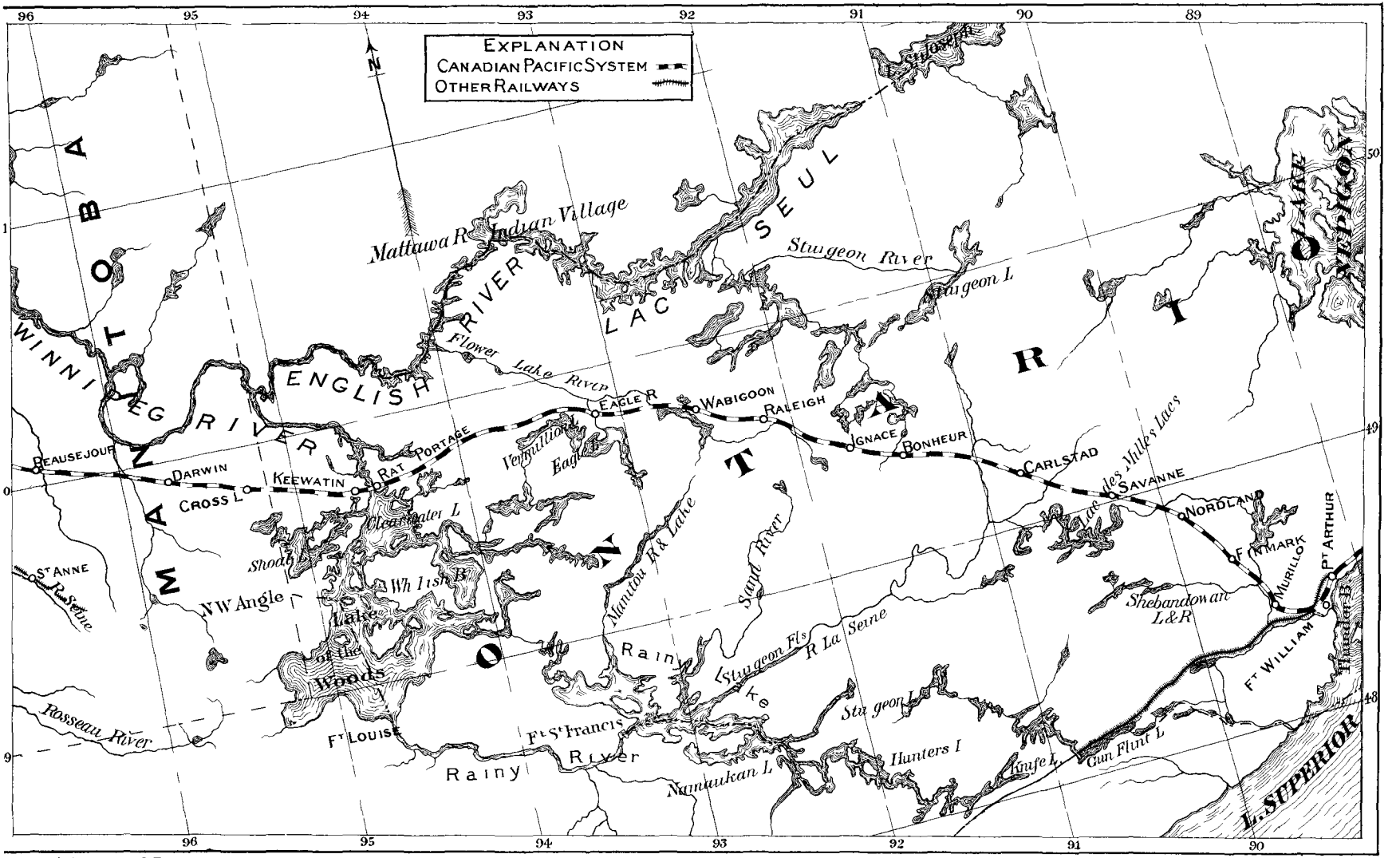
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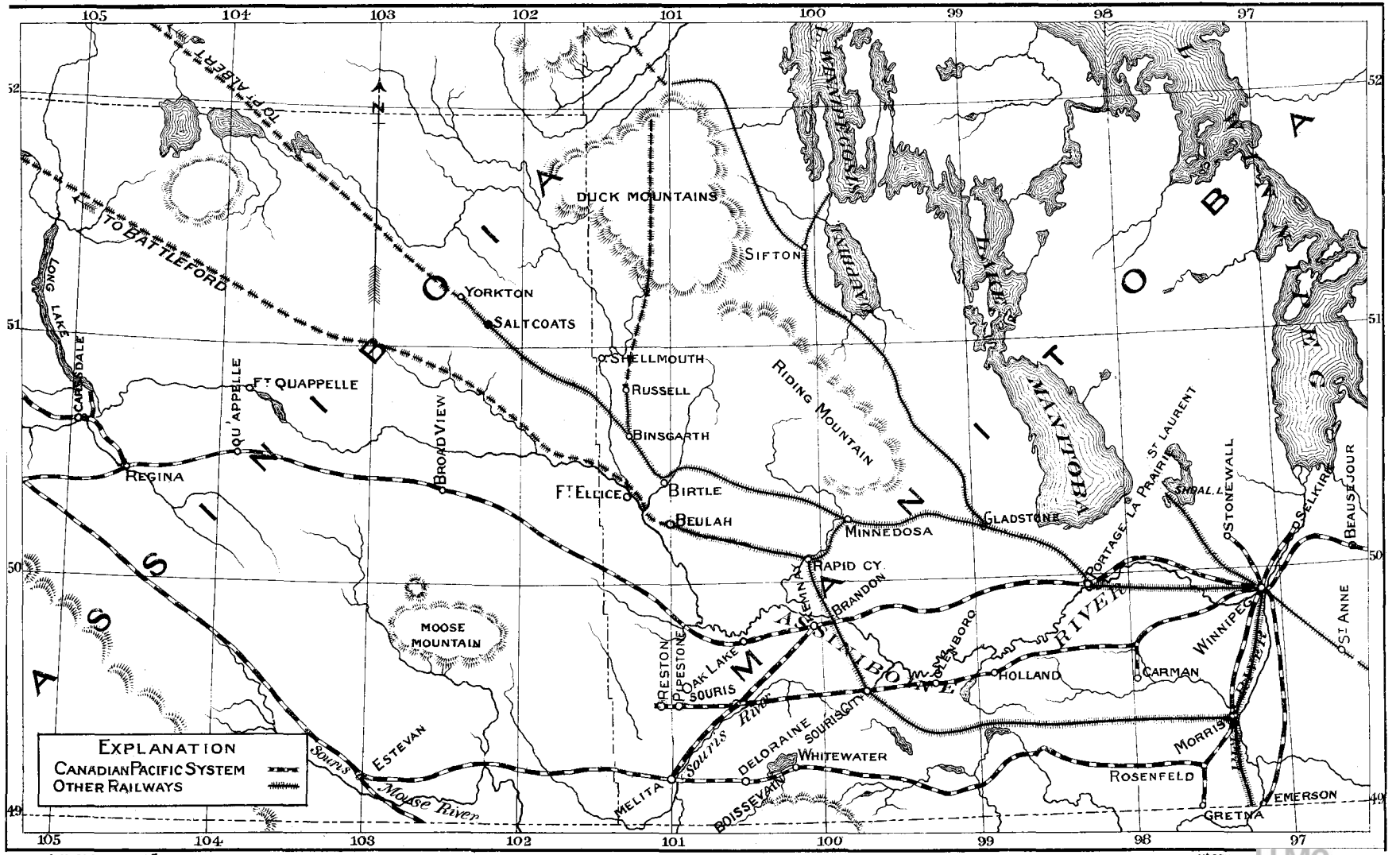
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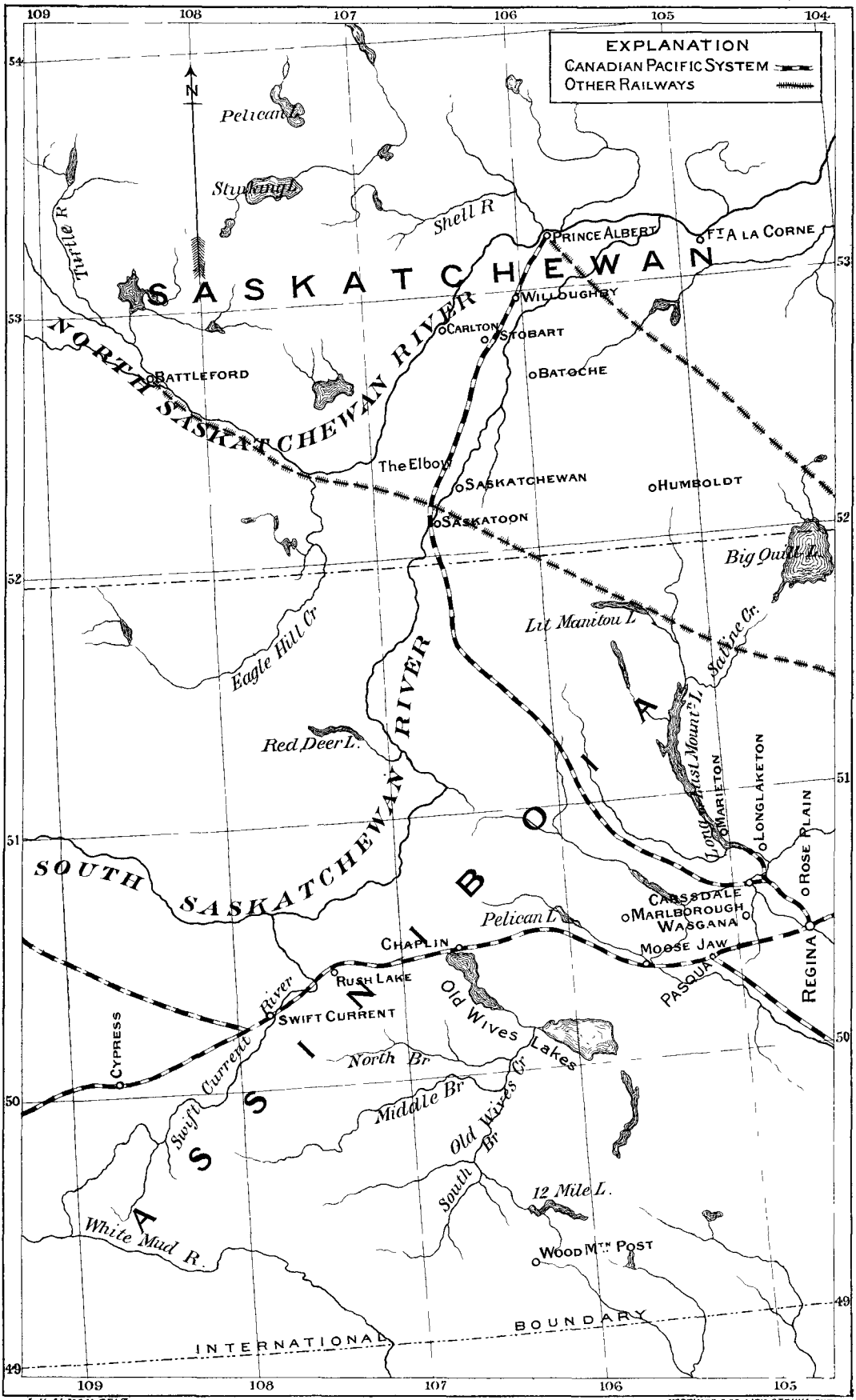
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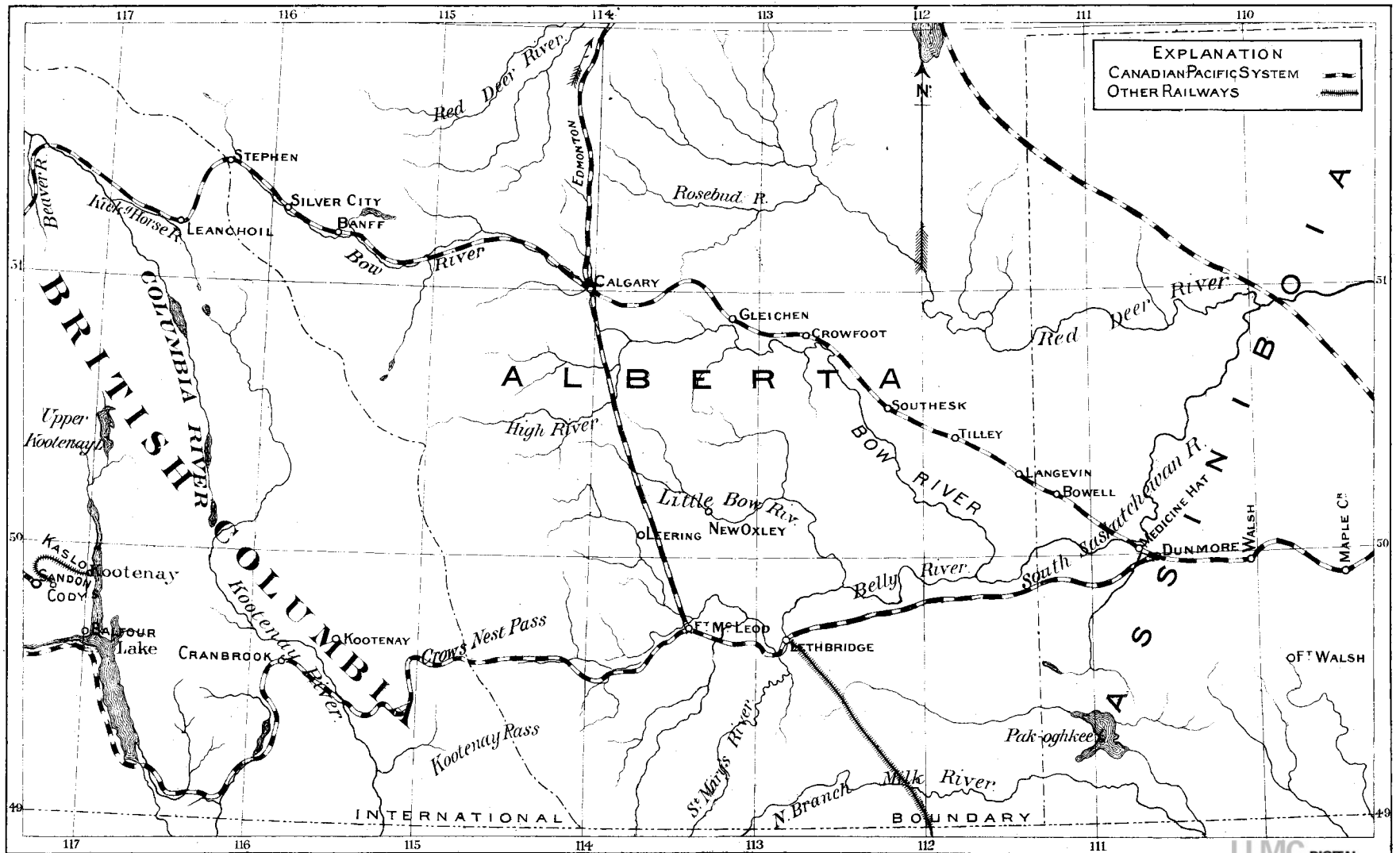
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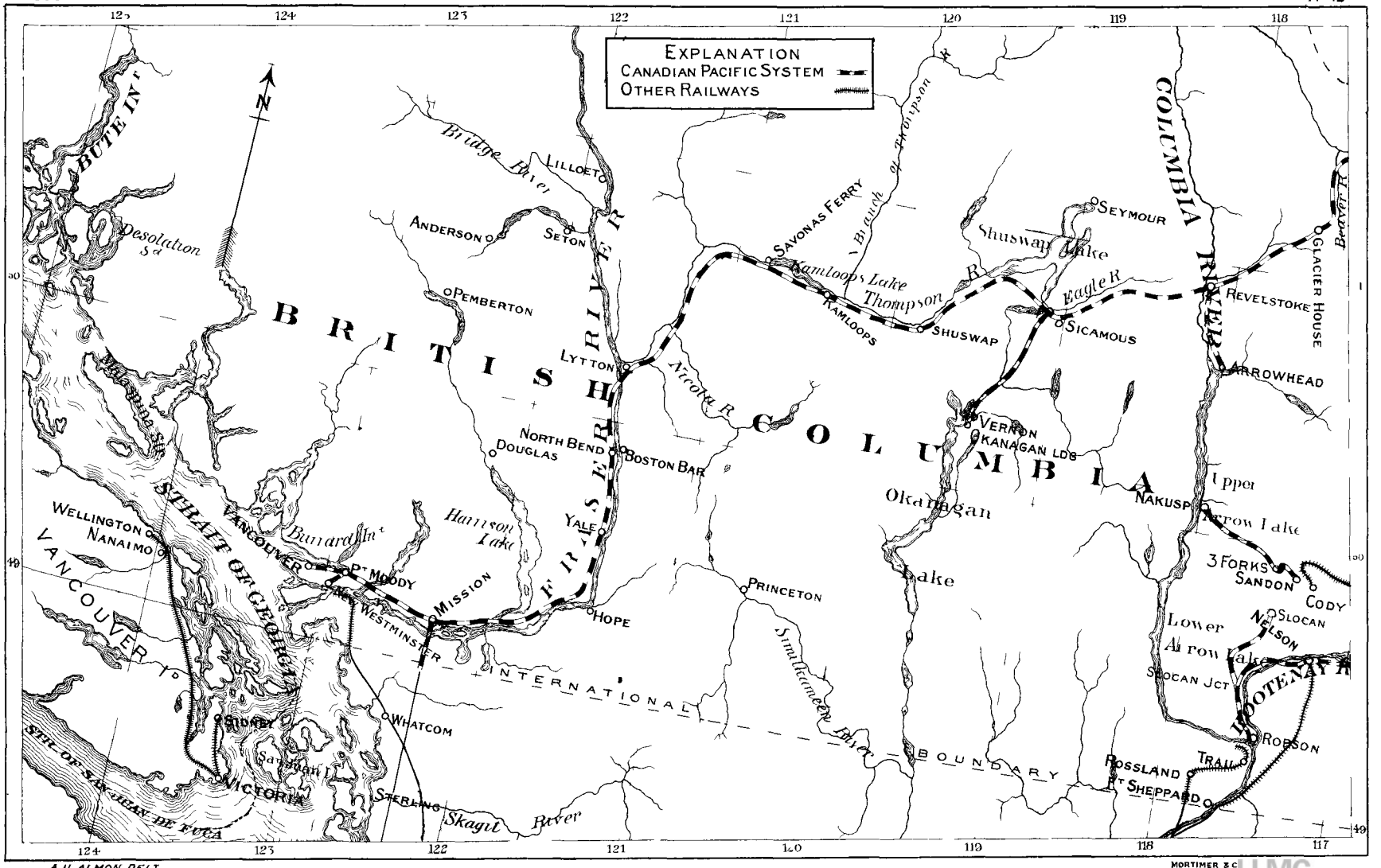
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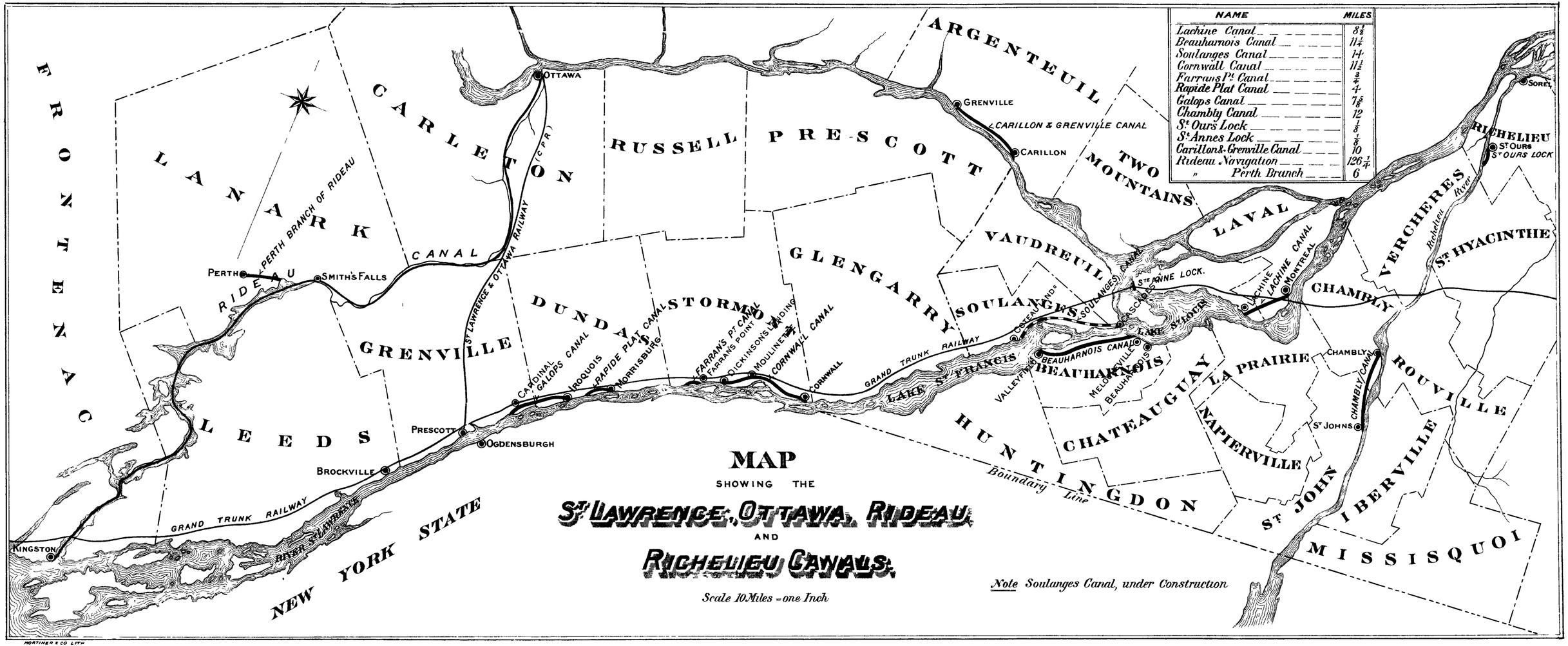
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NAME	MILES
Lachine Canal	8½
Beauharnois Canal	11¼
Soulanges Canal	14
Cornwall Canal	11½
Farrans Pt Canal	¾
Rapide Plat Canal	4
Galops Canal	7⅝
Chambly Canal	12
St Ours Lock	⅛
St Annes Lock	⅛
Carillon & Grenville Canal	10
Rideau Navigation	126 1/4
" Perth Branch	6

MAP

SHOWING THE

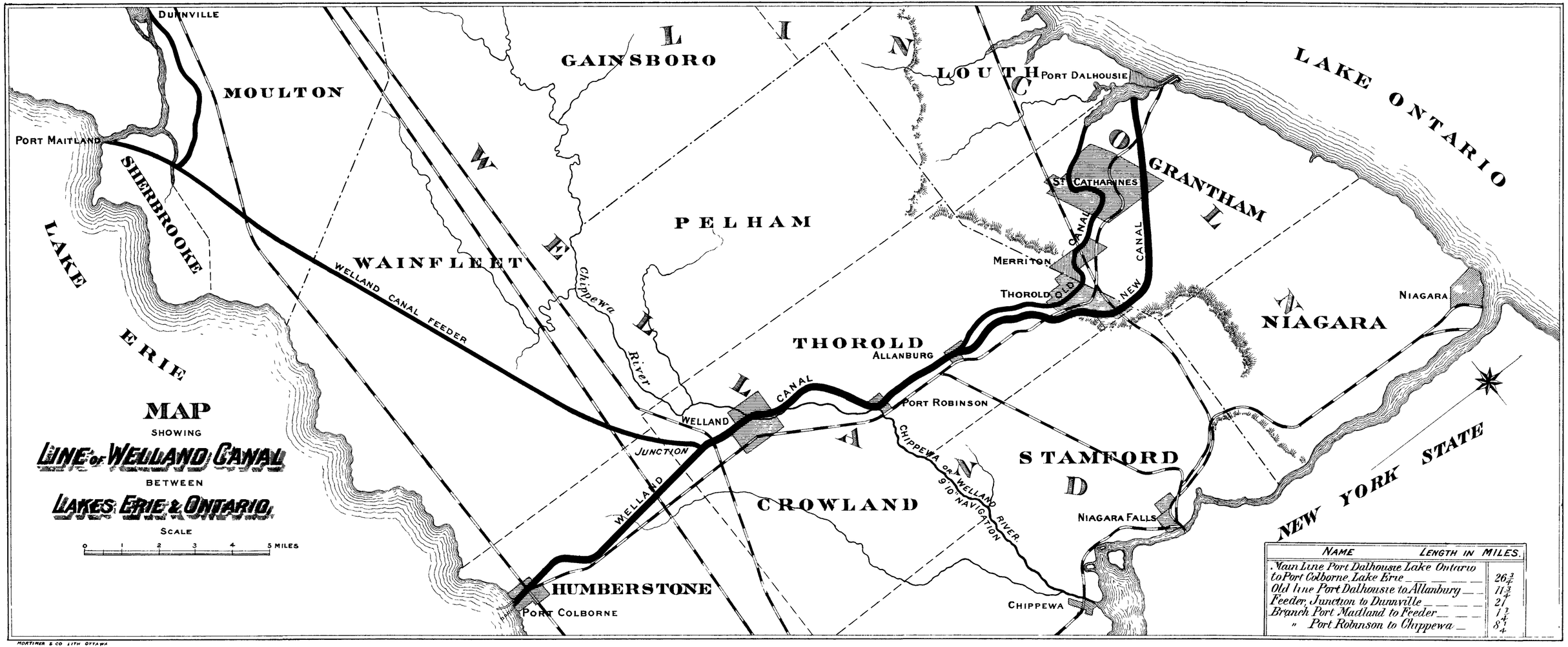
St LAWRENCE, OTTAWA, RIDEAU AND RICHELIEU CANALS.

Scale 10 Miles - one Inch

Note Soulanges Canal, under Construction

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Dunnville
Moulton
Gainsboro
North
Port Dalhousie
Lake Ontario
Port Maitland
Sherbrooke
Lake Erie
Wainfleet
Welland Canal Feeder
Pelham
Chippewa River
Welland
Junction
Welland Canal
Merriton
St. Catharines
Grantham
Thorold
Allanburg
Port Robinson
Niagara
Stamford
Crowland
Chippewa or Welland River
910 Navigation
Niagara Falls
New York State
Humberstone
Port Colborne
Chippewa
MAP
SHOWING
LINE OF WELLAND CANAL
BETWEEN
LAKES ERIE & ONTARIO.
Scale
0 1 2 3 4 5 Miles
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 1/2
" Port Robinson to Chippewa — 8 1/4
Mortimer & Co Lith Ottawa

SIMCOE

YORK

ONTARIO

DURHAM

VICTORIA

PETERBOROUGH

HALIBURTON

NORTHUMBERLAND

HASTINGS

ADDINGTON

LENNOX

PRINCE EDWARD

Severn River

Georgian Bay

Lake Couchiching

ORILLA

CAMEBRIDGE

Talbot River

KIRKFIELD

Balsam Lake

ROSEDALE

LOCK Ontario Gov

2 LOCKS & DAM

FENELON FALLS

BOBCAYGEON

1 LOCK & DAMS

Sturgeon Lake

1 LOCK & DAM

Buckhorn

Lovesick

1 LOCK & 3 DAMS

Burleigh Falls

2 LOCKS 2 DAMS

Youngs Pt

DAM.

Stony Lake

DAM

LAKEFIELD

LAKE SIMCOE

BARRIE

KEMPENFELT BAY

DAM

LINDSAY

LOCK Ontario Gov.

PETERBOROUGH

1 LOCK & DAM

Otonabee R

HASTINGS

CAMPBELLFORD

1 LOCK & DAM

Trent River

DAM

Heelys Falls.

1 LOCK & DAM

Chisholms Rapids

FRANKFORD

BELLEVILLE

TRENTON

BAY OF QUINTE

MURRAY CANAL

BRIGHTON

PORT HOPE

COBOURG

WHITBY

OSHAWA

BOWMANVILLE

LAKE ONTARIO

Constructed

Under Contract

Survey

MAP

SHOWING

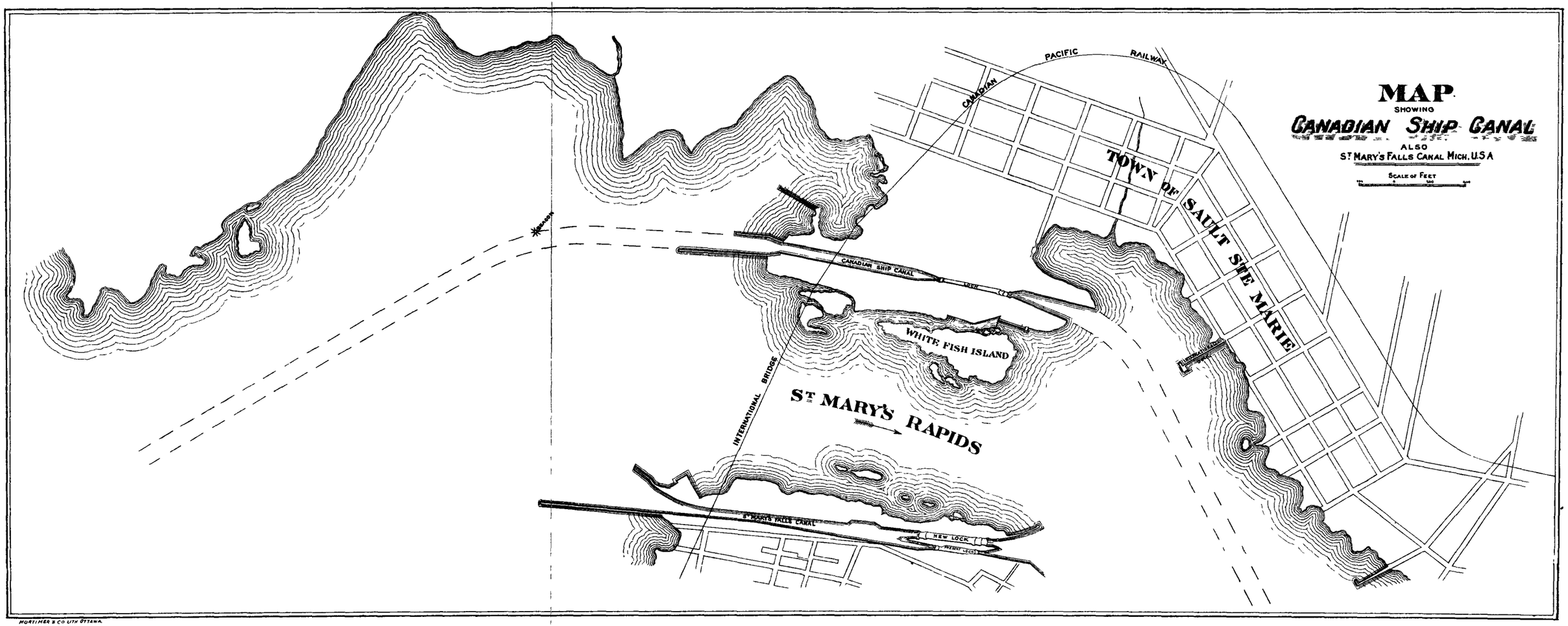
TRENT NAVIGATION AND MURRAY CANAL.

Scale 10 Miles = Inch.

MURRAY CANAL length 5 1/6 Miles.

MORTIMER & CO LITH OTTAWA.

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MAP
SHOWING
CANADIAN SHIP CANAL
ALSO
St MARY's FALLS CANAL MICH. U.S.A
SCALE OF FEET
CANADIAN PACIFIC RAILWAY
TOWN OF SAULT STE MARIE
CANADIAN SHIP CANAL
LOCK
WHITE FISH ISLAND
INTERNATIONAL BRIDGE
St MARY's RAPIDS
St MARY's FALLS CANAL
NEW LOCK
PATENT LOCK
MORTIMER & CO LITH 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

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	
do do Lévis 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 Montreal	282	
		808

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 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) and also with both these roads at Montreal.

The total length of the road operated for the 8 months ended 28th February was 1,145 miles, to which is to be added for the line from Chaudière to Montreal and the Nicolet Branch, 169·81 miles, making a total of 1,314·81 miles, and for freight branches 12½ miles, making a total of 1,327·31 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 Montreal the passengers make connection with the Canadian Pacific Railway and with the Grand Trunk Railway also at Lévis. 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, thence to Montreal.

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 across the Straits 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 follow:—

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, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In

1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851, the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882, to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the Government of Canada, which 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 St. Lawrence Canals, 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, which will take the place of the Beauharnois Canal, the latter will be abandoned for navigation purposes.

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 minimum 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.* At Farran's Point, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois, on the Galops Canal, the object being to pass a full tow at one lockage.

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 "
	at three locks	14 "
Mean width of new canal		150 "

The old lift locks, 200 feet by 45 feet, are still available with 9 feet of water on mitre sills.

The depth of the canal between locks is now adapted to vessels of 14 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 lock 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.

It is expected that the Soulanges Canal, which is being built on the enlarged scheme on the north side of the river, will be completed by next spring, when the Beauharnois Canal will be abandoned for navigation purposes and the Soulanges substituted therefor.

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 with 9 feet of water on the mitre sills.

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 being made navigable for vessels drawing 14 feet.

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	1 mile.
Number of locks	1
New lock	800 feet by 45 feet.
Old lock	200 " 45 "
Total rise or lockage	3½ "
Depth of water on sills of new lock at ordinary water level	14 "
Depth of water on sills of old lock at ordinary water level	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

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 the Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

Rapid Plat Canal.

Length of canal	3⅔ miles.
Number of lock	2
Dimensions of locks	270 feet by 45.
Total rise or lockage	11½ "
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 with 9 feet water on mitre sills.

From the head of Farran's Point Canal to the foot of Rapide Plat Canal there is a navigable stretch of 10½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

Galops Canal.

Length of canal	7⅓ miles.
Number of locks	3
Dimensions of locks	2—270 by 45. 1—800 by 45.
Total rise or lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

The old lock 200 feet by 45 is also available with 9 feet water on mitre sill.

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

MURRAY CANAL.

Length between eastern and western pier heads..... 5⅙ 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.

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 feet 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 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. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal which stands in the channel of the canal having been found to be an obstruction to navigation, is being removed.

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 distance 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	$5\frac{3}{4}$	$63\frac{3}{8}$
From the Grenville Canal to entrance of Rideau navigation	56	$119\frac{3}{8}$
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 lockage	200 x 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 x 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 x 33 feet.
Depth of water on sills, 5 feet; navigation depth through the several reaches	4½ feet.
Breadth at 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 x 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 Wolf 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
TRENT VALLEY CANAL
LIBRARY

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

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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, 1st December, 1898.

SIR,—I have the honour to submit my annual report for the fiscal year ended 30th June, 1898, covering, however, works of construction up to 1st November instant. I had hoped to have been able to place this report in your hands at a much earlier date, but considerable delay occurred in obtaining from the Superintending Engineer of the St. Lawrence Canals his report 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 Report of the Engineer who inspected the Crow's Nest Pass Railway. (Part I.)

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

Fourth.—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.)

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

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

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

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

Ninth.—The canal statistics for the season of navigation of 1897, compiled by Mr. Devlin. (Part V.)

Tenth.—The railway statistics for the year ended 30th June, 1898, compiled by Mr. Ridout, from returns prepared by the railway companies. (Part VI.)

The following table shows the length of the Government railways in operation on the 30th June, 1898:

INTERCOLONIAL DIVISION.

	Miles.	Total miles.
Montreal to Halifax	833	
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	11·50	
		1,303·50

Freight Branches.

Nicolet Branch		14·76	
Rivière du Loup Wharf Branch		4	
Rimouski	do	2	
Newcastle	do	2	
Dorchester	do	1	
Courtney Bay	do	1	
Sackville	do	·50	
Stewiacke	do	1	
Halifax Cotton Factory Branch		1	
			27·26
Total			1,330·76

WINDSOR BRANCH.

Windsor Junction to Windsor	32

PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish	168	
Mount Stewart to Georgetown	24	
Charlottetown to Royalty Junction	5	
Emerald Junction to Cape Traverse	13	
Alberton to Cascumpec Wharf	1	
		211
Total length of Government railways		1,573·76

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	Working expenses	3,327,648 51		
		Earnings	3,117,669 85		209,978 66
Windsor Branch	32	⅓ earnings	37,226 64		
		Maintenance	18,181 63		
				19,045 01	
Prince Edward Island Division	211	Earnings	158,950 61		
		Working expenses	231,418 74		
					72,468 13
				19,045 01	282,446 79
		Deduct profit from loss			19,045 01
Total miles	1,388				
		Net loss			263,401 78

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

	1896 97.	1897 98.
	$ cts.	$ cts.
Intercolonial Division	2,866,028 02	3,117,669 85
Windsor Branch	40,603 23	37,226 64
Prince Edward Island Division	153,443 13	158,950 61
Total	3,060,074 38	3,313,847 10

Showing an increase in the gross earnings of $253,772.72.

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

	1896-97.	1897 98.
	$ cts.	$ cts.
Intercolonial Division	2,925,968 67	3,327,648 51
Windsor Branch	10,821 04	18,181 63
Prince Edward Island Division	240,479 90	231,418 74
Total	3,177,269 61	3,577,248 88

Showing an increase in working expenses for the year, compared with the previous year, of $399,979.27, which is made up of the following:—

	1896-97.	1897-98.	Difference.	
			Increase.	Decrease.
	$ cts.	$ cts.	$ cts.	
Locomotive power	1,051,238 89	1,088,151 47	36,912 58	
Car expenses	750,480 08	772,194 02	21,713 94	
Maintenance of way and works	737,609 94	974,242 76	236,632 82	
Station expenses	413,841 24	429,241 20	15,399 96	
General charges	218,435 68	222,207 79	3,772 11	
Car mileage	5,663 78	21,211 64	15,547 86	
Rental of leased lines		70,000 00	70,000 00	
	3,177,269 61	3,577,248 88		
Net increase			399,979 27	

INTERCOLONIAL DIVISION.

The ocean passenger and freight traffic via the port of Halifax shows a considerable increase for the winter season of 1897–98, 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 1896–97 and 1897–98.

Name of Steamer.	1896-97. No. of Passengers.			Name of Steamer.	1897-98. No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Mongolian	29	351	380	Gallia	25	239	264
Labrador	96	462	358	Lake Winnipeg	15	180	195
Numidian	29	204	233	Lake Ontario	13	90	103
Vancouver	64	496	560	Lake Huron	17	112	129
Laurentian	41	307	348	Lake Superior	21	125	146
Scotsman	42	251	293	Numidian	34	270	304
State of Nebraska	4	43	47	Parisian	37	463	500
Parisian	52	453	505	Siberian	2	22	24
Siberian		102	102	Assyrian		13	13
Scotia		279	279	Mongolian	19	130	148
Prussia		471	471	Vancouver	15	144	159
				Roumanian		4	4
				Laurentian	6	39	45
				Scotsman	32	223	255
				Carthaginian	13	44	57
				Labrador	41	333	374
				Sarmatian		47	47
				Californian	33	341	374
				La Champagne	90		90
				Bulgaria	91	614	705
				Palatia		441	441
				Pisa		468	468
				Italia		738	738
				Christiana		527	527
				Sorrenta		78	78
Total	357	3,419	3,776	Total	503	5,685	6,188

Of the 3,766 passengers in 1896–97, 2,993 travelled via St. John by the Canadian Pacific Railway, and 773 travelled via Chaudière by the Grand Trunk Railway.

Of the 6,188 passengers in 1897–98, 5,364 travelled via St. John by the Canadian Pacific Railway, and 622 travelled via Chaudière by the Grand Trunk Railway, and 202 travelled by the Intercolonial Railway to Montreal since the 1st March, 1898.

COMPARATIVE STATEMENT of ocean-borne freight traffic during the winter seasons of 1896–97 and 1897–98.

Name of line of Steamers.	Winter of 1896-97. Measurement tons.	Weight tons.	Total tons.	Name of line of Steamers.	Winter of 1897-98. Measurement tons.	Weight tons.	Total tons.
Allan Line from Liverpool	1,172	721	1,893	Allan Line from Liverpool	907	1,302	2,209
Dominion Line from Liverpool	707	263	970	Beaver Line from Liverpool	195	111	306
Canada & Newfoundland from Liverpool	6	975	981	Canada & Newfoundland from Liverpool	67	882	949
Furness Line from London	2,191	1,280	3,471	Furness Line from London	744	2,543	3,133
Total	4,076	3,239	7,315	Total	1,913	4,838	6,597

The above statement shows a decrease of 718 tons of ocean-borne freight traffic for the winter season of 1897–98, as compared with the winter season of 1896–97.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to the 30th June, 1898:—

	Engines.	Passenger Car Stock. 1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleepers.	2nd Class.	Baggage and Mail.	Conductors' Van.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Snow Ploughs.
	208	15	92	7	94	24	99	2,071	2,209	999	44	10	21	2
		5				39		103	110	418				
										658				
Total	208	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, 1898, at the cost of revenue to maintain the work:—

	Engines.	Passenger Car Stock. 1st Class Sleeping and Parlour.	1st Class.	2nd Class Sleepers.	2nd Class.	Baggage and Mail.	Conductors' Van.	Box and Cattle Cars.	Platform Cars.	Coal Cars of three several kinds.	Snow Ploughs.	Wing Ploughs.	Flangers.	Rotary Snow Ploughs.
Total	6							120	11	133				

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
1897 98		3,327,648 51	3,117,669 85		209,978 66	1,434,576	1,528,444

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 Chaudiere.	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	53,194	9,681	369,708	432,513
1896-97	38,395	12,305	331,469	382,172
1897 98	9,084	9,796	351,069	369,949

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 greatly declined.

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 Via Chaudiere	Bushels Via St John	Total	Year	Bushels Via Chaudiere	Bushels Via St John	Total
1876 77				1887 88	69,021		69,021
1877 78				1888 89	129,725		129,725
1878 79				1889 90	502,012		502,012
1879 80				1890 91	148,803	69,534	218,337
1880 81				1891 92	745,997	519,500	1,265,497
1881 82				1892 93	155,306	197,669	352,975
1882–83	31,011		31,011	1893 94	Nil	8,026	8,026
1883 84	73,389		73,389	1894 95	Nil	Nil	Nil
1884 85	300,901		300,901	1895 96	Nil	Nil	Nil
1885 86	389,122		389,122	1896 97	Nil	Nil	Nil
1886 87	575,880		575,880	1897 98	8,000	Nil	8,000

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	833,248	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	1897 98	987 408

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	1897 98	1 551 372

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	1897 98	354,093,816

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	1897 98	89,301

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 Chaudiere 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
1896-97	2,654	263	17,239	20,156
1897 98	5,950	1,637	18,633	26,220

The above statement does not include deals, which amounted to 47,265 tons for the year 1897 98

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
1897-98	Nil.	Nil.	Nil.	Nil.	6,624	8,821	10,989	26,434

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
1897-98	3,575	3,703	1,052	8,330	1,729	1,066	2,210	5,005

Nineteen and a fifth miles of the 56-lb. steel rails have been lifted and replaced at the cost of revenue by 67-lb. steel rails, and 650,135 ties have been renewed.

CAPITAL ACCOUNT.

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

Road, &c	$47,780,799 18
Rolling stock	7,888,114 77
Total	$55,668,913 95

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 continue in a high stage of efficiency.

WINDSOR BRANCH.

This road continues 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	.....
1897-98..	32	48,892 21	11,665 57	37,226 64	18,181 63	19,045 01	.....

Department of Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY.

CAPITAL ACCOUNT.

Total cost of road and rolling stock up to the 30th June, 1898:—

Road, &c.	$3,309,378 26
Rolling stock	458,729 00
Total	$3,768,107 26

The rolling stock provided on capital account consists of:—

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

Statement of rolling stock rebuilt during the year—1 first-class car, 1 baggage car, 6 box and cattle cars, 15 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	56,682	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
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	126,510

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

Steel rails (50 lbs. to yard)	151½
Iron rails (40 lbs. to yard)	59½
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.

CROW'S NEST PASS RAILWAY.

The construction of this road being considered a necessity for the successful developement of the mining interests of British Columbia, Parliament by 60-61 Victoria, chapter 5, 1897, granted a subsidy of $11,000 per mile in aid of it. Under this Act the Canadian Pacific Railway Company undertook the work of construction and entered into a contract, breaking ground on the 15th July, 1897, since which the works of construction have been vigorously prosecuted.

The length of road under contract is—

	Miles.
Lethbridge to Knoknoack Station (Kootenay Lake)	290
Knoknoack Station to Nelson	54
Total length	344

The supervision of the location of the line has evidently been entrusted to competent hands, as the ground has been carefully selected and as good an alignment as the physical features of the country will admit of obtained. The maximum grade is 1 per cent of $52\frac{80}{100}$ per mile, the severest curves being 10 and 12 degrees, except in one instance, where a 15 degree curve has been introduced.

The work of construction has so far been confined to the section between Lethbridge and Knoknoack Station 290 miles, over which the track laying was completed on the 8th October ultimo, and at this date of writing the line over this section is in safe condition for public traffic. A train transfer landing has been constructed on Kootenay Lake at Knoknoack, so that cars with their loads can be transferred without transhipment from that point to Nelson, which will greatly assist mining operations through the Kootenay district.

The amount of subsidy paid up to 1st November, 1898, is $2,162,190.

CAPITAL ACCOUNT.

Canadian Pacific Railway.

The value of work done under the arbitrators' award on the division between Savona's Ferry and Emory's Bar, is as follows, viz.:—

The total award of the arbitrators in favour of the Canadian Pacifiy 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 the date of award, July, 1891	$202,675 20	
Amount of work done up to November, 1898	376,347 33	
		579,022 53
		$ 233 67

Department of Railways and Canals.

General Remarks.

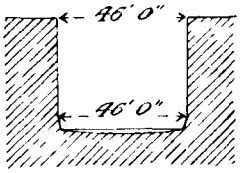
It is only proper here to note that amongst the various works and undertakings of the company for the substantial improvement of their railway in the directions of steel bridge construction, the formation of solid embankments and the adaptation of the most recent appliances to their rolling stock in order to ensure safety and comfort to their passengers and employees, they have now equipped with self couplers 8,456 freight cars, and have fitted 6,601 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:

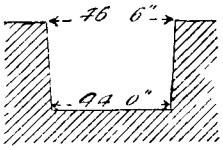
	1886-87. Miles, 4,274.	1887-88. Miles, 4,662.	1888-89. Miles, 4,974.	1889-90. Miles, 5,086.	1890-91. Miles, 5,537.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Earnings	10,650,254 08	12,711,010 01	13,016,611 81	15,572,985 62	18,672,174 04
Working expenses	7,299,045 16	9,034,360 27	8,997,312 05	9,424,166 45	11,538,133 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

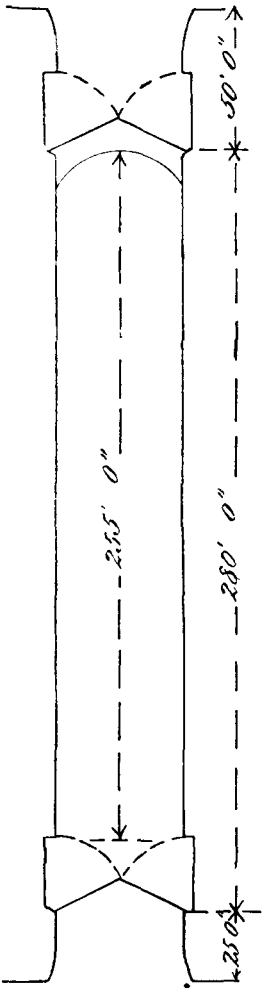
	1896-97. Miles, 6,314.	1897-98. Miles, 6,334.			
	$ cts.	$ cts.			
Earnings	21,242,638 75	25,470,796 18			
Working expenses	12,576,800 42	14,684,790 65			
Net revenue	$8,665,838 33	$10,786,005 53			
No. Passengers carried	2,987,163	3,327,318			
Tons Freight carried	4,640,578	5,493,030			



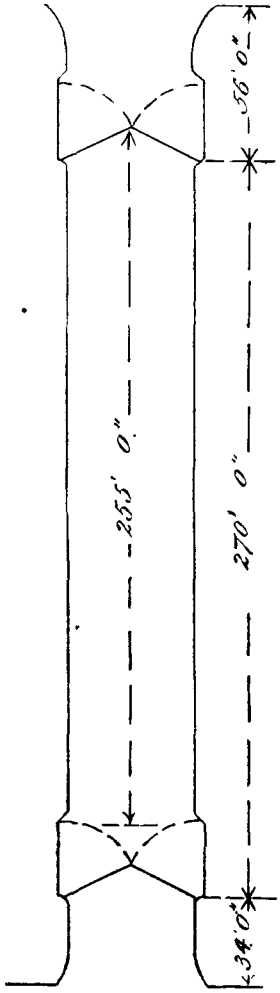
SECTION OF SOULANGES CANAL LOCK.



SECTION OF WELLAND CANAL LOCK



SOULANGES CANAL LOCK.



WELLAND CANAL LOCK

CANALS—CAPITAL ACCOUNT.

SAULT STE. MARIE CANAL.

The obstruction caused to navigation by the pier of the Canadian Pacific Railway Bridge planted in the centre of the prism of the canal has been a frequent source of complaint from the captains of vessels using the canal, and in view of the fact that several vessels have been damaged by striking against it, the interests of navigation seemed to urgently require the removal of the pier and a vote of $55,000 was obtained from Parliament for the purpose. A contract has been let to Mr. David Chalmers, of Owen Sound, for the mason work, at schedule prices, and the work of taking down the old steel superstructure and replacing it with the enlarged bridge is under contract with the Dominion Bridge Co. of Lachine, for a lump sum of $38,770. Mr. Chalmers has made good progress with the masonry, which will be shortly finished, and the Dominion Bridge Co. are manufacturing the steel deck at Lachine with a view of removing the old bridge and erecting the new one during the winter, so as not to obstruct navigation. In addition to the works above mentioned, some portions of the canal grounds have been filled and graded and ornamental trees have been planted, which add greatly to the general appearance of the canal property. The lower entrance at the bend having been found too narrow, and several vessels, in consequence, having run against it, it was seen to be absolutely necessary for the safe and successful operation of the canal to take a strip off the south side of the channel at this point, by so doing both widening and straightening the channel. The work has been done under contract with Mr. Neil McDonald; the amount of excavation necessary will be about 12,000 cubic yards. The work is about completed, but no final measurements can be made until the cleaning up of the bottom is carried out.

It is desirable for the improvement of the general appearance of the property that the work of levelling the grounds and the planting of ornamental trees be continued next season.

As regards its facilities for navigation, the canal in its upper entrance channel has a depth of water of 18 feet with 20 feet 4 inches on the mitre sill of the lock and 18 feet 6 inches in the lower entrance channel; these figures apply, it must be observed, to the lowest known stages of water level.

The total cost of construction and equipment up to 30th June, 1897, is		$3,657,573 65
Expenditure during year ending 30th June, 1898		21,004 56
Total cost of construction and equipment up to 30th June, 1898		$3,678,578 21
Expended from 30th June, 1898, to 1st November, 1898		5,648 79
Total cost of construction and equipment up to Nov., 1898		$3,684,227 00

SOULANGES CANAL.

I am glad to be able to report a marked improvement in the manner in which the works on this canal have been carried on the past year and up to the present time.

The necessity for fulfilling the wishes of the government and the general expectation that the canal should be opened for a fourteen feet navigation next spring

has been strenuously urged upon the contractors from time to time, and they have respo nded by the increase of their plant and the extension of their organizations—as required of them—putting forward every effort to place their respective sections in a condition for operation by the desired date.

The sections which comprise the most difficult class of work remaining to be executed are Nos. 6 and 7, under contract with Mr. Andrew Onderdonk, and Section No. 12, under contract with Mr. M. J. Hogan. Both are works which other contractors have failed to carry through to completion, owing to their difficult character, though on neither of them is there any constructive work. The material to be excavated on Sections Nos. 6 and 7 was composed of an easy working brown clay and a most difficult and costly working blue clay. The first contractor stripped off the brown clay, and after touching the blue clay, which he found very expensive work, he failed to continue vigorous operations, and the work was accordingly taken out of his hands and relet to the present contractor at figures much below the cost of execution. Mr. Onderdonk, however, notwithstanding the difficulties of the case, which have been much increased owing to the wetness of the past autumn, has steadily gone on with the works, and has not spared expenditure in procuring plant and rolling stock, &c. He has now employed on the earth work, in addition to wheel scrapers, 4 steam shovels, 10 locomotives, with a full complement of dump and platform cars; with these he proposes to work throughout the winter season with an expressed expectation of completing the excavation of the 325,000 cubic yards of earth yet to be removed, and of having his sections ready for a 14-foot navigation next spring. Quite recently, however, a falling off in the monthly progress has arisen, and unless a marked improvement is made in the manner of conducting the work, I am satisfied these sections will not be ready to pass 14 feet navigation next season. I shall urge him to greater efforts, and from my past experience of him, I believe he will favourably respond by making greater efforts.

Of Section No. 12, I may say that before Mr. M. J. Hogan took hold of it, it had been twice under contract, and in each case the contractor failed to prosecute the work to completion, owing to its costly character. The work is composed of hard clay intermixed with nests of boulders of large sizes. Although Mr. Hogan is conducting his work at a heavy loss, he is proceeding with great spirit and energy and without complaint, expressing his determination to have it completed and ready for navigation next spring at any cost. This work is well organized, and as there remains only about 30,000 cubic yards of earth excavation and 35,000 cubic yards of rock to move, and as he will be able to work at the rock all through the winter season, I confidently expect he will accomplish what he has undertaken.

Messrs. Ryan & McDonell have shown a commendable desire to have their sections of work, Nos. 1 and 2, ready for the 14 feet navigation next spring, and being reliable and experienced contractors, their organization has been good, so that with close attention they have succeeded in executing a large amount of work during the season.

Sections Nos. 9 and 13 are under contract to Messrs. Manning & McDonald, who have required constant urging on with their work by the Superintending Engineer, and cannot, apparently, be made to realize the necessity of having it completed for navigation next spring, and who, although they have done a considerable amount of work during the past season, might nevertheless have accomplished much more had

they been disposed to do so: they have not, however, evinced willingness to listen to the advice given them by the Superintending Engineer, whose only desire was, of course, to see that the wishes of the government were carried out.

Sections Nos. 3, 5, 6, 8, 10 and 11 are all either finished or are practically so.

The steel bridges have been constructed by the Dominion Bridge Company, who have only one remaining to be erected, and for this the material is delivered on the ground.

The lock gates are under contract with Messrs. J. & R. Miller, a firm of very reliable contractors. They have stepped three pairs of the gates, and have others ready for stepping as soon as the water is let in the canal.

Mr. Charles Raynor has the contract of the weirs and foundation of the power house on section No. 8. The work is far advanced towards completion.

Tenders have been invited for the electrical machinery and for the superstructure of the power house.

The following gives a statement of the position of each contract:—

Sections Nos. 1 and 2—

Approximate value of work under contract	$983,000 00
Gross amount of progress estimate for October, 1898	781,363 55
Balance	$201,636 45

Section No. 3 (completed)—

Approximate value of work under contract	$200,000 00
Gross amount of last progress estimate	193,852 61
Balance	$ 6,147 39

Sections Nos. 4, 5, 6 and 7—

Approximate value of work under contract	$957,000 00
Gross amount of progress estimate for October, 1898	684,976 73
Balance	$272,023 27

Section No. 8—

Approximate value of work under contract	$312,000 00
Gross amount of progress estimate for October, 1898	271,191 14
Balance	$ 40,808 86

Section No. 9—

Approximate value of work under contract	$180,000 00
Gross amount of progress estimate for October, 1898	130,171 30
Balance	$ 49,828 70

Section No. 10 (completed)—

Approximate value of work under contract	$292,000 00
Gross amount of last progress estimate	286,801 80
Balance	$ 5,198 20

Section No. 11—

Approximate value of work under contract	$325,000 00
Gross amount of progress estimate for October, 1898	311,022 70
Balance	$ 13,977 30

Section No. 12—

Approximate value of work under contract	$220,000 00
Gross amount of progress estimate for October, 1898	169,344 26
Balance	$ 50,655 74

Section No. 13—

Approximate value of work under contract	$625,000 00
Gross amount of progress estimate for October, 1898	589,544 57
Balance	$ 35,455 43

The contractors for these thirteen sections of the canal have been paid for work executed up to 1st November, 1898, as follows:—

Sections 1 & 2	Archibald Stewart	$487,420 00	
	Ryan & McDonnell	250,810 00	
			$ 738,230 00
Section 3	O'Leary Bros.		193,852 61
Sections 4, 5, 6 & 7	George Goodwin	$281,160 00	
	Andrew Onderdonk	370,730 00	
			651,890 00
Section 8	Charles Raynor		253,071 00
" 9	Manning & McDonald		117,170 00
" 10	Rogers & Taylor		280,576 60
" 11	George Goodwin	$ 42,020 00	
	Thomas Feeney	53,780 00	
	Poupore & Fraser	186,120 00	
			281,920 00
Section 12	O'Brien & Sons	$ 25,367 50	
	George Goodwin	8,100 00	
	M. J. Hogan	119,450 00	
			152,917 50
Section 13	Manning & McDonald		540,590 00
	Total payment for October, 1898, estimates		$3,210,207 61

Based on the contract prices, the estimated cost of this canal including land purchases and damages is.	$5,250,000 00
Total payment to 1st Nov., 1898, including Oct. estimates	4,251,158 21
Balance	$ 998,841 79

The payments are divided as follows, viz.:—

For works and engineering expenses	$3,934,658 38
For canal and damages	316,499 83
Total	$4,251,158 21

It will be observed that the estimated cost of the construction of this canal has been increased to $5,250,000; this increase is brought about by the fact that observations taken from time to time of the height of water in the St. Lawrence River showed a most unusual drop in the level during the last few years, indicating the necessity of keeping the bottom of the canal well down, and as a consequence it was lowered 1½ foot below the level on which the original estimate was made, thereby ensuring a full depth of 14 feet of water in the mitre at even very extremely low water, which is a very valuable and important consideration to trade interests.

LACHINE CANAL.

The works of enlargement are about completed.

Enlargement.

Messrs. McNamee & Mann, who have the contract for deepening the prism to a depth of 15 feet, have practically completed their work, but when the canal is unwatered in the spring they will have to clean up the bottom and the sides. The work which was being carried on at the Canadian Pacific Railway bridge by day's labour is completed. The work of deepening has necessitated the rebuilding of the stone walls along the side of the canal in many places; this will be carried on when the canal is unwatered next and the following spring.

The approximate value of work under contract is...	$576,000 00
Gross amount of progress estimates for Oct., 1898...	555,939 59
Balance	$ 20,060 41

The total amount expended on the works of enlargement of this canal, including progress estimates for October, 1898, $8,112,832.13.

LAKE ST. LOUIS.

Construction.

The Weddell Dredging Company have practically completed the formation of this channel, which has a width of 300 feet and a depth of 17 feet. The forwarders, however, do not appear to be satisfied, and they are about to petition to have a shoa removed, which is located on one side of it and outside its limits; giving as a reason that there is a cross current which will make it difficult and dangerous to navigate long tows.

The approximate value of work under contract is....	$228,400 00
Gross amount of progress estimates for Oct., 1898...	217,063 69
Balance	$ 11,336 31

GRENVILLE CANAL.

ENLARGEMENT.

Messrs. Piggot & Ingles, the contractors for this enlargement, have made very slow and unsatisfactory progress with the work, and the anticipation expressed in my last year's report of a vigorous prosecution of the work during last winter have not been realized. Not only have the contractors been dilatory, but in carrying it on they have disregarded the convenience of the public by blocking up the highway and providing no temporary road for their use, although the contract calls for such provision.

The approximate value of work under contract is....	$	98,100 00
Gross amount of progress estimate for Oct., 1898....		41,636 91
Balance	$	56 463 09

TRENT CANAL.

CONSTRUCTION.

No further section has been placed under contract since my report of last year, and the work under contract has made very slow progress.

The Peterborough-Lakefield division, 10 miles in length is, as I have before stated, divided into two sections, section No. 1, Lakefield end, is under contract with Messrs. Brown, Love & Aylmer. They have made fairly good progress; the five concrete locks having been completed, also three of the four dams; the fourth dam will be finished in about three weeks. The rock cut at Lakefield is nearly completed, and the rocky reefs in the Otonabee River, near Lakefield are being removed; the whole sections will, no doubt, be finished early next season.

The approximate value of work under contract is...	$	363,000 00
Gross amount of progress estimate for Oct., 1898		300,715 94
Balance.....	$	62,284 06

Section No. 2—Peterborough end—Messrs. Corry & Laverdure, contractors. Little progress has been made during the past season with the works on this section, the contractors having chiefly devoted their attention to the preparation of the foundation for the lock at the lower entrance and the taking out of the foundation for the lift lock, also the construction of the dam at Nassau. The two first mentioned works have dragged along very slowly, though fair progress was made with the dam which will be completed in a week or two. The work remaining to be done on this section may be said to be the excavating of about 10,000 cubic yards of foundation of the lift lock and the building of the concrete walls, the building of the lower entrance lock, and the excavation of the prism of the canal near the lift lock. It will probably occupy the greater part of next summer to complete this section.

The approximate value of work under contract is...	$	443,000 00
Gross amount of progress estimate for Oct., 1898....		189,118 00
Balance..	$	253,882 00

The Rosedale channel which was carried on by day's labour is completed, giving a channel 7 feet deep and 60 feet wide.

The quantity of dredging executed was 26,481 cub. yds., which cost $39,758.32.

The Balsam Lake and Lake Simcoe division is, as I stated in my last year's report, 21 miles in length, of which the section No. 1 is 6½ miles in length, under contract with Mr. Andrew Onderdonk. There has practically been little or no work done this past season, although there has been an organization sufficient to have completed the work many months ago. There remains very little work to be done to complete, but that little cannot now be done until next spring.

Approximate value of work under contract	$ 447,800 00
Gross amount of progress estimate of Oct., 1898.....	420,590 95
Balance	$ 27,209 05

CORNWALL CANAL.

CONSTRUCTION AND ENLARGEMENT.

The works of construction and enlargement on this canal are completed except some cleaning up in the bottom, etc., next spring, when the canal is unwatered for repairs, and the improvement proposed at the upper entrance, required to better ensure the safety of large craft entering the canal, the cost of which latter work is estimated at $150,000. The Sheik's Island Dams, about which so much has been said and written *pro* and *con*, are proving a great success, and the improvement to navigation caused thereby is much appreciated by the forwarders and others using the canal. This canal is in condition to pass vessels drawing 14 feet of water Although the works are practically completed, the final estimates in favour of Messrs. Wm. Davis & Son and the Gilbert Blasting and Dredging Company have not yet issued; they are under preparation, but owing to the immense volume of figures and of detail plans of the work as executed, it will be several months before they are ready for submission to me.

The following works were under contract to Wm. Davis & Sons:—Sections 2, 3 4, and Sheik's Island Dams.

The approximate value of work under contract is....	$2,720,000 00
Gross amount of progress estimates for Oct., 1898 ...	2,616,070 54
Balance	$ 103,929 54

The following works were under contract with the Gilbert Blasting and Dredging Company:—Sections Nos. 5, 6, 7 and 8, which I reported last year as having been finished. The final estimate has not yet been issued but is in course of preparation.

The approximate value of work under contract is....	$ 503,000 00
Gross amount of last estimate.....	499,903 66
Balance	$ 3,096 34

Section No. 10, upper entrance, was executed by Messrs. Jocks, DeLorimier & Co. They have been paid their final estimate, amounting to $439,854.60, which was the cost of the work under this contract.

The contractors for the enlargement of this canal and construction of the Sheik's Island Dams have been paid the following amounts up to 1st November, 1898:—

Section 2	Wm. Davis & Sons	$	915,981 12
" 3	"		550,903 57
" 4	"		721,026 61
" 5	Gilbert Blasting & Dredging Co		138,306 73
Sheik's Island. Dam,	Wm. Davis & Sons		423,683 50
Section 6	Gilbert Blasting & Dredging Co		47,721 37
" 7	"		96,832 88
" 8	"		216,270 21
" 10	Jocks, DeLorimier & Co		439,854 60
Total		$	3,550,580 59

The estimated cost of enlargement of the canal and construction of the Sheik's Island Dams is	$	4,710,000 00
The amount expended up to 1st Nov., 1898		4,593,939 47
Balance	$	116,060 53

with the addition of $150,000, if the work of improving the upper entrance is to be proceeded with.

FARRAN'S POINT CANAL.

ENLARGEMENT.

The works of enlargement of this canal are under contract with the Canadian Construction Co. of Montreal. The principal works to be executed were entrance piers at both ends of the canal, a masonry lock 800 feet in length, and the widening, deepening and straightening of the prism.

They entered into the contract on 1st June, 1897, about 17 months ago, after which date they had to organize their work. Their organization at the date of my last year's report was anything but satisfactory, and I feared the result. However, I am pleased to be able to speak in the highest terms of the manner in which they have since organized and pressed forward their operation so as to ensure the canal being ready to pass vessels drawing 14 feet of water next season if they continue to prosecute the work vigorously through the winter season. The masonry of the lock may be said to be practically finished, and a channel with 15 feet of water is very nearly cut through the whole length of the canal. By this I do not desire it to be inferred that the works are nearly completed; far from it, there will be much to be done in finishing up after the canal is ready for the passage of vessels.

The approximate value of work under contract is	$	670,000 00
Gross amount of progress estimate for Oct., 1898		452,508 98
Balance	$	217,491 02
Estimated cost of enlargement	$	720,000 00
Amount expended up to 1st Nov., 1898		420,208 43
Balance	$	299,791 57

RAPIDE PLAT CANAL.

ENLARGEMENT.

I stated in my last year's report that the work of enlargement of this canal was completed with the exception of clearing up the bottom, which I now have to report as having since been done.

The engineers are working at the final estimate which is not yet completed.

The estimated cost of the enlargement is	$1,876,400 00
Amount expended to 1st Nov., 1898, is	1,833,400 25
Balance	$ 42,999 75

The following statement shows the amount of the last progress estimates and the amounts the contractors have been paid up to 1st November, 1898:

	Gross Amt. Oct. Est.	Paid.
Section 1, Poupore & Fraser	$898,174 96	$884,338 45
do 2, Weddell Dredging Co	223,419 80	223,419 80
do 3, Poupore & Fraser	246,726 12	246,726 12
Total	$1,368,320 88	$1,354,484 37

The enlargement of this canal is completed and ready to pass vessels drawing 14 feet of water.

GALOPS CANAL.

ENLARGEMENT.

For enlargement purposes this canal is divided into three sections, as follows, viz., the Iroquois section, the Cardinal section, and the upper entrance section.

The Iroquois Section extends from Iroquois to Presqu'île. Messrs Larkin & Sangster entered into contract for this work on the 30th of May, 1897. The chief works of construction, as I stated in my report of last year, are the building of crib entrance piers, a masonry lock 800 feet long, and bridge abutments, the cutting of new prism for some distance and the widening of the old prism at the west end. These contractors have certainly pushed their work forward vigorously; only once or twice have they showed a lack of interest in advancing the work with a view of having their section ready for navigation next spring. I must, however, give them credit for renewed activity when the necessity for greater energy was brought strongly before them, as they at once set to work cheerfully to meet the requirements. This section is now in such a condition that if they work diligently and vigorously throughout the winter season, during the period in which the old canal is unwatered, there will be no difficulty in having the section in condition to pass vessels drawing 14 feet in the spring of 1899, but not otherwise.

The approximate value of work under contract is....	$1,066,759 00
Gross amount of progress estimate for Oct., 1898.....	703,637 44
Balance.....	$ 363,121 56

Cardinal Section.—This section extends from Presqu'île through Cardinal a point near to the locks at the upper entrance. Messrs. William Davis & Sons entered into the contract for this work on 10th May, 1897, verbally giving the most positive assurance that they could and would complete the work within the time named in the contract, and I, personally knowing Mr. Michael Davis, the senior member of the firm to be an able contractor, full of resources, a good organizer, and a man of ability, great energy and activity, was pleased when the government decided to accept them as the contractors. The work in August and September last was progressing very favourably, the daily output from the "Cardinal Cut" averaging per day in August 6,800 and in September 7,700 cubic yards, which rate of progress or an approximation to it, if maintained to the end, would have ensured this section of the canal being ready for the passage of vessels of 14 feet draught in the spring of 1899, but they have given notice to the Department that they will not have their section of work ready to pass navigation in May next: this is very disappointing to me and damaging to other contractors who are making efforts to force their work through to completion. The completion of this cut is the essential part of the work, and up to the 1st of December, 1898, the contractors had excavated only a total of 1,450,000 cubic yards out of a total of 1,964,469 cubic yards required to be taken out for it, leaving a balance of 514,469 cubic yards still to be removed.

Approximate value of work under contract is...	$1,264,129 00
Gross amount of progress estimate for October, 1898.	438,138 00
Balance.....	$ 825,991 00

Upper entrance enlargement. Messrs. Murray & Cleveland are the contractors for this section of work. The work remaining to be done is a small piece of masonry on entrance piers, and the removal of the small portions of the old lock which still remains. It is expected that these works will be finished this year, when the whole will, practically, be completed.

Approximate value of work under contract.....	$1,420,000 00
Gross amount of progress estimate for Oct., 1898....	1,364,557 49
Balance.....	$ 55,442 51

Total estimated cost of enlargement.....	$4,030,000 00
Amount paid up to 1st November, 1898	2,729,565 79
Balance	$1,300,434 21

Department of Railways and Canals.

NORTH CHANNEL.

STRAIGHTENING AND DEEPENING.

Mr. M. A. Cleveland entered into a contract for this work on the 14th May, 1897; he is a contractor of considerable ability and a good organizer. The work consists of cutting through earth and rock a channel 300 feet wide with 17 feet of water. He has a splendid organization, and is making rapid and satisfactory progress with the work, which, if maintained throughout the winter season, as I have no doubt will be the case, vessels drawing 14 feet of water will be able to pass safely through the channel next spring. This is an improvement which is much appreciated by the forwarders and others.

Approximate value of work under contract.....	$700,000 00
Gross amount of progress estimate for Oct., 1898.....	403,640 09
Balance.....	$296,359 91

RIVER REACHES.

IMPROVEMENT OF CHANNEL OF LAKE ST. FRANCIS, ST. REGIS BAR, 2½ MILES EAST OF CORNWALL.

Messrs. Manning & McDonald entered into a contract for this work on the 24th May, 1898. It consists of the cutting and straightening of the channel. Considerable work has been executed, sufficient to pass vessels of 14 feet draught.

Approximate value of work under contract.....	$51,399 00
Gross amount of progress estimate for October, 1898.	16,313 00
Balance.....	$35,086 00

HAMILTON ISLAND PAR, 10½ MILES EAST OF CORNWALL.

Messrs. Manning & McDonald entered into a contract for this work, on the 24th of May, 1898. Considerable work has been done, sufficient to give a channel for 14 feet navigation.

Approximate value of work under contract.....	$13,823 60
Gross amount of progress estimate for October, 1898.	3,823 60
Balance.....	$10,000 00

GALOPS RAPIDS IMPROVEMENTS.

The Gilbert Brothers Engineering Co. have their special plant employed to clean out, at a certain figure per day, the channel of 200 feet in width and 17 feet deep, which was cut in 1888 and previous years. It was found that obstructions existed in this channel which were a menace to navigation, and required to be removed. How these obstructions occurred has never been ascertained positively, but the Superintending Engineer expresses the belief that the ice coming down the river in the spring freshet drifted boulders and masses of rock into the channel and dropped them there. The work should be finished early next season.

Estimated cost of forming and cleaning out channel.	$125,740 50
Amount paid up to 1st November, 1898.....	66,740 50
Balance.....	$59,000 00

GENERAL REMARKS.

Of all the works of enlargement on the chain of canals on the St. Lawrence River, that of Messrs. William Davis & Sons, on the Cardinal section is the most behind; all the other sections are in such a condition as to satisfy me that vessels drawing fourteen feet of water will be able to navigate them next spring. I have already expressed my disappointment with the progress of these contractors.

Department of Railways and Canals.

CANADIAN GOVERNMENT CANALS.

MEMORANDUM of Expenditure on construction up to 1st December, 1898.

Canal.	Original construction up to 30th June, 1898.	Enlargement up to 30th June, 1898.	Enlargement from 30th June, 1898, up to 1st December, 1898.	Total cost of Enlargement up to 1st December, 1898.	Total expenditure on Original Construction and Enlargement up to 1st December, 1898.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Lake St. Francis		3,420 00	14,700 00	18,120 00	18,120 00
Lachine	2,589,532 85	8,035,209 33	99,683 18	8,134,892 51	10,724,425 36
Lake St. Louis		192,458 69	28,601 85	221,060 54	221,060 54
Soulanges	3,655,435 61				4,415,597 50
Beauharnois	1,626,690 26				1,626,690 26
Cornwall	1,945,624 73	4,579,734 27	14,888 23	4,594,622 50	6,540,247 23
Farran's Point	80,041 21	239,155 20	221,694 06	460,849 26	540,890 47
Rapide Plat	426,882 15	1,820,118 42	13,906 73	1,834,025 15	2,260,907 30
Galops	813,732 18	2,398,650 94	451,035 87	2,849,686 81	3,663,418 99
Galops Channel		771,188 54	27,360 00	798,548 54	798,548 54
North Channel		171,336 65	199,180 13	370,516 78	370,516 78
Murray	1,247,470 26				1,247,470 26
St. Lawrence River and Canals	18,442 85	206,003 20	3,430 30	209,433 50	209,433 50
Welland	7,693,824 03	16,112,614 98		16,112,614 98	23,806,439 01
Sault Ste. Marie	3,678,578 21				3,686,761 64
Chambly	637,206 76				637,206 76
Carillon and Grenville	73,053 64	4,051,307 03	2,701 20	4,054,008 23	4,127,061 87
Trent	2,376,628 98				2,462,779 29
Rideau	4,095,043 87				4,095,043 87
St. Ours	121,537 65				121,537 65
Culbute (canal abandoned)	379,494 46				379,494 46
Ste. Anne's	134,456 51	1,035,759 12		1,035,759 12	1,170,215 63
St. Peter's	248,762 84	399,992 80		399,992 80	648,755 64
	31,842,439 05	40,016,949 17	1,077,181 55	41,094,130 72	73,772,622 55

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 and Lachine Canal to which I refer in their place. The necessary repairs and renewals have been executed.

STATEMENT showing the dates of closing and opening canals.

Name of Canal		Closed	Opened
		1897	1898
Sault Ste Marie		14th December	11th April
Lachine		1st December	20th April
Beauharnois		30th November	24th April
Cornwall		8th December	23rd April
Williamsburg		8th December	23rd April
Welland		14th December	20th April
Chambly		1st December	2nd May
St Ours		27th November	3rd April
Ste Annes		30th November	11th April
Carillon and Grenville		30th November	30th April
Rideau	at Kingston	23rd November	1st May
	at Ottawa	25th November	1st May
Trent	on Central Reach	20th November	7th April
	on Lower Reach	24th November	7th April
Murray		3rd December	30th March
		1898	
St Peter's		3rd January	2nd April

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	Ft		Feet	Ft	Ft.
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 Anne's	1	200	45	9				
Carillon and Grenville	7	200	45	9				
Trent	13	134	33	5	6	134	33	6
Rideau	49	134	33	5				
Rideau, Perth Branch	2	134	32	5 6				
Murray (no locks)				11				
Cornwall (Old)	5	200	55	9				
Cornwall (New)	5	270	45	14				
	1	270	45	Guard				
Farran's Point (Old)	1	200	45	9	1	800	45	14
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	800	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 serious interruption to traffic in this canal during the year, the damage done by the breaking of the Montreal water works pipes being repaired on Sundays. The canal has been satisfactorily operated throughout.

MAINTENANCE.

The superintending engineer's report gives particulars of the repairs executed. The cost of these repairs for the year ended 30th June, 1898, is as follows —

Ordinary repairs under the head of Staff and Repairs..	$33,391 92
Special repairs under the head of Income	
Construction of a ditch.	819 62
Total	$34,211 54

BEAUHARNOIS CANAL.

OPERATION.

The traffic was passed through this canal satisfactorily, with the exception of the delay to navigation of 6 days caused by a washout at the lower gates at lock No. 11.

MAINTENANCE.

The following is a statement showing the cost of repairs for the year 1897-98:
The cost of ordinary repairs was as follows:—

Ordinary repairs under head of Staff and Repairs.....	$16,164 92
Special repairs under head of Income:	
To complete removal of shoal at both entrances.	5,799 34
Total.....	$21,964 26

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.....	$12,466 51
Special repairs under head of Income:—	
To continue and complete the drainage works and culverts at St. Johns, P.Q	8,644 56
To tear down and rebuild abutment wall at lock 8.....	2,998 48
To lay a coat of gravel on canal bank.....	1,499 44
To purchase half acre of land, house, outbuildings, &c.	42 20
	$25,651 19

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.....$	692 04
There were no special repairs under the head of Income.	Nil.
Total.....$	692 04

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	$ 1,699 44
There were no special repairs under the head of Income	Nil.
Total	$ 1,699 44

CARILLON AND GRENVILLE CANALS.

OPERATION.

These canals were operated successfully, without accident, during the year 1897-98.

MAINTENANCE.

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

Ordinary repairs under head of Staff and Repairs	$10,993 61
Special repairs under head of Income:	
To build spare lock gates	2,843 72
To build rubble wall of boulders	1,342 66
To build puddle trench, Innes property	895 65
Total	$16,075 64

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	$4,998 80
Special repairs under head of Income:—	
To dredge channel, upper entrance Bobcaygeon	2,497 31
To build guard pier	599 94
To remove rock in channel above Burleigh lock and Stony Lake	3,394 80
To dredge in Katchawannoe Lake	2,499 49
Totals	$13,990 34

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	$26,599 93
Special repairs under head of Income:—	
To remove "White Horse" rock shoal at Manotick	1,191 10
To renew Bank Street (Ottawa) swing bridge	9,386 93
Land damages on Kingston Mills level, and legal expenses in connection therewith	1,472 15
To pay J. K. Read for outbuildings and improvements	200 00
To build sill of lock 2	750 00
To take down and rebuild wing wall at Burritt's	30 00
To repair bulkhead at Old Slys	301 11
Total	$39,931 22

MURRAY CANAL.

OPERATION.

Vessels passed through this canal during the year without accident of any kind. It was closed to traffic on 3rd December, 1897, and reopened on 30th March, 1898.

MAINTENANCE.

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

Ordinary repairs under head of Staff and Repairs	$4,710 23
Special repairs under head of Income	Nil.
Total	$4,710 23

CORNWALL CANAL.

OPERATION.

The canal was closed for the season on 8th December, 1897, and reopened for traffic on 23rd April, 1898. 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	$15,431 02
Special repairs under head of Income	Nil.
Total	$15,431 02

WILLIAMSBURG CANALS.

OPERATION.

These canals were closed to traffic on 8th December, 1897, and opened for the season of 1898 on 23rd April, 1898.

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	$8,032 84
Special repairs under head of Income	Nil.
Total	$8,032 84

WELLAND CANAL.

OPERATION.

This canal was closed to traffic on 14th December, 1897, and reopened on 20th April, 1898. The steamer "Britannic" carried away the gates at lock 6 on 10th August, 1897, causing interruption to traffic until noon on 14th August, 1897. The steamer "Lakeside" carried away the gates of lock No. 1 of the old canal on 2nd October, 1897, when navigation on both canals was interrupted until 9th October, 1897; with these two exceptions 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.

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

Ordinary repairs under the head of Staff and Repairs		$59,571 66
Special repairs under the head of Income:—		
To renew superstructure, west pier at Pt. Dalhousie	18,630 36	
To renew fender works of bridges in new canal	16,172 89	
Total		$94,374 91

ST. PETER'S CANAL.

OPERATION.

This canal was closed to navigation on 2nd January, 1897, and reopened on 20th April, 1897. There have passed through the canal during the year 1,702 vessels.

MAINTENANCE.

Some repairs are required on this canal which have been postponed to next year. The canal, however, generally is in good repair. The cost of repairs during the year amounted to:—

Ordinary repairs under head of Staff and Repairs	$453 85
Special repairs under head of Income:	
Repairs to the canal	111 70
Total	$565 55

GENERAL OBSERVATIONS RESPECTING GOVERNMENT CANALS.

It is confidently expected that there will be a 14-foot navigation available next season from Lake Erie to Montreal. The sections of the Trent Canal under construction will, no doubt, be completed next season, which will be a convenience for the movement of local traffic. The works of enlargement of the Grenville Canal have progressed so slowly that there is little hope of these improvements being made available for navigation for another year at least. The removal of the railway bridge pier from the centre of the prism of the Sault Ste. Marie Canal will greatly facilitate traffic passing through the canal, and obviate risk of accidents to vessels.

No capital expenditure has been made during the past year on the Welland, Rideau, Carillon, Chambly, Beauharnois, Ste. Anne's or St. Ours Canals. Supplies and materials for the several canals continue to be purchased, for the most part, by competition, and books are kept on the canals showing the receipts and issues of materials and supplies.

Cost of maintenance and operation of the canal system for the year ended 30th June, 1898	$ 624,755 96
Net revenue of canals after deducting refunds	407,662 81
Excess of cost of maintenance and operation over revenue	$ 217,093 15

RAILWAY SUBSIDIES.

No subsidies to railways were granted at the last session of Parliament, but as I mentioned in my report of last year, under the terms of the Subsidy Act of the previous 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 for 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, 1898. There will also be found the amount of subsidy paid up to the 1st of November, 1898.

There also appears a statement of the cash subsidy per annum paid up to the 30th of June, 1898, 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, 1898	$ 15,843,972 11
Number of miles of railway on which cash subsidy per mile was paid up to 30th June, 1898	5,771·62
Amount of subsidy paid up to 1st November, 1898	$17,692,273 11
Cash subsidy per annum paid up to 30th June, 1898	$1,679,400 00
Number of miles built on cash subsidy per annum up to 30th June, 1898	252
Number of miles of railway to which aid in land has been authorized	2,937·21
Number of acres of land, the 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 1897; 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, 1897:—

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	1,231 365	70,718 09	11,137
Welland	1,274,292	189,113 47	2,725
Chambly	352,136	23,308 53	3,099
Ste Anne's, Carillon, Grenville — Ottawa River Canals	562,370	34,032 28	2,198
Rideau	77,276	6,131 35	2,553
Murray	13,231	655 01	651
Trent	36,141	1,095 65	2,135
St Peter's	67,093	2,844 70	1,623
*Sault Ste Marie	4,947,063	Free	4,268

* This canal was opened for traffic on 9th September, 1895

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 for the year ended 30th June, 1898, 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	10,275
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	1898	16,718

FATAL ACCIDENTS for Year ended 30th June, 1898.

	Passenger Killed	Employees Killed	Others Killed	Total Killed
Falling from cars or engines	3	20	17	40
Getting on or off trains in motion		5	12	17
At work making up trains		5		5
Putting heads or arms out of windows				
Coupling cars		11		11
Collisions and derailments		23	14	37
Striking bridges				
Walking or being on track		15	88	103
Explosions				
Other causes	2	19	36	57
Total	5	98	167	270

Department of Railways and Canals.

The summary of tables for the years ended 30th June, 1897, and 30th June, 1898, is as follows, viz —

	Comparative Statement	
	30th June, 1897	30th June, 1898.
Miles of railway completed (track laid)	16,687	16,870
" sidings	2,218	2,248
iron rails in main line	210	248
steel "	16,477	16,622
" " double track	550	553
Capital paid (including the four following items)	$921,858,232	$941,297 037
Government (Dominion and Provincial) bonuses paid	$159,241,584	$161,136,218
" " loans paid	$21,569,149	$21,569,149
" (Provincial only) subscription to shares paid)	$300,000	$300,000
Municipal aid paid ..	$15,619,868	$15,660,668
Miles in operation	16,550	16,718
Gross earnings	$52,353,276	$59,715,105
Working expenses	$35,168,665	$39,137,549
Net earnings	$17,184,611	$20,577,556
Passengers carried	16,171,338	18,444,049
Freight carried (tons)	25,300,331	28,785,903
Train mileage	45,780,851	50,658,283
Passengers killed	7	5
Number of elevators	93	108
guarded level crossings—public roads	167	171
" unguarded "	11,239	11,646
overhead bridges	421	432
level crossings of other railways	230	243
junctions with other railways	327	349
" " branch lines	219	227
engines owned	2,006	2,026
" hired	90	86
sleepers and parlour cars owned	189	188
" " hired	37	38
first class cars owned	1,047	1,176
" hired	38	38
second class and immigrant cars owned	684	623
" " hired	4	5
baggage, mail and express cars owned	663	647
" hired	11	21
refrigerator cars owned	300	398
cattle and box freight cars owned	34,939	35,459
" " hired	2,532	3,361
platform cars owned	15,149	15,864
" hired	203	442
coal and dump cars owned	4,831	5,181
" " hired		
conductors vans owned	942	1,017
" hired		7
tool cars owned	112	202
" hired		3
snow ploughs owned	100	292
" hired		2
flangers owned	145	154
" hired		1

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,

Minister of Railways and Canals.

No. 1.

RAILWAYS.

INTERCOLONIAL RAILWAY OF CANADA.
OFFICE OF THE GENERAL MANAGER,
MONCTON, N. B., 24th Sept., 1898.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended 30th June, 1898.

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

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

The length of railway in operation during the eight months from July 1st, 1897, to February 28th, 1898, was the same as last year, 1145·46 miles.

From the 1st March, 1898, to the 30th June, 1898, the length of railway in operation was 1314·87 miles. The increase of length is due to the extension of the railway to the city of Montreal.

This extension was made by way of the Drummond County Railway and of the Grand Trunk Railway. The entire line of railway owned by the Drummond County Railway Company, and extending from Chaudière Station to Ste. Rosalie Junction, a distance of 115·93 miles, with the branch to Nicolet, 14·68 miles, was acquired by lease from that company; and the right was acquired by lease from the Grand Trunk Railway Company of using jointly with them their line of railway, and all its appurtenances, between Chaudière Curve and Chaudière Station, 1·18 miles, and between Ste. Rosalie and Montreal, 37·62 miles, including the Victoria Bridge and all terminal premises and connections of that company in the city of Montreal and on the island of Montreal.

The Intercolonial Railway entered into possession of the Drummond County Railway on the 1st March, 1898, and on the same day commenced to exercise the rights acquired under the lease from the Grand Trunk Railway Company and run its trains to and from the city of Montreal.

CAPITAL ACCOUNT.

The total cost of road and equipment on the 30th June, 1897, by last report, was $55,416,157.15.

The additions during the year were as follows:—

Increased accommodation		at Halifax	$ 56,651 93
"	"	at Moncton	94,943 08
"	"	at St. John	2,099 02
"	"	at Causapscal	227 85
"	"	at Lévis	300 31

Indiantown branch	$ 4,455 67
Rolling stock	5,565 97
Additional rolling stock	49,000 00
Two dining cars	10,944 95
Land and damages along the Oxford and New Glasgow and the Cape Breton Railways	289 87
Rest houses at engine stations	141 78
Extension of Halifax Cotton Factory branch	1,278 29
Extension to deep water at North Sydney	19,820 48
Dredging deep water terminus, St. John	3,926 50
Paid the harbour commissioners of Pictou for wharf	2,721 50
Exchequer Court award *re* Murdoch McPhee, Cape Breton Railway	389 60
	$252,756 80

Making the total cost on the 30th June, 1898, $55,668,913.95.

Increased accommodation at Halifax.—This expenditure was for dredging and grading, for making roads for hauling freight and paving them with granite, for building a retaining wall of stone masonry along the Campbell Road, and putting an iron fence on it, for completing the warehouse on the coal wharf and fitting it for the electric light, and for providing creosoted piles and southern pitch pine timber for wharfs.

Increased accommodation at Moncton.—This is for the erection of a brick and stone passenger station, the rearrangement of tracks and laying of new tracks, laying concrete platforms, and grading, draining and paving yard and roads about the freight house and passenger station.

Increased accommodation at St. John.—This is to pay a judgment of the Exchequer Court and taxed costs in the case of C. W. Drury *vs.* The Queen for a piece of land.

Increased accommodation at Causapscal.—This is for extending a siding at that place.

Increased accommodation at Lévis.—This is for the services and expenses of engineers surveying and preparing plans.

Indiantown Branch.—This is for legal services, engineers' services, and witness' fees in the case of Snowball *vs.* The Queen.

Rolling Stock.—This is for the purchase of air brake apparatus and applying the same to freight cars. It was applied to ninety box and ten stock cars. The total number of freight cars now equipped is 1,518.

Additional Rolling Stock.—This is the cost of four new locomotives purchased as an addition to the stock, for the purpose of hauling fast passenger trains.

Two Dining Cars.—This is the cost of changing first-class passenger cars into dining cars and equipping the same.

Rest Houses at Engine Stations.—This is for fitting up rooms at Ste. Flavie.

Extension of Halifax Cotton Factory Branch.—This is for an extension to the exhibition grounds.

Extension to Deep Water at North Sydney.—This is for payments to Messrs. Ross & McManus on account of their contract for this work, also for creosoted piles and southern pitch pine timber, for rails and fastenings, and track laying and for dredging.

Dredging at deep water terminus, St. John.—Of this amount $154 was paid for the services of a diver, the balance was paid to the Department of Public Works for dredging.

REVENUE ACCOUNT.

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

Working expenses	$3,257,618	51
Gross earnings	3,117,669	85
Deficiency	$ 139,978	66

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

In 1897–98	$3,117,669	85
In 1896–97	2,866,028	02
Increase	$ 251,641	83

The earnings from passenger traffic compare as follows:—

In 1897–98	$ 1,053,864	64
In 1896–97	979,005	57
Increase	$ 74,859	07

The earnings from freight traffic compare as follows:—

In 1897–98	$ 1,857,740	06
In 1896–97	1,687,050	42
Increase	$ 170,689	64

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

In 1897–98	$ 206,065	15
In 1896–97	199,972	03
Increase	$ 6,093	12

In considering the above comparisons it has to be borne in mind that during four months of the year 1897–98 there were 169·81 miles more of railway in operation than during the previous year.

The earnings by mile of railway compare as follows:—

In 1897–98	$ 2,594	53
In 1896–97	2,503	08
Increase	$ 91	45

The earnings by train mile compare as follows:—

	cents.
In 1897–98	78·82
In 1896–97	75·83

The number of passengers carried compares as follows:—

In 1897–98	1,528,444
In 1896–97	1,501,690
Increase	26,754

The increase was in both local and through passengers.

The weight of freight carried compares as follows:—

	Tons.
In 1897–98	1,434,576
In 1896–97	1,296,028
Increase	138,548

The increase was in both through and 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:—

	1896-97.	1897-98.	Increase.	Decrease.
Barrels of flour and meal	847,701	987,408	139,707	
Bushels of grain	1,093,499	1,551,372	457,873	
Lumber in superficial feet	243,355,725	254,093,816	10,738,091	
Head of live stock	72,082	89,301	17,219	
Coal in tons	383,362	369,949	.....	13,413
Manufactured goods in tons	313,818	319,608	5,790	
Cords of firewood	14,971	29,896	14,925	
All other articles in tons	152,791	234,278	81,487	

There was an increase in the quantity of the following articles carried: Flour and meal, grain, lumber, firewood, live stock, ore, lime and cement, plaster, bricks, iron and other metals, potatoes, butter and cheese, eggs, fresh and dried fish, canned lobsters, molasses and refined sugar, pork both fresh and salted, beef and other meat salted, hides and skins and oil, and a decrease in the quantity of the following: Coal, stone, turnips, beets and carrots, hay and straw, pickled fish, oysters, raw sugar, beef and other meat (except pork) fresh, and leather.

Working Expenses.

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

In 1897-98	$3,257,648 51
In 1896-97	2,925,968 67
Increase	$ 331,679 84

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

	Cents.
Per mile run by engines:—	
In 1897-98	66·87
In 1896-97	62·85
Per mile run by trains:—	
In 1897-98	82·37
In 1896-97	77·42
Expenditure per mile of railway:—	
In 1897-98	$ 2,711 02
In 1896-97	2,555 43

The rent payable to the Drummond County Railway Company and to the Grand Trunk Railway Company is not included in the above, as it would disturb the comparison with previous years; no corresponding charge relating to the cost of any portion of the railway having ever before been included in the working expenses.

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

The number of ties renewed was 650,135.

One hundred and twenty-two miles of track were reballasted.

The relaying of the track with new and heavier steel rails was continued, and nineteen and a half miles of track were laid with new rails weighing sixty-seven pounds to the yard.

Two and a half miles of new sidings were laid at various places.

The bridges on all parts of the line received necessary repairs, and six wooden bridges were taken out and replaced with new steel bridges. One bridge between Moncton and St. John was taken out and a solid embankment was substituted.

The fences received necessary repairs, and forty-two and a half miles of new fences were erected.

The snow sheds and snow fences were repaired, and seven thousand rods of snow fences were renewed.

The wharfs at various places received necessary repairs.

The buildings on all parts of the line received necessary repairs and several new ones were erected.

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

Six locomotives were rebuilt during the year, and eighty-seven received heavy repairs.

Considerable work was done in the railway shops in improving the sleeping and other passenger cars, for the greater comfort of passengers.

The freight cars were repaired, and two hundred and sixty-four were rebuilt.

STORES.

The value of stores purchased was	$ 924,973 25
The value of stores used was	1,271,236 82
The value of old material sold was	60,161 32

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

Ordinary stores, including fuel	$226,861 16
Iron and steel rails and fastenings	208,547 03
Old material for sale	33,054 01
Total	$468,462 20

GENERAL.

The winter of 1897-98 was more stormy than the previous one, especially during the latter portion, and the cost of cleaning snow and ice from the track exceeded that of the previous year by twenty-five thousand dollars.

On July 20th, 1897, a portion of one of the snow sheds near Tartague was burned. On the 29th August, 1897, three hundred feet in length of the snow shed west of Harlaka was burned, and on the 24th May, 1898, the station house at Model Farm was burned. All these fires were accidental.

I have the honour to be, sir,

Your obedient servant,

D. POTTINGER,

General Manager Government Railways.

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

Deputy Minister and Chief Engineer Railways and Canals.

No. 1.—INTERCOLONIAL RAILWAY.

DR. CAPITAL ACCOUNT, Year ended 30th June, 1898. CR.

1897.		$ cts	$ cts	1897.		$ cts.
June 30	To cost of Intercolonial Railway to date	48,145,367 82		June 30	By Dominion of Canada .	55,416,157 15
	" Eastern Extension Railway to date	1,324,042 81				
	" Oxford and New Glasgow Railway to date	1,950,820 60				
	" Cape Breton Railway to date	3,875,250 87				
	" Cape Breton and Oxford and New Glasgow Railways to date	57,212 02				
	" Ferry Service at Strait of Canso to date	63,463 03				
1898.			55,416,157 15			
June 30	Expenditure for current year —					
	Increased accommodation, Moncton	94,943 08				
	" " Halifax	56,651 93				
	" " Levis .	300 31				
	" " St. John	2,099 02				
	" " Causapscal .	227 85				
	Land and damages (O & N G & C B Rys)	289 87				
	Indiantown Branch	4,455 67				
	Extension Halifax Cotton Factory Branch	1,278 29				
	Additional Rolling Stock	49,000 00				
	Extension to Deep Water, North Sydney	19,820 48				
	Rest houses at 9 engine stations	141 78				
	Two dining cars	10,944 95				
	Dredging Deep Water Terminus, St John	3,926 50				
	Cape Breton Railway, Exchequer Court Award	389 60				
	To pay Pictou Harbour Commissioners for wharf	2,721 50		1898		
	Rolling Stock .	5,565 97				
			252,756 80	June 30	By Dominion of Canada	252,756 80
			55,668,913 95			55,668,913 95

E. & O. E.
MONCTON, N.B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, Year ended 30th June, 1898. CR.

Previous Year	Expenditure		Year ended 30th June, 1898	Previous Year	Earnings	Year ended 30th June, 1898
$ cts			$ cts	$ cts		$ cts
995,247 29	Locomotive power, Abst No	1	1,031,630 81	979,005 57	Passenger traffic	1,053,864 64
708,513 01	Car expenses "	2	733,366 18	1,687,050 42	Freight traffic	1,857,740 06
624,454 43	Maintenance way & works	3	861,727 62	199,972 03	Mails and sundries	206,065 15
384,982 77	Station expenses	4	400,164 67			
207,107 39	General charges "	5	209,547 59			
5,663 78	Car mileage		21,211 64			
2,925,968 67			3,257,648 51	2,866,028 02		3,117,669 85
	Balance			59,940 65	Balance	139,978 66
2,925,968 67			3,257,648 51	2,925,968 67		3,257,648 51

E. & O. E.
MONCTON, N.B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER—(Abstract No. 1).

Previous Year	——	Year ended 30th June, 1898
$ cts		$ cts
12,160 85	Mechanical superintendent's salary, clerks, office and travelling expenses	13,816 55
267,291 80	Wages of drivers, firemen and cleaners	276,117 52
375,635 35	Fuel	388,267 88
30,848 49	Oil, tallow and waste and small stores	31,424 28
261,880 32	Repairs to engines, tenders and engine tools	276,068 39
30,498 81	Water, including pump and tank repairs	29,371 80
16,931 67	Miscellaneous	16,564 39
995,247 29		1,031,630 81

E. & O. E.
MONCTON, N.B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 4.—INTERCOLONIAL RAILWAY.

CAR EXPENSES—(Abstract No. 2).

Previous Year	——	Year ended 30th June 1898
$ cts		$ cts
84,793 82	Repairs to passenger cars	86,371 77
20,976 44	Repairs to postal, express and baggage cars	22,276 39
231,203 22	Repairs to freight cars and vans	232,118 81
3,771 23	Repairs to snow ploughs and flangers	6,308 67
255,465 63	Wages of conductors, train baggage masters and brakemen	265,557 31
22,954 90	Oil and waste for packing	17,213 63
60,664 51	Small stores and fuel	71,712 71
28,683 26	Miscellaneous	31,806 89
708,513 01		733,366 18

E. & O. E.
MONCTON, N.B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

Department of Railways and Canals.

No. 5.—INTERCOLONIAL RAILWAY.

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

Previous Year.	——	Year ended 30th June, 1898.
$ cts.		$ cts.
6,947 14	Chief and asst. engineers' salaries, clerks, office and travelling expenses	7,854 32
340,869 04	Wages in repairing roadway, fences, semaphores, including new sidings laid in	404,230 28
29,165 13	Rails and fastenings, including new sidings laid in	67,139 13
60,890 15	Ties	143,932 70
71,160 86	Timber, lumber, &c., for repairs to bridges, cattle-guards, fences, &c	99,540 05
18,855 11	Repairs to wharfs	9,443 16
50,279 25	Repairs to buildings and platforms, including extensions and additions to same	56,234 47
10,705 50	Repairs to tools	11,495 07
33,570 36	Clearing snow and ice	58,370 90
2,011 89	Miscellaneous	3,487 54
624,454 43		861,727 62

E. & O. E.
MONCTON, N.B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 6.—INTERCOLONIAL RAILWAY.

STATION EXPENSES.—(Abstract No. 4.)

Previous Year.	——	Year ended 30th June, 1898.
$ cts.		$ cts.
305,419 59	Salaries and wages of station-masters, agents, clerks, telegraph operators, station baggage-masters, yard-masters, switchmen and labourers	313,414 89
79,563 18	Fuel, oil and light, stationery, ticket and other incidental expenses	86,749 78
384,982 77		400,164 67

E. & O. E.
MONCTON, N.B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 7.—INTERCOLONIAL RAILWAY.

GENERAL CHARGES—(Abstract No. 5).

Previous Year.	——	Year ended 30th June, 1898.
$ cts.		$ cts.
87,893 21	General manager's, district superintendent's, train despatcher's, general freight agent's, general passenger agent's salaries, clerks, and their office and travelling expenses	93,772 74
30,442 98	Chief accountant and treasurer's, traffic auditor's, paymaster's, cashier's salaries, clerks, and their office and travelling expenses	30,905 52
12,048 00	Damages to men, animals and goods	8,348 66
27,073 20	Ferry service	24,513 00
2,415 44	Telegraph expenses, not includiug pay to operators	3,213 34
28,780 85	Miscellaneous, printing, advertising, &c	26,630 79
15,453 82	Agency expenses	22,163 54
2,999 89	Commissioners investigating (vote $2,500.00)	...
207,107 39		209,547 59

E. & O. E.
MONCTON, N. B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 8.—INTERCOLONIAL RAILWAY.

DR. GENERAL STORES ACCOUNT—Year ended 30th June, 1898. CR.

1897		$ cts	$ cts	1898		$ cts	$ cts
June 30	To Balance		638,832 89	June 30	By Issues during year	1,271,236 82	
1898					Sales, material, fuel, etc , to other railways, etc	19,571 58	
June 30	To Purchases during the year	924,973 25			Sales, old material	60,161 32	
	Charges from other departments	199,639 59					1,350,969 72
	Labour, etc	42,179 28			By Balance —		
	Staff pay rolls	13,806 91					
			1,180,599 03		Ordinary stores, including fuel	226,861 16	
					Iron and steel rails and fastenings	208,547 03	
					Old material for sale	33,054 01	
							468,462 20
			1,819 431 92				1,819,431 92

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E. & O. E.

MONCTON, N. B., 30th June, 1898.

T. WILLIAMS

Chief Accountant and Treasurer.

No. 9.—INTERCOLONIAL RAILWAY.

DR — GENERAL BALANCE, Year ended 30th June, 1898. — CR.

		$ cts		$ cts
To Cash		1,285 38	By Dominion of Canada	734,874 77
Stations		74,937 44	Suspense	4,300 38
General Stores—			Chatham Railway	0 07
Ordinary stores, including fuel	$226,861 16		Canadian Pacific Railway– traffic	1,350 38
Iron and steel rails and fastenings	208,547 03		Prince Edward Island Railway	7,419 57
Old material for sale	33,054 01		Pullman Palace Car Company	44 70
		468,462 20	Coldbrook Rolling Mills Company (new account)	0 10
Department accounts—			Temiscouata Railway	3 68
Militia and Defence	$ 3,759 85		Central Railway of New Brunswick	37 06
Post Office	38,007 84		Drummond County Railway	8,672 39
Public Works	3 60			
		41,771 29		
Canadian Pacific Railway rolling stock		22,446 90		
St Martin's and Upham Railway		29 54		
Dominion Atlantic Railway—general	$ 1,634 50			
" —traffic	1,150 40			
		2,784 90		
Canada Eastern Railway—general	$ 5,346 50			
—traffic	5,891 09			
		11,237 59		
Canadian Pacific Railway—general	$ 11,606 07			
" N B Division—general	5,441 77			
" —traffic	1,334 20			
		18,382 04		
Quebec Central Railway		7,641 00		
Grand Trunk Railway—general	$ 6,122 88			
—traffic	2,134 19			
		8,257 07		
Caraquet Railway		637 24		
Rents		3,527 87		
Unclaimed freight		45 54		
Bay Chaleur Railway		171 77		
New Brunswick and Prince Edward Island Railway		6 16		
Union Tank Line		0 27		
Boston and Maine Railway		74 14		
Buctouche and Moncton Railway		129 92		
Salisbury and Harvey Railway		5 59		
Tobique Valley Railway		2,739 25		
Maine Central Railway		2 66		
Canada Atlantic Railway		14 76		
Chicago, Cincinnati, C and St L Railway		0 29		
Imperial Tank Line		0 86		
Michigan Central Railway		0 65		

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

DR. GENERAL BALANCE, Year ended 30th June, 1898. CR.

			$ cts		$ cts
To	Flint and Pere Marquette Railway		1 14		
	Wabash Railway		2 92		
	Kent Northern Railway		20 90		
	Armour Car Lines		0 27		
	Central Vermont Railway		0 10		
	New York Central and Hudson River Railway		12 30		
	National Despatch Line.. ..		1 80		
	Sherbrooke Tank Line ..		0 29		
	Lake Shore and Michigan Southern Railway		1 81		
	Prince Edward Island Steam Navigation Company .		5 91		
	Merchants' Despatch Transportation Company		4 81		
	New York and New England Railway		9 16		
	Continental Fruit Express Company		0 27		
	Detroit, Grand Haven and M Railway		1 50		
	National Car Company		1 74		
	International Steamship Company		3 03		
	Western Counties Railway—general	$ 15,893 35			
	" —traffic	64 57			
			15,957 92		
	Springhill and Parrsboro Railway		3,161 99		
	Halifax and Cape Breton Railway		1,151 42		
	Elgin Branch Railway		726 10		
	Canadian Express Company		4,546 65		
	Dominion Express Company		0 20		
	Intercolonial Coal Company		1,043 56		
	Cumberland Railway and Coal Company		437 64		
	Canada Coals and Railway Company		14 24		
	Dominion Coal Company . .		157 00		
	Acadia Coal Company		676 99		
	Nova Scotia Steel Company		3,679 42		
	Steamer "Admiral"		1,863 73		
	Steamer "Monticello"		572 40		
	I C. R Employees' R and Insurance Association		99 39		
	Car "Victoria"		346 64		
	Car "Ottawa"		5 50		
	Canadian Locomotive and Engine Company		320 00		
	Portland Rolling Mills Company		3,233 50		
	St François Bridge Company		49 59		
	Baldwin Locomotive Works		181 10		
	Schooner "Soudan" and owners		139 01		
	Western Union Telegraph Company		110 87		
	Allan Steamship Line		1,892 13		
	Union Bearing Company . . .		928 18		

Halifax Cotton Company Siding		5 801 97	
Poulson Iron Works		273 25	
Town of Dartmouth		32,000 00	
St John Street Railway Company		31 00	
Ontario Car and Foundry Company		1,276 00	
Remittances destroyed		788 81	
Schooner "Mary Jane"		71 30	
Coldbrook Rolling Mills Company		1,967 41	
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 Arsene	107 12		
Dalhousie	19 69		
Valley	6 65		
Iona	72 71		
Nappan	40 00		
Kent Junction	28 38		
Isle Verte	25 00		
Gloucester Junction	78 87		
Campbellton (freight)	25 00		
Derby Junction	231 04		
		890 51	
Individual accounts		7,847 41	
Total		756,703 10	Total 756,703 10

E. & O. E.

MONCTON, N. B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 10.—INTERCOLONIAL RAILWAY.

Comparative Statement of Averages, Year ended 30th June, 1898.

	1897.	1898.
Mileage of railway	1,145	1,201·63
Engine mileage	4,655,171	4,871,387
Train mileage	3,779,283	3,955,009
Car mileage	40,823,781	43,189,745
Receipts per engine mile ..... Cents	61·56	64·00
Receipts per mile of railway ..... Dollars	2,503 08	2,594 53
Percentage of passenger earnings to gross earnings	34·16	33·80
" freight " "	58·86	59·59
" other " "	6·98	6·61
Expenses per engine mile :—		
Drivers, firemen and cleaners' wages ..... Cents	5·74	5·67
Fuel ..... "	8·07	7·97
Oil, tallow, waste and small stores ..... "	·66	·65
Repairs to engines ..... "	5·63	5·67
Water and tank repairs ..... "	·66	·60
Miscellaneous ..... "	·36	·34
Total	21·12	20·90
Mechanical superintendent's salary, office and travelling expenses	·26	·28
Total	21·38	21·18
Locomotive power per engine mile ..... Cents	21·38	21·18
Car expenses " ..... "	15 22	15·05
Maintenance way and works per engine mile ..... "	13 41	17·69
Station expenses " ..... "	8·27	8·21
General charges " ..... "	4·45	4·30
Car mileage " ..... "	·12	·44
Total per engine mile	62·85	66·87
Locomotive power per train mile ..... Cents	26·33	26·08
Car expenses " ..... "	18·75	18·54
Maintenance way and works per train mile ..... "	16·52	21 79
Station expenses " ..... "	10·19	10·12
General charges " ..... "	5·48	5·30
Car mileage " ..... "	·15	·54
Total per train mile	77·42	82·37
Working expenses per mile of railway ..... Dollars	2,555 43	2,711 02

E. & O. E.

T. WILLIAMS,

Moncton, N.B., 30th June, 1898.

Chief Accountant and Treasurer.

Department of Railways and Canals.

No. 11.—INTERCOLONIAL RAILWAY.

Special Votes—Abstract No. 6.

	Four months ended 30th June, 1898.
	$ cts.
Rent of Grand Trunk Railway—Chaudière Curve to Chaudière, and Ste. Rosalie to Montreal, including the Victoria Bridge and terminals at Montreal.	46,666 68
Rent of Drummond County Railway—Chaudière to Ste. Rosalie and the Nicolet Branch, operated as part of the Intercolonial Railway	23,333 32
Total	70,000 00

E. & O. E.

MONCTON, N. B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

10—5½*

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., 8th September, 1898.

SIR,—I have the honour to submit the report of the Engineering Department for the year ending 30th June, 1898.

TRACK.

During the year 19¼ miles of track laid with old 4½ in. steel rails, weighing 58 lbs. to the yard, were taken up and replaced with new 4½ in. rails, weighing 67 lbs. to the yard. Also 6½ miles of track laid with 67 lb. worn rails, were taken up and the rails cut and relaid on various parts of the line.

TIES.

During the year 650,135 ordinary ties and 120 sets of switch ties were removed.

BALLASTING.

103,166 cubic yards of ballast have been placed on various parts of the line where necessary during the past year.

SEMAPHORES AND SWITCHES.

Distant semaphore signals have been renewed at the following stations: Enfield, Thomson, Painsec Junction, Petitcodiac, Penobsquis, Cold Brook, St. John, New Mills, Petite Roche, Dalhousie Junction, Causapscal, Sayabec, Kempt, Little Metis, Ste. Flavie and Chaudière Junction. Station signals have been renewed at Canaan, Rogersville, Petite Roche, Bathurst, Red Pine, Bartibogue, Newcastle, New Mills, Dalhousie Junction and Sayabec.

Necessary repairs were made to semaphores, switches and station signals throughout the line.

SIDINGS.

During the year 2½ miles of additional siding accommodation were provided at various points along the line.

FENCING.

Forty-two and a half miles of new barbed wire and woven wire fence were erected, replacing pole fence and old barbed wire fence.

Extensive repairs were made to the old fences on all parts of the line.

SNOW SHEDS AND SNOW FENCES.

During the year 7,062 rods of snow fence were renewed in the Central and Northern Divisions. Necessary repairs were made to snow sheds and snow fences where required throughout the line.

WHARFS AND TRESTLES.

At Richmond at shore end of curved wharf, crib constructed to replace pile approaches from shore was partly filled in by an earth embankment. Ballast was also placed in crib-work on shore end of pier No 7.

A new freight shed was erected on coal trestle wharf D. W. terminus, 431 feet by 34 feet.

At the deep water terminus a new coal drop was erected and necessary repairs made to the coal chutes.

At Richmond the coal trestle was overhauled, blocked up and strengthened.

At Pictou Landing some slight repairs were made to wharf.

At Mulgrave about 40 x 20 feet of outer end of wharf was planked up level with the top of rails to facilitate the handling of baggage. The sheathing was removed on north corner of wharf and 5 new fenders were placed on inside of wharf.

About 140 x 15 feet of top of old wharf was re-planked and timbers under track renewed.

A portion of the crib-work on shore side of dock, damaged by the barge, was renewed, and about 150 cubic yards of ballast put in crib.

At Point Tupper the wharf was overhauled and repaired where necessary.

At Dorchester the wharf was repaired, new fenders provided and replanked with 4 inch hemlock deals.

The coal trestles at Dorchester, Amherst and Spring Hill were overhauled and repaired.

At Pointe du Chêne the wharfs were overhauled and repaired where necessary.

Buildings and Platforms.

At Halifax the outside platform was renewed at north end of station and a new platform was provided at the cabmen's stand. A portion of the old wooden platform inside north end of new shed of station, 150 x 18 feet, was taken up, and the space filled with cinders and covered with asphalt. A hard pine timber curb was placed on the outside.

Necessary repairs were made to the broken glass in windows of roof and sides of train shed; repairs were also made to the baggage room. A new floor was laid in the I. C. R. ticket office on Hollis Street.

At Richmond extensive repairs were made to the engine house to cover damages done by a boiler explosion, the roof and part of the wall being entirely rebuilt. Several of the ash pits were overhauled and repaired where necessary.

One side of the roof of cattle shed was renewed with shingles and the old wooden floor taken up and replaced with stone rubble and water-pipes connected with the city supply. A new platform was provided.

Extensive repairs were made to the coal shed at Young Street.

A portion of the roof of machine shop was reslated.

Necessary repairs were made to the mechanical foreman's house and a new hardwood floor laid in front room.

A new floor was laid in the office of the D. A. R. freight shed and other necessary repairs made to building.

At Princess Lodge a new flag station was erected.

At Bedford the agent's dwelling apartments were overhauled and repaired.

At Windsor Junction the platform was renewed.

At Elmsdale a kitchen was provided and a new cattle shed built.

At Shubenacadie, one side of station roof was reshingled and the loading platform repaired.

At Stewiacke roof of station agents apartments was reshingled.

At Brookfield the loading platform was repaired.

At Truro new hardwood floor was laid in the ladies waiting room and telegraph office, and other necessary repairs made to the building.

Necessary repairs were made to the flooring, windows and spouting of freight-shed. The engine-shed, car-shed and trackmaster's shop were overhauled and repaired.

At West River one-half of roof of station was reshingled.

At Eureka the platform was extended 50 feet and a new w.c. provided.

At Stellarton the roofs of engine shed and turntable shed were partly recovered with shingles, and the I. C. R. tenement houses overhauled and repaired.

At New Glasgow the canvas covering of projection of new station was repaired and painted, also roof of baggage room, and other slight repairs made to station building; 150 x 11 feet of the passenger platform was renewed and three new doors made in front side of freight shed to facilitate the handling of freight.

At Merigomish new floors and new sills were placed in station.

At Dewis Mills the end and one side of the flag station were double boarded to keep out snow and rain, and the platform repaired.

At Marshy Hope the platform was overhauled and repaired.

At Brierly Brook the platform was renewed and repairs made to the flag station.

At Antigonish the passenger and freight platforms were overhauled and repaired and the roofs of baggage room and freight shed painted.

At Harbor au Bouche the station was overhauled, repaired and the roof painted.

At Mulgrave the station was overhauled, repaired and painted. Necessary repairs were made to the passenger and freight platforms. The roof of engine shed was overhauled and repaired.

At Atkins Crossing, on the Pictou Landing branch, a platform 60 x 8 feet was erected to accommodate the public at this place.

At Ottawa Brook siding a new platform was erected.

Necessary repairs were made to all station buildings and platforms between Point Tupper and Sydney.

At Pictou some changes were made in the gangway to facilitate the handling of passengers and freight per Prince Edward Island Steamship Company's boats.

At Wallace Bridge a new station building was erected, and the old shelter formerly used here was moved to Fountain Road Platform and set up there for passenger accommodation.

A shelter shed was also provided at Granton's Crossing.

Necessary repairs were made to all platforms between Oxford Junction and Pictou.

At Belmont the loading platform was lowered, and passenger platform overhauled and repaired.

At Debert the passenger platform was renewed.

At Oxford Junction a new loading platform 70 feet long was erected and a modern w.c. provided for the ladies' waiting room.

At Folleigh new sills were placed under the station, the roof was renewed with shingles, and a new floor laid in dwelling apartments of station.

At Spring Hill Junction an additional engine-house, 70 x 21 feet, was erected and a stone ash pit provided for it.

At Dorchester Station an addition was made for a kitchen and the old baggage room converted into a dining room for the use of the station master.

At Memramcook the passenger platform was renewed.

At Apohaqui and Penobsquis stations the interior of station buildings was rearranged to provide better accommodation for the station masters.

At Quispamsis the station building was overhauled, repaired and raised two feet.

All other station buildings between St. John and Moncton were overhauled and repairs made where necessary.

At Moncton the new brick and stone passenger station let to contract to Messrs. Rhodes, Curry & Co., of Amherst, is nearly completed, the work having been carried steadily along during the winter months.

The plumbing and heating of the building was let by contract to F. S. McManus, of St. John, and this work is also well on towards completion.

An asphalt platform with foundation of concrete is being laid around the new station building and also throughout the entire length of the covered ways on either side and in front of station. Planking is being laid down between the curbs of platforms in front of station the full length of the covered ways.

As referred to in last year's report, the freight shed was moved across the yard from the north to the south side. Previous to its removal, new sills were placed under shed where found necessary. A pile foundation was provided for shed at the new site, and after capping piles the building was placed thereon.

A new loading platform was provided at northern end of freight shed, and a roadway 685 feet long and 50 feet wide was made, extending from a point near the western end of shed to junction with Foundry Street. This roadway was built with cedar blocks in the centre 30 feet wide, with a filling of broken stone covered with gravel for a width of 10 feet on each side of cedar blocks. A narrow platform, 3 feet wide was placed the full length of the western side of freight shed to facilitate the loading and unloading of freight.

The unclaimed baggage and freight shed was also moved across the tracks and placed in position at the southern end of freight shed.

The work of shifting and re-laying tracks, owing to the change in location of station and freight shed, has been pushed along vigorously, and the work of grading and laying out the station grounds on the north or city side of station, is well under way.

The necessary repairs have been made to the floors of machine shops and also to all other buildings where required.

At Kent Junction an extension was made to the passenger platform 160 feet long by 5 feet wide.

At Chatham Junction new sills were placed under the station building, and the roof of freight house repaired.

At Indiantown a new kitchen was built to station, and one side of roof of engine shed was recovered with shingles.

At Derby Junction a new loading platform 170 x 18 feet was erected.

At Newcastle 4 new skylights were placed in the roof of coal shed, and a new loading platform 170 x 12 feet was put up at Newcastle wharf to facilitate the handling of lumber, &c. Five engine pits were repaired in round house and roof overhauled and repaired.

All passenger and freight platforms between Moncton and Newcastle were overhauled and repaired.

At Beaver Brook the upper part of station was fitted up for dwelling apartments for station agent.

At Bathurst the freight house and coal shed were overhauled, repaired and painted, brick work of station overhauled and repaired, and 15 storm sashes provided.

At Petite Roche the roof of station was repaired and painted.

At Jacquet River the dwelling apartments of station were overhauled and repaired, and roof of station painted. The station platform was renewed.

At New Mills the station was overhauled and repaired, and roof of freight shed reshingled and painted. Seven storm sashes were provided for station.

The platforms of the following stations were overhauled and repaired: Bartibogue, Red Pine, Bathurst, Culligan's Siding, Charlo and Dalhousie Junction.

At Campbellton the engine house pits were overhauled and repaired. The floor of round house was overhauled and repaired, and general repairs were made to dwelling apartments of station agent. The station platform was extended 100 feet and necessary repairs were made to the freight house and loading platforms.

At Flatlands a new hardwood floor was laid in the station.

At Metapedia the station was overhauled and repaired; the freight house platform also received some repairs.

At Causapscal repairs were made to the floors, windows and doors of station building, and some extension was made to the station platforms.

At Cedar Hall the floor of coal shed was overhauled and repaired.

At Sayabec a well was provided to supply the station agent with water for domestic purposes.

The station platforms at Amqui, St. Moïse, and Little Métis, received necessary repairs.

At Ste. Flavie extensive improvements and alterations were made to the interior station, to provide better accommodation for the station agent. The exterior of station was also overhauled and repaired.

Necessary repairs were also made to the coal shed and round house, and two large doors provided for the latter.

At Rimouski the roof of station was reshingled and platform repaired.

At Sacré Cœur and Bic the platforms were renewed.

At Cacouna necessary repairs were made to the station platform.

At Rivière du Loup the oil house was overhauled and repaired. A drain was laid from the round house to the river and a pair of new doors were provided.

At Ste. Hélène and St. Phillipe de Néri new water closets were provided.

At Ste. Anne the station platform was renewed.

At L'Islet a new cattle yard was provided.

At Montmagny the station platform was extended 100 feet, a new floor was laid in the ladies' waiting-room, and a new loading platform was provided.

At St. Michel the station platform was renewed, a new cattle yard provided and new foundation timbers placed under station building.

General repairs were made to all other buildings between Rivière du Loup and Lévis.

BRIDGES, CULVERTS, &C.

A box culvert was rebuilt near Alton and a stone foundation provided for the new tank building put up at this place.

Stone culverts, which had broken down, between Brookfield and Truro were rebuilt.

At Pine Tree Bridge two bents were strengthened at west end and one new bent put at east end of bridge.

At Little Gut the 20 foot wooden span bridge was replaced by a steel rolled beam bridge with standard pitch-pine floor and guard rails.

Near Merigomish a 2 x 3 feet cedar box culvert 24 feet long was built in place of a 11 foot wooden beam culvert.

The covers of two stone box culverts near Avondale which had broken down were repaired.

Grant's pile bridge near Marshy Hope Station was replaced by a 30 foot steel plate girder with cedar abutments and loose stone filling. A standard pitch-pine floor and guard rails were put on.

New stringers and wall-plates were put in the 17 foot beam culvert half a mile west of Antigonish Station.

The 20-foot wooden span at Murphey's Mills was replaced by a steel rolled-beam bridge with standard hard pine floor.

Murphey's wooden Howe truss bridge was strengthened by two additional wooden bents.

The wooden pile bridge at Giles Cove was overhauled and repaired.

At Pomquet the wooden trestle bridge was replaced with a 64 feet steel through plate girder, with standard pitch-pine floor and guard rails.

At Little River the 40 foot wooden Howe truss bridge was renewed and replaced by a steel deck plate girder, with standard floor and guard rails.

At Pirate Harbour bridge a 3 x 4 cedar box culvert 60 feet long was placed under roadway and the old timber roadway 90 x 20 feet filled in.

At Folleigh bridge 292 lineal feet of the hard pine top was renewed and guard rails provided; the lateral bracing of the bridge was overhauled and repaired and all loose rivets tightened.

Two wooden frame bents were placed under the 100 foot iron deck lattice bridge at Little Forks.

At Sackville piles were driven around one of the abutments of bridge, waling pieces put on and the wooden casings placed around abutment to protect it from the ice.

At Aulac the wooden trestle bridge was overhauled and repaired.

A new pitch-pine floor was put on Palmer's overhead steel deck bridge.

Two wooden pile bents were placed under the 60 foot deck pin-connected iron bridge over the Memramcook River near Calhoun's Mills.

Four culverts between Truro and Painsec Junction were renewed with hard-pine stringers and cedar wall plates.

A new hard pine floor was placed on Harris's Mill stream bridge 3 miles east of Moncton.

The wooden bridge 28 foot span east of Hampton station, was renewed with hard pine.

McCully's overhead bridge, near Torryburn, had a new top put on.

Dougherty's wooden bridge, near Quispamsis, was renewed and replaced steel rolled beam 31 feet long, with standard hard pine floor and guard rails.

McKinley's bridge, 1½ miles east of Rothsay, was filled in with an earth embankment and a stone double box culvert 70 feet long, with openings 4 feet by 6 feet each, built by contract.

A box culvert 4 feet x 4 feet x 50 feet long was built under Canada Eastern track to drain water from Intercolonial Railway grounds at Chatham Junction.

Sixteen new hard pine ties were placed on top of South Branch bridge near Coal Branch.

All the piers of the North and South Miramichi bridges were overhauled and pointed with Portland cement.

Five new stones were placed under girders of Tetagouche bridge to replace others that were broken.

Six stone culverts between Newcastle and Campbellton were overhauled, repaired and pointed.

New hard pine floors, with guard rails, were placed on Moffat's and Adam's bridges.

Amqui bridge was overhauled and repaired with hard pine timber where required.

Some slight repairs were made to woodwork of Little Metis bridge and a quantity of stone riprap placed around bottom of centre pier.

Stone culverts between Campbellton and Ste. Flavie were overhauled and repaired where found necessary.

The wooden overhead bridge at cut east of Trois Pistoles station, was overhauled and repaired.

Necessary repairs were made to the cribwork on the west side of Trois Pistoles River bridge and a quantity of stone ballast put in crib.

At Rivière du Loup the bridge abutments were overhauled and pointed. The cribwork was also repaired.

All culverts between Ste. Flavie and Rivière du Loup were overhauled and repaired where necessary.

A new cedar box culvert was put in at St. Henri.

Two stone culverts were rebuilt, and six repaired between Rivière du Loup and Lévis.

During the working season, a gang of riveters have been out tightening up rivets and putting in lateral bracing and making the necessary repairs to iron bridges.

The following bridges were overhauled, scraped and painted two coats :—

North Branch Charlo River bridge	3 spans	50 feet.	
South do do do do	2	do	50 do
Morton's Mill Race bridge	1	do	30 do
Louison Brook do	1	do	50 do
Belledune do	2	do	60 do
Red Pine do	3	do	40 do
Rogersville overhead do	1	do	100 do
Plate girder bridge (near Derby)	1	do	30 do
Shaw's bridge	1	do	18 do
Dorchester bridge	1	do	15 do

GENERAL.

At Campbell Road, Halifax, a quantity of rock was excavated to widen track at this point and rock taken to put in cribwork at shore end of curved wharf Richmond. A retaining wall 175 feet long was built at this point and an iron railing placed on top of wall.

Considerable dredging was done in docks on north and south side of Pier No. 4, D. W. Terminus, Halifax.

800 square yards of granite block paving was laid between the brick freight shed crossing at the Deep Water Terminus and the Marine and Fisheries Buildings.

A new close board fence was erected between the Railway and Cunard's boundary, 123 feet long and 6 feet high, and topped with two rows of barbed wire.

At Deep Water Terminus two new crossings were laid to shed on pier No. 4.

Necessary repairs were made to the staging at boat landings at the Deep Water Terminus.

At North Sydney Junction a turntable was put in to facilitate the handling of snow ploughs in winter.

At Dorchester a water supply was put into station for domestic purposes, 1,300 feet of 2 in. galvanized iron pipe was used for this purpose.

Heavy repairs were made to Crowsan's and Brownell's aboisdeaux on the Central division.

A large number of cattle guards were renewed, and necessary repairs made to others throughout the whole line.

A new 50 ton track scale was put in at Campbellton and the track scales at different points on the line were overhauled from time to time, and adjusted.

The distant semaphores, signals, switches and station signals throughout the line were thoroughly overhauled and painted where it was found necessary to do so.

DRUMMOND COUNTY RAILWAY.

The Drummond County Line between Chaudière and Ste. Rosalie was taken possession of by the Dominion Government on the first day of March, 1898. The work of bringing both the old and the new parts of line up to the standard was commenced on the 12th of May and is still being proceeded with.

I have the honour to be, sir,
Your obedient servant,
WM. B. MACKENZIE,
Chief Engineer.

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

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE MECHANICAL SUPERINTENDENT,
MONCTON, N.B., 24th September, 1898.

SIR,—I beg to submit for your information the following statements prepared by the mechanical accountant:—

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 engine.

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.

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

DRAWING OFFICE.

Designed new details for proposed ten wheel passenger engines; cab and details for rebuilding engines Nos. 188 and 189; cylinder arrangement and details for rebuilding engine 159; frame for rebuilding Mogul engines; new tender frame for 3,500 gals. tank; skeleton plans for Mogul and ten wheel engines; five additional details for "Cleveland" patent cylinder arrangement.

Designed new standard draught rigging for 60,000 lbs. freight cars; general plans and details for new 60,000 lbs. box and platform cars; new six wheel passenger truck and details; drawings for altering three first-class cars to dining and restaurant cars; 45 various detail drawings made for locomotive and car repairs.

Drawings made for new connecting shafting between boiler and smith's shop, Moncton; foundation plans for new machinery in Moncton shops.

Set of clearance plans made of I. C. Ry. turntables and running sheds; map made showing I. C. Ry. water tanks.

Specifications made for freight and passenger cars, wheels, axles, springs, etc.

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. 7, 39 and 161 were rebuilt with new extended wagon top boilers complete. All boiler mountings, sight feed lubricators and injectors new. New ends on front frames, back frames strengthened. New half saddle cylinders, pistons and crossheads complete. New driving axle-boxes, springs and gear. New eccentric sheaves and straps. New cabs, pilots, heavy C. I. footplates and C. I. running boards.

Two freight locomotives, Nos. 113 and 115, were rebuilt with new extended wagon top boilers complete. All boiler mountings, sight feed lubricators and injectors new. New ends on front frames. Back frames strengthened. New half saddle cylinders, balance valves, crossheads and guides complete. New driving axle boxes, springs and gear. New cabs, footplates and running boards.

Engine No. 135 was rebuilt with large second-hand repaired boiler. New tube and throat sheets. New smoke box and stack. Frames cut, lengthened, and strengthened. New cylinders, balance valves, pistons, crossheads and guides. New injector and sight feed lubricator.

Engine No. 59 was fitted with "Cleveland" patent cylinders, and had front frames cut and altered to suit. New smoke box and stack. New boiler tubes. New driving boxes, crossheads and guides. New driving tires. New cab and running boards. Back frames strengthened. New metallic packing. New engine truck complete.

Fifty-three locomotives received heavy repairs, and 69 had specific repairs.

The following new parts were supplied:—1 new inside firebox, 1 new tube sheet, 5 new cylinders, 13 new driving wheels, 68 new driving tires, 18 new driving axles, 7 new truck axles, 2 new engine trucks, 17 new main rods, 8 new side rods, 14 new cabs, 12 new pilots, 7 new tender frames, 2 new tender tanks.

Fifty-five locomotive boilers were tested, 34 fireboxes were patched, 9,645 boiler tubes were pieced.

Ninety pair driving tires were turned, 193 truck wheels were re-tired.

Fifty-three locomotives and tenders were repainted and varnished.

Three locomotives were equipped with steam heaters.

MONCTON BRASS FOUNDRY.

Output:—61,573 lbs. brass castings, and 129,828 lbs. brass bearings.

MONCTON CAR SHOPS.

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

One hundred and fifty-two freight cars were rebuilt.

The following received heavy repairs:—Governor Generals car "Victoria," 7 sleepers, 4 parlours, 4 second class sleepers, 38 first class cars, 26 second class cars, 20 postal cars, 18 baggage cars, 21 vans, 5 snow ploughs, 605 freight cars.

The following received light repairs:—5 sleepers, 1 parlour, 7 second class sleepers, 48 first class cars, 56 second class cars, 6 postal cars, 14 baggage cars, 29 vans, 6 snow ploughs, 2 flanger cars, 2,381 freight cars.

The following were repainted or stained and varnished:—1 sleeper, 2 parlours, 2 second class sleepers, 17 first class cars, 16 second class cars, 6 postal cars, 10 baggage cars, 13 vans.

The following were renovated and varnished:—6 sleepers, 3 parlours, 2 second class sleepers, 20 first class cars, 8 second class cars, 15 postal cars, 7 baggage cars.

Six hundred and fourteen freight cars, 7 vans, 12 snow ploughs, and three flanger cars were repainted.

Special work was done as follows:—

Sleeper "Miramichi" had all hoppers renewed with flushing water closets. New overhead water tanks. All lavatory fittings new throughout of white "Ajax" metal.

Sleeper "Saguenay" had windows fitted with new "Acme" blinds.

Five postal and smoking cars had seats re-upholstered with new pantasote.

Ninety-two freight car trucks were built.

Five hundred and seventy pair steel tired wheels were turned.

One hundred and fifty-seven new axles were turned.

Two thousand two hundred and forty old axles were trued up.

Two thousand one hundred and sixteen new wheels were pressed on axles.

Nine hundred and seventy-two second hand wheels were pressed on axles.

Two new locomotive cabs were built.

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 13 had specific repairs, the following new parts being supplied:—1 new extension smoke box, 1 new driving

wheel, 9 new driving tires, 17 new driving boxes, 10 new crank pins, 8 new smoke stacks, 14 new driving springs, 12 new engine truck springs, 2 new driving axles, 3 new side rods, 2 new rocker arms and 2 new boxes, 8 new pilots, 2 new piston rods, 4 new tender springs, 1 set tender brake gear, 3 new tender frames.

Twenty-one locomotive boilers were tested, 15 fireboxes were patched.

One locomotive was equipped with steam heater, 54 pair driving tires were turned, 22 engines and tenders were repainted and varnished.

RICHMOND SHOPS.

Nine locomotives received heavy repairs, and 35 had specific repairs, the following new parts being supplied :—2 new driving axles, 7 new crank pins, 10 new driving boxes, 5 new driving springs, 3 new sets boiler tubes, 2 new pistons and 1 crosshead, 3 sets C. I. running boards, 2 new fluted side rods, 2 smoke stacks, 1 new cab and pilot, 1 new tender frame, 2 new tender trucks, 3 new pop valves, 1 new heavy C. I. foot-plate, 1 new dry pipe.

Nine locomotive boilers were tested, 10 fire-boxes, 3 boiler barrels, 2 smoke boxes, and 8 tender tanks were patched.

Eighteen pair driving tires were turned, and 9 engines and tenders were repainted and varnished.

TURNTABLE REPAIRS.

Hadlow.—2 new truss rods, 4 new brackets, 2 new sleeve nuts, 1 new set centre rollers, 8 new centre casting bolts.

Newcastle.—Centre cap repaired.

Mulgrave.—65 new sleepers for circle rail, 24 new ties and new planking on top of table.

WATER SERVICE.

Alton.—Built 17,000 gallon tank, with new stone foundation complete. New reservoir built. Boiler retubed.

Amherst.—Water crane rebuilt.

Bathurst.—Reservoir cleaned out and repaired.

Belledune.—New tank pipe, repaired boiler put in.

Campbellton.—Put in 162 feet 2½-inch galvanized pipe, 140 feet 4 inch terra cotta pipe, reservoir repaired.

Canaan.—Reservoir repaired. Steam-pump repaired.

Charlo.—Repaired boiler put in. Steam pump repaired.

Carmel Ballast Pit.—New hand pump.

Causapscal.—New 4-inch blow off cock.

Cedar Hall.—New tank pipe.

Dalhousie.—Repaired reservoir, water main and crane. Put in 12 feet 6-inch cast-iron pipe.

Dalhousie Junction.—New 12,000 gallon tank and trestle built complete. New stove and tank pipe.

Drummondville.—New tank pipe.

Forestdale.—New tank pipe.

Hampton.—New tank trestle tank hoops cut and re-rivetted. New tank pipe. Tank painted.

Hadlow.—New tank pipe.

Isle Verte.—Station water pipes repaired.

Londonderry.—New tank pipe.

Moncton.—Water cranes repaired.

McKinnon's Harbour.—Windmill and pumps repaired.

L'Islet.—New piston rod in steam pump. New tubes in boiler.

New Glasgow.—New crane pipe. New 3-inch water gate.

Oxford Junction.—New tank trestle. Tank hoops cut and re-rivetted. Tank and trestle painted.

Piedmont.—New tank pipe.

Petitcodiac.—New tank trestle. Tank hoops cut and re-rivetted. Tank, trestle and coal shed painted. New steam gauge on boiler.

Point Tupper.—Windmill repaired with 18 new sails.

Pugwash Junction.—Connected boiler and steam pump for temporary use. New stove and pipe.

Pictou.—New 2-inch ball cock. Covering of well repaired.

Sacré Cœur.—Cleaned out reservoir. Repaired water crane and pipe. New sink put in station.

Springhill Junction.—Repaired boiler put in. New smoke and tank pipes. 29 feet 5-in. pipe laid.

St. Leonard Junction.—New tank pipe.

St. Moïse.—Steam pump repaired.

St. Fabien.—New blow off cock on boiler. New floor in pump house. Repaired boiler and steam pump put in.

St. Valier.—Tank house and steam pump repaired. Three new globe valves.

Ste. Luce.—Repaired windmill pump.

St. Pierre.—Well cleaned out. Steam pump repaired. New peet valve. Repaired boiler put in.

Ste. Flavie.—3,300 feet wood pipe put in. Reservoir cleaned out. Steam pump and tank pipe repaired. Sink put in station. Station pipes and w.c. repaired.

St. Paschal.—Water crane repaired.

St. Charles.—Steam pump repaired. Repaired boiler put in.

Sydney.— Fire hydrant repaired. Water put in baggage room for car washing.

Rogersville.—New tank trestle. Tank hoops cut and re-rivetted. New smoke pipe. Tank and trestle painted.

Rivière du Loup.—New tank trestle. Tank hoops cut and re-rivetted. New smoke pipe. Laid 33 feet 4 in. cast-iron pipe. Fire hydrant moved. 1 new 4-in. water gate. Shop and station, water closets and pipes repaired.

River John.—Repaired stone foundation of tank. New trestle. Tank hoops cut and re-rivetted. Windmill and tower repaired and painted. New 32 feet ladder. New covering on well.

River du Chêne.—New tank pipe. Steam pump repaired.

Trois Pistoles.—New sink in restaurant. Repaired main water pipe and reservoir.

Westcock.—New smoke pipe for top of tank.

West Bay Road.—Repaired windmill and pump.

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

G. R. JOUGHINS,
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 of July, 1897, and on the 30th June, 1898.

	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.	Gondola., 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	2,047	2,211	978	280	710	95	99	6,696	44	10	21	2	77
Condemned 1st July, 1897	....	....	....	....	....	....	....	....	24	108	21	49	37	8	...	247	..	.	....	....	....
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
Purchased on capital	4	....	....	....	....	....	....	....	..	..	..	..	..	..	....	....	....	....	....	....	....
Total	208	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, 1897	....	....	....	....	....	....	....	....	24	108	21	49	37	8	...	247	..	....	....	..	..
" during the year	6	....	....	....	....	....	....	....	88	70	111	42	34	4	1	350	....	....	....	....	....
Total condemned	6	....	....	....	....	..	....	....	112	178	132	91	71	12	1	597	....	..	....	....	....
Rebuilt	6	....	....	..	..	....	....	..	110	11	112	....	21	10	...	264	....	....	....	....	....
To be rebuilt	....	....	....	....	....	....	....	....	2	167	20	91	50	2	1	333	....	..	....	..	....
Add serviceable and repairing	208	15	7	5	92	94	24	39	2,069	2,152	979	238	697	101	98	6,610	44	10	21	2	77
Total	208	15	7	5	92	94	24	39	2,071	2,319	999	329	747	103	99	6,943	44	10	21	2	77

MONCTON, 30th June, 1898.

JOHN SUTTON,
Mechanical Accountant.

B.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive and Car Mileage, Year ended 30th June, 1898.

Months.	Locomotive Mileage.		Car Mileage.				Snow Ploughs.	Average Passenger	Average Freight.
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.			
1897—July	129,643	195,114	583,946	285,437	2,574,714	3,444,097	82	6·70	13·19
August	126,698	175,611	576,679	268,212	2,216,409	3,061,300	555	6·67	12·62
September	120,499	195,453	580,988	276,874	2,615 464	3,473,326	. .	7·11	13·38
October	112,766	227,383	497,550	264,684	3,182,678	3,944,912	260	6·75	13·99
November	104,023	217,983	428,457	240,776	3,116,605	3,785,838	850	6·42	14·29
December	109,310	229,302	445,057	252,971	3,135,627	3,833,655	3,417	6·38	13·67
1898—January	108,811	174,688	420,396	232,264	2,051,353	2,704,013	16,864	5·99	11·72
February	101,300	171,361	373,783	212,040	1,964,903	2,550,726	13,687	5·78	11·47
March	118,595	249,489	540,531	275,482	3,313,471	4,129,484	3,766	6·88	13·28
April	115,715	248,751	536,353	273,078	3,414,928	4,224,359	131	7·00	13·73
May	113,573	263,445	539,423	272,099	3,484,260	4,286,782	....	7·06	13 23
June	121,925	223,571	624,349	295,736	2.831,168	3,751,253	932	7·54	12·66
Total	1,382,858	2,572,151	6,138,512	3,149,653	33,901,580	43,189,745	40,544	6·72	13·18

JOHN SUTTON,
Mechanical Accountant.

MONCTON, N.B., 30th June, 1898.

C.—INTERCOLONIAL RAILWAY.

ABSTRACT of Locomotive Returns for Year ending 30th June, 1898.

Months.	Hours in Steam.	Locomotive Mileage.	Consumption.				Average Consumption per 100 Miles.				
			Tons of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.	Miles run to 1 hour in Steam.	Pounds of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.
1897—July	38,648	407,127	11,102	20,253	14,480	8,592	10·05	6,108	4 97	3·56	2·11
August	35,422	377,412	10,212	17,170	12,015	8,125	10·65	6,061	4 55	3·18	2·15
September	36,774	394,309	11,513	18,443	12,379	8,402	10·72	6,540	4·67	3·14	2·13
October	38,814	415,910	12,723	18,439	12,437	8,607	10·71	6,852	4·43	2 99	2 07
November	36,783	395,928	12,381	18,264	11,280	8,621	10 76	6,979	4 61	2·85	2·17
December	37,905	412,708	13,217	19,003	11,716	9,407	10 88	7,176	4·60	2·84	2·28
1898—January	33,404	352,049	11,487	17,525	9,799	8,026	10 53	7,309	4·97	2·78	2·27
February	34,507	347,262	10,654	17,420	10,304	7,483	10·06	6,872	5·01	2·97	2 16
March	42,313	447,033	14,147	22,553	13,648	9,653	10·56	7,089	5·04	3·05	2·15
April	41,005	440,544	13,749	22,312	13,804	9,460	10·74	6,991	5 06	3·13	2·15
May	41,656	455,915	13,332	23,655	15,116	9,881	10·94	6,550	5 18	3·32	2·16
June	39,547	425,190	12,190	21,488	14,510	9,336	10·75	6,422	5·05	3·41	2·19
	456,778	4,871,387	146,707	236,525	151,488	105,593	10·66	6,746	4·85	3·11	2·17

MONCTON, N.B., 30th June, 1898.

JOHN SUTTON,
Mechanical Accountant.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of the cost of Locomotive Power for each month from 1st July, 1897, to 30th June, 1898.

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.							
										Mechanical Supt.'s Sly.	Wages.	Fuel.	Oil, Tallow and Waste.	Repairs.	Water.	Engine-houses and Turntab.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$	$	$	$	$	$	$	$
1897—July..	407,127	1,027 14	23,060 31	28,417 57	2,706 99	24,614 33	940 13	558 56	81,325 03	·25	5·66	6·98	·66	6·05	·23	·14	19·97
Aug. .	377,412	997 69	22,034 02	26,771 99	2,387 37	27,600 18	2,402 65	1,360 78	83,554 68	26	5 86	7 09	62	7·31	·64	·36	22·14
Sept..	394,309	971 86	22,396 62	30,621 86	2,568 85	23,112 29	3,557 46	1,812 12	85,041 06	·25	5 68	7·77	·65	5·86	·90	·46	21·57
Oct.. .	415,910	955 14	23,420 12	33,812 64	2,644 62	22,580 93	2,897 23	1,501 06	87,811 74	·23	5 63	8·13	·64	5·43	·70	·36	21·12
Nov..	395,928	1,020 25	22,290 64	32,619 34	2,525 92	20,152 91	3,742 23	1,520 94	83,872 23	·26	5·63	8·24	·64	5·09	·95	·37	21·18
Dec.. .	412,708	963 05	23,248 75	35,072 56	2,769 67	22,731 18	2,321 33	1,755 59	88,862 13	·24	5·63	8·50	67	5·51	·56	·42	21·53
1898—Jan...	352,049	1,012 79	20,528 56	30,220 32	2,137 10	20,598 62	3,178 84	2,072 85	79,749 08	·29	5·83	8·59	·61	5·85	·90	·58	22 65
Feb...	347,262	962 91	20,646 03	28,881 40	2,125 55	19,290 37	2,002 47	1,431 11	75,339 84	·27	5 94	8 32	·62	5.56	·57	·41	21·69
March	447,033	1,053 62	24,838 53	37,803 75	2,557 44	18,020 69	1,801 26	1,467 12	87,542 41	24	5 56	8·46	·57	4·03	·40	·32	19·58
April.	440,544	985 33	24,131 81	36,495 84	2,958 15	20,842 86	2,160 88	1,278 53	88,853 40	23	5·47	8·29	·67	4·73	·49	·29	20 17
May..	455,915	2,825 86	25,391 31	34,156 24	3 050 73	21,227 94	3,115 56	910 73	90,678 37	·62	5 57	7 49	66	4·66	·68	·20	19·88
June..	425,190	1,040 91	24,130 82	33,394 37	2,991 89	35,296 09	1,251 76	895 00	99,000 84	·24	5·67	7 85	·73	8·30	·30	·21	23·30
Totals..	4,871,387	13,816 55	276,117 52	388,267 88	31,424 28	276,068 39	29,371 80	16,564 39	1,031,630 81	·28	5·67	7·97	·65	5 67	·61	·34	21·19

MONCTON, N.B., 30th June, 1898.

JOHN SUTTON,
Mechanical Accountant.

E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, year ended 30th June, 1898.

The miles run by trains	3,955,009
" " engines	4,871,387
" " cars	43,189,745
" " snow ploughs	40,544
	$ cts.
Cost of locomotive power	1,031,630 81
Cost of car repairs:	$ cts.
Repairs to passenger cars	86,371 77
" postal, express and baggage	22,276 39
" freight cars and vans	232,118 81
" snow ploughs and flangers	6,308 67
Oil and waste for packing	17,213 63
	$ 364,289 27
	$ cts.
The cost of locomotive power per 100 miles run by trains	26 09
" " " engines	21 19
" " " cars	2 39
	$ cts.
The cost of repairs to cars and ploughs per 100 miles run by trains	8 77
" " " engines	7 12
" " " cars and ploughs	0 80
	$ cts.
The cost of oil and waste for packing per 100 miles run by trains	0 43
" " " engines	0 35
" " " cars and ploughs	0 04
The cost of repairs to cars per 100 miles run by them:	$ cts.
Passenger	1 41
Postal, express and baggage	0 71
Freight cars and vans	0 68
Ploughs and flangers	15 56

JOHN SUTTON,
Mechanical Accountant.

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.
1897.						
July 3	23 00	Special	Freight .	A. B. Vance..	C. Saunders	66
" 5	13 15	...	Shunting.		A Probert	42
" 7	14 45	88	Accommodation	W. Foster	A. Scott	57
" 9	18 15	4	"	W. J. Campbell	W. J Hunter.	56
" 13	12 45	Special	Freight .	A Calder	A Probert	46
" 22	15 25	25	Express	Jas. Millican.	H. Tait.	164
" 22	16 41	124	D.A.R. Express	J. Matheson	Jas. Leitch	12
Aug. 3	16 58	4	Accommodation.	Geo Chesley	G C Palmer	65
" 4	8 00		Shunting.		F Gibson	110
" 7	21 30		"		Geo Milne	50
" 18	21 10	26	Express	Jas Millican	B Cook	130
" 21	7 00		Shunting	..	W McGarity	35
" 25	5 30		"		J McDowell	123
" 28	22·20	1	Express (C P.R)	M. Bourgess	W Smith	400
" 30	9 00	23	Freight.	T. M Johnson	N Copeland	27
Sept. 1	21 50	17	Accommodation.	A B Vance..	C. Saunders	66
" 8						
" 9	11 50		Shunting.		M. Tobin	191
" 17	24 00		"		R. McDonald	123
" 30	5 35	8	Express	J. H Sproull	F Whitney.	55
Oct. 3	3 00	15	Freight	Jno Hughes.	C McCarthy	144
" 4	10 35	45	Accommodation	L N Letarte	O. Johvert	203
" 23	9 00	Special.	Freight	N. Hopper	A Stevens	182
" 25	13 40	"	"	F. Gunnan	P. Peterson	78
" 25	20 10	15	" .	J. B. Pollock.	D. Yould.	34
Nov. 4.	13 15	35	Accommodation.	J. T. McGinn	A. Donald ..	139
" 9	23 15	11	"	Wm Morgan	G C. Palmer..	50
" 10	18 50	33	Express	Jno. Coffey	J. Navin	
" 15	4 40	Special	Freight..	W H Williams .	E. Rushton	36
" 19	19 20	"	"	A. Desjardins	A. Connell .	179
" 23	6 00		Shunting..	..	J. W. Boyd.	23
" 23	23 00		"	..	L. Starratt	182
" 30	12 30	Special..	Freight	Jno. McDonald .	Jas Sproull	87
Dec. 1	10 10	45	Accommodation	Geo. Levesque	C. Sawyer	200
" 4	17 40	24	Freight.. ..	T. W. Johnson.	E. Kennedy	146

Department of Railways and Canals.

RAILWAY.

line of the Intercolonial Railway during the Year ended 30th June, 1898.

Place of Accident	Name of Person injured	Whether Passenger or Employee	Particulars of Accident	Extent of Injury	Verdict of Coroner's Jury
Stellarton	Clarence Doyle	Employee	Fell between two cars in motion	Fatal	Accidental
Pictou Landing	John Johnson		While coupling cars	Hand injured	
4 miles east of Oxford	A Scott		Run off of train	Fatal	Accidental
	A B Almour			Head and back injured	
Dorchester Road	Sarah Burke	Neither	Crossing track, struck by train	Fatal	Accidental
New Glasgow	F W E Ross		Attempting to get on train in motion		Accidental
Hampton	— Cady		Jumped off train in motion	Slightly injured	
Bedford Bridge	Ralph Melvin (Boy)		Walking on track, struck by train	Fatal	Accidental
Moncton Yard	Jno Baker	Employee	Struck by engine while working on track	Head injured	
	F W Corbett		While coupling tender to engine	Slightly injured	
	Jno M Nixon		Struck by engine while shunting	Fatal	Accidental
Birch Cove	Susan Warner	Neither	Hand car on which she was riding struck by train	Slightly injured	
St John	Jno Magee	Employee	Car on which he was working struck by another car which was being shunted		
Truro	F Lester		Fell while stepping on engine	Considerably injured	
St John	Peter Harding	Neither	Lying on track, struck by train	Feet cut off	
Londonderry	W A Langille	Employee	While unloading freight	Hand injured	
New Glasgow	Robt Doyle	Neither	Lying on track, struck by train	Fatal	Accidental
Dorchester Wh'f	Everitt Stenson		Moving cars by hand	Leg broken	
Deep Water Terminus, Halifax	Geo Malcolm	Employee	While coupling cars	Hand injured	
Truro	C Brunt				
Hampton	— Keltie	Passenger	Jumped off train in motion	Slightly injured	
Near Athol	Edwin Knight	Neither	Fell off train while stealing a ride	Fatal	Accidental
St Charles Junc	A Arcand	Employee	Attempting to jump on train in motion	Hand injured	
Stewiacke	M McDonald		Fell while shunting	Arm injured	
Stellarton	B Ripley		Slipped off pilot of engine	Foot injured	
DeBert	C W Lutes		While uncoupling engine from cars	Hand injured	
Kent Junction	F Frenette		While uncoupling cars		
Moosehorn Bal last Pit	Daniel Brown	Neither	Fell off train while stealing a ride	Fatal	Accidental
Sackville	Jno Coffey	Employee	Slipped while stepping on train	Leg injured	
Brookville	Jas A White		Fell off box car in motion	Head and back injured	
St Moise	J Deschamplains		While coupling cars	Hand injured	
Truro	John Brown				
	Murray Crockett			Finger injured	
Acadia Coal Co's siding, Stellarton	Jno McDonald		While shunting	Fatal	Accidental
St Michel	O F Talbot, M P	Neither	Horse which he was driving ran away and carriage was struck by engine	Head and arm injured	
Wentworth	T W Johnson	Employee	Fell off flat car in motion	Side and hip 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						
Dec 7	18 48	65	Accommodation	A B Vance	P Fraser	185
8						
10	11 00	Special	Freight	A Desjardins	A Connell	11
11	18 10			F Beaulieu	A Boisvert	1
13	8 00			C C Thomson	J T Smith	54
28		5	D A R Express	Wm Clarke	A Palmeter	14
1898						
Jan 25	14 50	38	Freight	Wm Irving	Jas Stratton	15
Feb 3	23 40		Shunting		C McHugh	118
3	20 00				J Walsh	191
6	23 38	Special	Freight	A Gamache	J McNutt	174
					W Fraser	210
8	2 25	34	Express	A McLellan	W Bastin	156
25	13 15	88	Accommodation	W Foster	A Sproull	53
27	18 55	Special	Snow plough	H Begin	M Normand	12
					G Lamothe	28
					L Sheedy	126
Mar 18	14 00					
24	10 45		Shunting	E S Vye	A McCabe	71
April 6	9 30				J Moody	22
7	11 57	19	Express	N Pushie	J McEachren	161
16	16 13	46	Accommodation	L Proulx	Jno Murphy	195
19	18 40	13		H D Fraser	J Ross	131
24	21 00		Shunting		M O Brien	127
30	10 00	Special	Freight	P Fretchet	L Dutil	61
May 2	22 20	48	Accommodation	E Lamire	O Jolhvert	205
					A Boisvert	3
May 3	7 55	Special	Freight	J Swetnam	J Gilhllan	32
7	12 00					
11	4 45		Shunting		W F Hicks	118
19	12 35	49	Freight	F Laliberte	A Charrier	31
19	21 45	Special	Freight	J A Gillespie	L Starratt	146
20	15 45	17	Accommodation	G Margeson	R Kennedy	132
30	10 30		Shunting		Jno McDowell	122
June 1	16 30			Jno McEachren	Jno Walsh	89

RAILWAY.

line of the Intercolonial Railway during the Year ended 30th June, 1897—*Continued.*

Place of Accident.	Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Westville	Wm. McGregor	Neither	Crossing track in team	Fatal	Accidental.
"	—. McQuarrie	"	"	Slightly injured.	
Coal Shed, Spring Hill.	John Paul	Employee	Jammed between coal box and post.	Fatal	No inquest.
Metapedia	A. Desjardins	"	While coupling cars	Finger injured	
St. Alexandre	Jos. Nadeau	"	While coupling engine to car	"	
Sackville	C. C. Thomson	"	Slipped in cattle guard while uncoupling cars.	Fatal	Accidental.
Near Rocky Lake	Miss Maud Foster.	Neither	Walking on track	Slightly injured.	
North-west Bridge, Derby.	Jas. Hachey	Employee	While walking over wing plough on train struck his head against bridge.	Head injured	
Moncton	M. Sweeny	"	While coupling cars	Finger injured	
Richmond	Jas. Jackson	"	" "	Shoulders injured.	
6½ miles w. of St. Moïse.	J. B. LeBel	"	Run off of train	Head injured	
"	V. LeBrun	"	"	Foot injured	
4½ miles E. of Petit Roche.	W. Bastin	"	"	Fatal	Accidental.
"	Jas. Haines	"	"	Body injured	
Oxford Junction.	C. D. Fillmore	"	While coupling chain between passenger cars.	Collar bone broken.	
St. Apollinaire.	J. O. Dussault	"	Run off of snow-plough	Fatal	Accidental.
Campbellton	C. Chouinard	"	While cleaning switch lamp, fell off platform.	Two ribs dislocated.	
Newcastle	E. S. Vye	"	Car thrown from rail by ice.	Hip and back injured.	
St. John	John Bell.	"	Fell while stepping off engine in motion.	Face and shoulders injured.	
New Glasgow	Louis Lapierre (Indian).	Neither	Attempting to get on No. 19 train in motion.	Foot injured	
St. Fabien bridge	J. J. Belanger	"	Walking on track	Fatal	No inquest.
Truro	J. B. Williams	Passenger	Fell off train in motion	Head and body injured.	
Moncton	L. Black	Employee	Struck by a piece of link which broke while coupling cars.	Hip injured.	
Chaudière Junct.	Joseph Côte	"	While coupling cars	Hand injured	
King's Siding.	A. Boisvert	"	Accommodation train and light engine collided.	Fatal	Accident happened through error of engineman.
"	X. Letellier	"		"	
"	O. Jollivert	"		Slightly injured.	
"	Chas. Dion	"		"	
Red Pine	E. Thompson	"	Slipped and fell while trying to pass between two cars.	Foot injured	
Truro Freight House.	Walter Miller	"	While handling a heavy plate of iron.	"	
Moncton	F. Flannery	"	While coupling engine to car	Hand injured	
Ste. Louise	A. Charrier	"	Attempting to get off engine in motion.	Fatal	No inquest.
Miller's Siding near Shubenacadie.	J. V. McDonald	"	While coupling cars	Arm injured	
Stewiacke	W. A. Langille	"	Fell off cars in motion	Two ribs injured.	
Truro	J. Hollinsworth	"	Attempting to get on car in motion.	Foot injured	
Richmond	C. Hartlen	"	Standing on coupling link while shovelling ashes off car.	"	

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.
1898.						
June 7 ..	9·50	Special..	Freight.....	L. Belanger.....	A. Matthews.....	179
" 7..	18·00	... ...	.. ..	....	... .	.. .
" 8..	17·00	Special..	Freight.....	A. Desjardins..... . .	F. Matheson.....	179
" 9..	7·50	39	"	H. Barreau	J. Williamson	192
" 10..	11.55	34	Express	T. Corbett...	J. Morton	154
" 10..	14 40	20	"	N. Pushie....	J. McEachren	161
" 10..	18·40	13	Accommodation. ...	F. A. Davison	Jno. Ross....	131
" 10..	8·30	Special..	Freight.....	Jos. Dionne	T. Berubé	.....
" 10..	13·50	" ..	"	J. A. Gillespie...	N. Copeland	209
" 14..	19·40	" ..	Working	Valere Roy	Geo. Cloutier.....	245
" 14..	21·00	....	Light engine.....	.. ..	C. P. Atkinson	162
" 15..	6·00	40	Freight.	D. Brownell....	E. S. White	110
" 27..	11·25	3	Accommodation.....	Wm. Morgan	Geo. C. Palmer.....	64
" 30..	8·00	.....	... .	... .	... .	... .
" 30..	17·50	Special..	....	T. Guinan.....	P. Peterson.....	40

GENERAL MANAGER'S OFFICE,
16th September, 1898.

RAILWAY.

line of the Intercolonial Railway during the Year ended 30th June, 1898—*Concluded.*

Place of Accident	Name of Person injured	Whether Passenger or Employee	Particulars of Accident	Extent of Injury	Verdict of Coroner's Jury
Little Metis	A Deschamplains	Employee	While uncoupling engine from car	Hand injured	
St John	Geo Kee		Fell off switch stand while lighting lamp	Considerably injured	
St Octave	J Deschamplains		While coupling cars	Hand injured	
Near Charlo	Mary LeBel (2 years)	Neither	On track, struck by train	Fatal	Accidental
Nipisiquit bridge near Bathurst	Arthur Walbeck		Walking on track, struck by train		No inquest
2½ miles W of West River	Isaac Butler				Accidental
Near Stewiacke	Fred Edgett				
St Henri Bridge	Mrs Samson				
Thomson	J D McDonald	Employee	While shunting	Ankle sprained	
Ste Croix	Pat Dawson		Jumped off engine in motion	Slightly injured	
Newcastle	C P Atkinson		Fell over end of station platform after stepping off engine	Shoulder and side injured	
Moncton	David Arbing		Walking on track	Considerably injured	
St John Yard	Wm Ingram (aged 9)	Neither	Crossing track	Legs cut off	
Belmont	F D Wilson	Employee	Fell on station platform	Arm broken	
Near Valley	F Gunan C Brown R McDonald H Fenton		Run off of train	Slightly injured	

WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 19th September, 1898.

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 30th June, 1898:—

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.

The gross earnings accruing to the Government were	$37,226 64
The expenses of maintenance were	18,181 63
Net earnings	$19,045 01

There was a decrease in earnings when compared with last year as follows:—

Earnings in 1896-97	$40,603 23
" 1897-98	37,226 64
Decrease	$3,376 59

The earnings from passenger traffic increased $1,786.65, and the earnings from freight traffic decreased $5,163.23.

There was an increase in the cost of maintenance as follows:—

In 1897-98	$18,181 63
In 1896 97	10,821 04
Increase	$ 7,360 59

This increase was chiefly in renewal of ties and repairs of fences and bridges.

The report of the chief engineer gives details of the work.

The necessary repairs and renewals were made, and the permanent way and works are in good order.

I have the honour to be, sir,
Your obedient servant,
D. POTTINGER,
General Manager Government Railways.

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

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF ENGINEER,
MONCTON, N.B., 8th September, 1898.

SIR,—I have the honour to submit my report of the maintenance of the Windsor Branch for the year ending 30th June, 1898.

BALLASTING.

During the year about 2,300 cubic yards of ballast were placed at different points along the branch

TIES.

During the year 21,834 ordinary hemlock ties, and 5 sets of switch ties have been renewed.

FENCING.

Five hundred and fifty-three rods of new barbed wire and woven wire fence were erected at points where no fence had been built and in place of the old post and board fences that existed at other parts of the line. Large repairs were made to existing fences.

SIDINGS.

During the year 1,150 feet of sidings were laid.

BUILDINGS AND PLATFORMS.

At Mt. Uniacke the platform was renewed.

At Newport necessary repairs were made to the station master's office and freight shed, and the station and freight platforms were also repaired.

At Ellershouse the station building was reshingled, new sills placed under building and a new floor laid down.

At Windsor a portion of the roof of the freiget shed was renewed with shingles, new sills and joists were placed under building, and necessary repairs were made to the doors.

BRIDGES, CULVERTS, &C.

The masonry of Sackville and Jordan's bridges was overhauled, repaired and pointed, where necessary. One pier of Sackville bridge was strapped with old iron rails and a retaining wall was built at Jordan's bridge. A new culvert was put under track at Lakelands of 24 inch iron pipe, with mason work at mouth of pipe.

GENERAL.

Seven sets of switch gear, five switch stands, and two semaphores complete, and six public road crossings were overhauled and painted.

A number of public and farm crossings were renewed with planking.

The stringers of five cattle guards were renewed with hard pine timber.

The track on the 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, N.B.

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, Year ended 30th June, 1898

Previous Year	Expenditure	Year ended 30th June, 1898	Previous Year.	Earnings	Year ended 30th June, 1898
$ cts		$ cts	$ cts		$ cts
10,821 04	Maintenance way and works	18,181 63	13,378 58	Passenger traffic	15,165 23
29,782 19	Balance	19,045 01	26,072 81	Freight traffic	20,909 58
			1,151 84	Mails	1,151 83
40,603 23		37,226 64	40,603 23		37,226 64

E. & O. E.
MONCTON, N. B., 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE WAY AND WORKS, Year ended 30th June, 1898.

Previous Year	—	Year ended 30th June, 1898
$ cts		$ cts
5,691 11	Repairs of track	7,736 99
201 42	Rails and fastenings	462 86
1,135 12	Ties	7,013 44
94 81	Bridges	366 65
19 34	Signals	67 15
887 38	Culverts, cattle guards, etc	575 57
441 20	Wharf at Windsor	
383 57	Buildings and platforms	309 90
28 49	Hand cars and trollies	11 80
350 07	Removing snow and ice	243 20
136 07	Tools, and repairs of same	124 00
975 30	Fencing	263 34
430 86	Accountant's office and expenses	429 42
46 30	Miscellaneous (land damages, etc)	577 31
10,821 04		18,181 63

E. & O. E.
MONCTON, N. B. 30th June, 1898.

T. WILLIAMS,
Chief Accountant and Treasurer.

Department of Railways and Canals.

No. 3.—WINDSOR BRANCH RAILWAY.

DR. GENERAL BALANCE, Year ended 30th June, 1898. CR.

1898.		$ cts.	1898.		$ cts.
June 30..	To Old rails..	9,190 14	June 30..	By Dominion account..	13,385 01
	Stores	453 40			
	D. A. Railway	3,741 47			
		13,385 01			13,385 01

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N. B., 30th June, 1898.

No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT of Receipts, one-third earnings.

Month	Passenger Traffic.	Freight Traffic.	Mails.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
1897—July	1,492 38	1,619 08	96 91	3,208 37
August	1,842 49	1,358 29	96 91	3,297 69
September	2,572 74	2,033 58	96 90	4,703 22
October	1,707 84	2,181 12	96 90	3,985 86
November	1,037 53	2,135 26	96 90	3,269 69
December	1,027 61	1,741 72	96 91	2,866 24
1898—January	738 93	1,492 38	94 45	2,325 76
February	672 70	1,234 92	94 45	2,002 07
March	752 06	1,838 94	94 46	2,685 46
April	949 80	1,896 48	95 68	2,941 96
May	1,080 42	1,678 48	95 68	2,854 58
June	1,290 73	1,699 33	95 68	3,085 74
Totals	15,165 23	20,909 58	1,151 83	37,226 64

E. & O. E.

T. WILLIAMS,
Chief Accountant and Treasurer.

MONCTON, N. B., 30th June, 1898.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., 19th September, 1898.

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, 1898.

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.

The capital of the railway was increased on account of new works to the extent of $17,541.88, making the total cost on the 30th June, 1898, $3,768,107.26.

The working expenses for the year were..... .....$	231,418 74
The gross earnings were.....	158,950 61
Deficiency ....$	72,468 13

The deficiency was $14,578.64 less than last year.

In comparison with the previous year, there was a decrease in working expenses of $9,071.18, and an increase in earnings of $5,507.48.

There was an increase in earnings from passenger traffic of $1,039.54, and an increase from freight traffic of $5.972.94.

The number of passengers carried increased over the previous year 4,012, and the freight increased 5,388 tons.

There was an increase in the quantity carried of potatoes and roots, flour and meal, lumber of all kinds, coal, salt, live stock, butter and cheese, salted pork, and general merchandise; and a decrease in grain, starch, eggs, oysters, mackerel and fresh pork.

Twelve and a half miles of track were relaid with new steel rails weighing 50 pounds a yard, replacing iron rails weighing 40 pounds a yard.

Two wooden bridges were replaced with steel ones.

One first-class passenger car, one baggage car, six stock cars, fifteen platform cars, one flanger car, and one snow-plough were rebuilt in the railway workshops.

The necessary repairs and renewals were made, and the railway and rolling stock are in a state of efficiency.

In October and November, 1897, storms did great damage to the works of the railway at Marie and at Midgell, and at St. Peter's, and there was expended during the year in repairing this damage about $4,000.

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

D. POTTINGER,
General Manager Government Railways.

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

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, P.E.I., 28th July, 1898.

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, 1898.

I also inclose the following statements prepared by the Accountant and Auditor, and Mechanical Accountant and Storekeeper :—

No. 1. Capital account.
2. Revenue account.
3. Locomotive power (abstract No. 1).
4. Car expenses (abstract No. 2).
5. Maintenance of ways 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 was the same as the preceding year, 210 miles.

CAPITAL ACCOUNT.

The total expenditure to 30th June, 1897, was.....		$3,750,565 38
The additions during the year were as follows:—		
Survey of railway and carriage bridge across the Hillsboro' River, between Charlottetown and South Port, and survey of branch railway from South Port to Murray Harbour.....	6,614 82	
Expenditure, between North Wiltshire and Colville, in grading, to reduce curves and shorten the line	9,996 31	
Putting down siding at Mount Stewart to wharf at south side of the Hillsboro' River.....	930 75	
Making the total cost on the 30th June, 1898.		$3,768,107 26

SURVEY OF BRIDGE ACROSS THE HILLSBORO' RIVER AND BRANCH RAILWAY TO MURRAY HARBOUR.

This was for the purpose of determining the cost of building a railway and carriage bridge, combined, across the Hillsboro' River between Charlottetown and South Port, and also for building a branch railway to Murray Harbour, a distance of fifty miles. The survey was completed under the direction of Mr. W. B. Mackenzie, Chief Engineer of the Intercolonial Railway.

GRADING BETWEEN NORTH WILTSHIRE AND COLVILLE.

This was for the purpose of reducing certain curves and shortening the line.

About 40,000 cubic yards of earth were placed in an embankment, one mile of woven wire fence built, two farm crossings constructed and part of the right of way paid for.

The work is to be continued into the next year for completion.

SIDING AT MOUNT STEWART.

This was constructed for the purpose of touching a wharf at the south side of the Hillsboro' River, and owned by the Provincial Government, in order to encourage and facilitate traffic at this point.

The right of way was purchased and paid for, and 900 feet of grading and track laid.

REVENUE ACCOUNT.

The earnings from passenger and freight show a very pleasing increase as compared with the last fiscal year.

Potatoes were in demand for local and foreign shipment, and many more were handled than during the previous year. Quite as large quantities of oats were sent to foreign markets as usual, a considerable portion of which was carried by rail to the principal shipping ports.

The passenger business appears to have been stimulated by an unmistakable result of better times, which seems fairly well grounded and likely to continue.

A pork-packing establishment under the management of Messrs. B. & M. Rattenbury was started on the 15th of November, 1897, at the east end of the city of Charlottetown, and about one-half mile from our depot.

This establishment, it is fully expected, will be a very great boon to the farmers of this province, and will, as a result, be beneficial in increasing the revenue of this railway.

The decrease in earnings from mails is accounted for in consequence of the mail train having been discontinued between Charlottetown and Georgetown much earlier last spring than usual.

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

Gross earnings	$158,950 61
Working expenses	231,418 74
Deficit	$ 72,468 13

The gross earnings compare with the previous year:—

In 1897-98	$158,950 61
1896-97	153,443 13
Increase	$ 5,507 48

The earnings from passenger traffic compare as follows:—

In 1897-98	$ 63,734 61
1896-97	62,695 07
Increase	$ 1,039 54

The earnings from freight traffic compare as follows:—

In 1897-98	$ 75,845 60
1896-97	69,872 66
Increase	$ 5,972 94

The earnings from mails and sundries compare as follows:—

In 1897-98	$19,370 40
1896-97	20,875 40
Decrease	$ 1,505 00

The number of passengers carried compares as follows:—

In 1897-98	126,510
1896-97	121,498
Increase	4,012

The weight of freight carried compares as follows:—

	Tons.
In 1897-98	57,539
1896-97	52,151
Increase	5,388

WORKING EXPENSES.

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

In 1897-98	$231,418 74
1896-97	240,489 90
Decrease	$ 9,069 16

The averages compare with the year as follows:—

Per mile run by engines:—

	Cents.
In 1897-98	70·68
1896-97	70·82

Per mile run by trains:—

In 1897-98	91·51
1896-97	94·67

Per mile of railway:—

In 1897-98	$ 1,101 99
1896-97	1,145 19

TRACK.

One thousand tons of steel rails with fastenings were laid between Peakes and Georgetown during the year, to replace 12½ miles of old iron rails.

There are now 151½ miles of track laid with 50 lbs. to the yard steel rails, and 58½ miles old iron rails of 40 lbs. to the yard, which require to be replaced with steel.

During the year about 4,500 old iron rails were replaced in the track, selected from those formerly taken out.

The foundation of track scales at Georgetown was rebuilt with pitch pine.

TIES.

There were renewed during the year 55,000 ordinary ties, 25 sets switch ties and 19 head-blocks and frames, besides 1,925 culled ties used in yards and sidings.

BALLASTING.

During the year 14,522 cubic yards of ballast were distributed where required.

FENCING.

Eleven miles of old fence were replaced by 10,560 feet of barbed wire and 47,520 feet of woven wire. 9,240 feet of snow fence were rebuilt, general repairs were made to both snow and ordinary fence all along the line and a large quantity of material was used.

One hundred farmers' gates were replaced by woven wire gates.

SIDINGS.

At Tignish a siding 360 feet in length was put in at the coal shed, also a siding of 720 feet put in at Messrs. J. H. Myrick's warehouse.

At O'Leary a siding was extended 103 feet.

At Traveller's Rest a siding of 210 feet was put in.

At Charlottetown a siding 450 feet long was put in at the pork packing establishment of Messrs. B. & M. Rattenbury.

At 48 Road the siding was extended 150 feet.

BRIDGES, CULVERTS, ETC.

At Marie the old wooden bridge was replaced by a 54 foot steel girder, resting on stone abutments.

At Midgell the old wooden bridge was replaced by a 54 foot steel girder, resting on stone abutments. Both of the above bridges were furnished with new Princess pine ties and supplied with guard rails, and were given one coat of iron oxide paint.

An overhead bridge, 30 foot span and 19 feet high, leading to the wharf at Souris, was rebuilt of hemlock timber for abutments and spruce stringers, replacing the old structure, which was completely rotted out.

The girder bridge at Naufrage was painted.

The bridges at Barbara Weit and Dunk River had new Princess pine ties laid and guard rails renewed.

The stringers of bridge at Wellington were partly renewed.

Three bents, containing 15 spruce piles, 45 feet long were put under Morell bridge, to support the present structure. In preparation for a new steel pony truss for this bridge, a large amount of scaffolding has been erected and twenty creosote piles have been driven.

Pine Brook Bridge had one new stone abutment built and new stringers, and Princess pine ties were supplied.

All other bridges have had necessary repairs.

Three cast iron pipe culverts were put in, to replace blind drains which were defective.

Nineteen other timber culverts were rebuilt.

Twenty-five cattle guards were rebuilt.

Four Haggas tanks were renewed.

BUILDINGS, PLATFORMS, ETC.

At Tignish a box drain 500 feet long, 12 in. x 12 in. built of 3-in. hemlock plank and sunk 4 feet in the earth, was constructed, to carry off the water from the turn-table.

A baggage room was built adjoining the station, a building for coaling engines was constructed in connection with the coal shed, and the roof of the freight shed was partly reshingled.

At O'Leary the agent's dwelling over station was whitewashed, papered, painted and the flue rebuilt; the well, also, was rebuilt with stone and mortar.

The warehouse at Cape Traverse, 150 feet long and 30 feet wide, was taken apart, removed to Charlottetown and re-erected for storing lumber in.

The engine house at Charlottetown had 13,000 feet 3-inch hemlock plank flooring put down, as renewals, and five engine pits were rebuilt.

Mount Stewart station was supplied with two new doors.

At Summerside the roof of the station was partly reshingled.

The roof of the engine house at Georgetown was partly reshingled.

The roof of station house at Cardigan was reshingled.

The following flag stations and platforms were rebuilt:—

Suffolk.
Rollo Bay.
Winsloe.
Loyalist, and Five Houses.

A new floor was laid in St. Peter's station waiting-room, and the same also in the waiting-room and ticket office of Bear River station.

The roof of engine house and freight shed at Souris was reshingled.

Platforms at Tracadie, Albany and Emerald were rebuilt.

The paymaster's office at Charlottetown had new sills, new floor, walls and ceiling replastered, also woodwork renewed and painted.

The coal shed at Georgetown was partly rebuilt.

The pattern loft of the carpenter shop at Charlottetown was enlarged to twice its former capacity and sheathed.

New stock pens were erected at Souris, Bradalbane and Cape Traverse, the one at O'Leary was enlarged, and those at Mount Stewart, Hunter River and Cardigan were repaired.

The following buildings were painted two coats:—

Charlottetown station.
Georgetown "
Souris "
Cardigan "
Suffolk Flag "
Rollo Bay " "
Winsloe " "
Loyalist " "
Five Houses Flag Station.
Freight shed (Georgetown wharf).

WHARFS AND BREASTWORKS.

In repairing Alberton wharf 25 tons of hemlock timber were used.

In repairing Georgetown wharf 40 tons of hemlock, 5 carloads brush, and 500 cubic yards of stone and earth were used.

In repairing Souris wharf 20 tons of hemlock timber, 4 cars of brush, and 100 tons of stone were used.

In repairing Summerside wharf 110 tons of timber, 5 cars of brush, 150 tons of stone, and 500 cubic yards of earth were used, together with 25 piles about 40 feet each in length, driven as stays and mooring posts; there were also 538 feet of the breastwork repaired with timber, stone and brush.

In repairing Charlottetown wharf 25 tons of timber, 100 cubic yards of stone, and 4 cars of brush were used; besides repairing the breastwork, 23 tons of timber and 300 cubic yards of earth were used.

On account of high winds and tides on 17th October and 10th November last, washouts occurred at Marie and Midgell bridges, carrying away large portions of the approaches and road-bed, and at St. Peter's about 1,000 feet of the breastwork and road-bed were seriously damaged, which necessitated the following work and material in rebuilding:—

At Marie bridge the approach to the west side had brushwork 8 feet high and 360 feet in length secured with stone and earth.

On the east side of the same bridge there were 100 feet of cribwork built of hemlock timber, and filled in with stone and brush to a height of 6 feet.

At Midgell bridge the approach at the east side had cribwork supplied 170 feet in length and 6 feet high, built of hemlock timber, and filled in with brush and stone.

At St. Peter's 800 feet of the breastwork has been rebuilt with hemlock timber, filled in with brush, stone and earth to a height of 6 feet.

The work at this breastwo. k is still going on, and will be continued until completed in the current year.

ROLLING STOCK.

Following is a summary of the principal work done in the shops of the Mechanical Department:—

Locomotive Repairs.

Two locomotives, Nos. 18 and 4 were rebuilt. They received new fire boxes, new driving wheels, new driving axles, new driving boxes, new eccentrics and straps, new pistons and piston rods, new crank pins, new brasses, new cylinder covers, new vacuum ejectors, new metallic packing in piston and valve rods, frames rebolted and tenders thoroughly repaired.

Seven locomotives received heavy repairs, one of which was considerably damaged and was largely rebuilt.

Eight other locomotives received specific repairs.

The following new parts being supplied and work performed: 10 boilers were tested, 4 boilers were patched, 600 tubes were pieced, 321 car wheels were bored and pressed on axles, 34 new car axles and 3 driving axles were turned, 4 cylinders were bored out, 8 new tires shrunk on, 1 new front tube sheet was put in, 4 new ash pans, 4 new smoke stacks, 6 new straps for side rods, 1 new side rod, 6 pop valves, 3 whistles, 12,450 bolts were forged and threaded, 3,423 lbs. of nuts were tapped, 1,400 stay bolts turned and threaded.

For the road department 12 set of switch gear were made, 2 new frogs and 12 frogs repaired, besides a quantity of tools and other small parts were supplied. Four track scales and 3 station scales were repaired, and 6 new smoke stacks for engine-houses were rebuilt.

Brass Foundry.

Output—7,784 lbs. brass castings and 543 brass bearings.

Car Shop.

One first class car, one baggage car, six stock cars, 15 platform cars, one flanger car and one snow-plough were rebuilt during the year.

Two first class cars received thorough repairs, one of which was supplied with new head lining, seats repaired and plush dyed, one second class and baggage combined was converted into postal and baggage combined.

Three second class and one baggage car received general repairs.

Forty box cars received thorough repairs, fifteen of which had new roofs put on and standard draw bars were supplied three of them.

Twelve box cars and 15 platform cars received general repairs.

One snow-plough and one flanger car and one van received general repairs.

The following work was done for the locomotive department:—

Seven cabs received general repairs.

Six tenders were repaired, two of which had new end sills, buffers and finish supplied.

One cab, two pilots, six tool boxes, two tender trucks, six running boards and four buffer beams were rebuilt.

For the road and traffic departments the following work was done:—

Two hand cars and three trollies were rebuilt, four freight and two baggage trucks were built, five coal wagons were built, and two received repairs.

Four Haggas tanks were built.

Ten loading platforms, eight cattle stages and 125 farmers' gates were built.

Fifteen switch frames and two new steel bridges were fitted.

One ash ticket case with roller front and ten boxes were made.

Paint Shop.

Three first class, three second and four baggage cars were painted and varnished.

Three first class and one baggage car were cleaned and varnished.

One van was painted and varnished.

Six locomotives and tenders were painted and varnished.

Fifty-three box cars, eighteen platform cars and eight hand cars were painted.

Forty switch frames, nine buildings, two semaphores and twelve outside sashes were painted, and 200 panes of glass were put in.

STORES.

The value of stores purchased was	$79,843 16
The value of stores used was	69,502 11
The value of old material sold was	10,255 83

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

Ordinary stores	$37,081 41
Fuel	1,820 36
Iron and steel rails and fastenings	2,804 70
Old material for sale	49,388 28
Total	$91,094 75

GENERAL.

The rolling stock, road-bed, and buildings have been maintained in a state of efficiency.

I inclose a return also 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.

1897.		$ cts.	$ cts.	1897.		$ 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
1898.				1898.		
June 30.	To expenditure for current year:—			June 30.	" "	17,541 88
	Removing curves, main line	9,996 31				
	Survey of bridge and extension towards Murray Harbour	6,614 82				
	Increased accommodation, Mt. Stewart	930 75				
			17,541 88			
			3,768,107 26			3,768,107 26

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1898.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR. REVENUE ACCOUNT for year ended 30th June, 1898. CR.

Previous Year.	Expenditure.	Year ended 30th June, 1898.	Previous Year.	Receipts.	Year ended 30th June, 1898.
$ cts.		$ cts.	$ cts.		$ cts.
55,991 60	Locomotive power, Abstract No. 1	56,520 66	62,695 07	Passenger traffic	63,734 61
			69,872 66	Freight traffic	75,845 60
41,967 07	Car expenses, Abstract No. 2	38,827 84	20,875 40	Mails and sundries	19,370 40
102,344 47	Maintenance of way and works, Abstract No. 3	94,333 51	153,443 13	Total receipts	158,950 61
			87,046 77	Balance	72,468 13
28,858 47	Station expenses, Abstract No. 4	29,076 53			
11,328 20	General charges, Abstract No. 5	12,660 20			
240,489 90	Totals	231,418 74	240,489 90	Totals	231,418 74

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1898.

Department of Railways and Canals.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Locomotive Power—(Abstract No. 1).

Previous Year	Details	Year ended 30th June, 1898
$ cts		$ cts
770 23	Mechanical superintendent's salary, clerks, office and travelling expenses	619 66
18,313 54	Wages of drivers, firemen and cleaners	18,164 92
13,605 62	Fuel	14,514 29
2,220 88	Oil, tallow, waste and small stores	2,055 16
19,134 27	Repairs to engines, tenders and engine tools	19,033 40
508 57	Water, including pump and tank repairs	556 41
1,438 49	Miscellaneous	1,576 82
55,991 60	Totals	56,520 66

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E I., 30th June, 1898

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

Car Expenses—(Abstract No. 2).

Previous Year	Details	Year ended 30th June, 1898
$ cts		$ cts.
8,988 98	Repairs to passenger cars	7,885 15
1,434 46	" postal and baggage cars	2,109 06
10,701 01	" freight cars and vans	7,838 66
1,303 43	" snow ploughs and flangers	1,059 60
15,594 87	Wages of conductors, train baggage masters and brakesmen	15,700 30
642 74	Oil and waste for packing	798 25
2,428 10	Small stores and fuel	2,545 33
873 48	Miscellaneous	891 49
41,967 07	Totals	38,827 84

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1898.

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

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

Previous Year	Details	Year ended 30th June, 1898
$ cts		$ cts
298 22	Engineer's salary, clerks, office and travelling expenses	295 64
37,794 51	Wages in repairing roadway, fences and semaphores	39,337 62
19,262 81	Rails, chairs and spikes	16,781 99
21,330 73	Ties	17,394 37
8,035 04	Timber and lumber for repairs to bridges, cattle guards, fences	9,461 29
1,587 90	Repairs to wharfs	2,313 19
10,793 58	" buildings and platforms	5,479 72
1,011 49	" tools	1,047 97
2,230 19	Clearing ice and snow	2,221 72
102,344 47	Totals	94,333 51

W. T. HUGGAN,
Accountant and Auditor

CHARLOTTETOWN, P.E.I., 30th June, 1898.

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

STATION EXPENSES—(Abstract No. 4).

Previous Year	Details	Year ended 30th June, 1898
$ cts		$ cts
22,180 51	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yard masters, switchmen, watchmen and labourers	22,458 30
6,677 96	Fuel, oil, light, stationery and other incidental expenses	6,618 23
28,858 47	Totals	29,076 53

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1898.

Department of Railways and Canals.

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

General Charges—(Abstract No. 5).

Previous Year.	Details.	Year ended 30th June, 1898.
$ cts.		$ cts.
4,271 66	Superintendent's and train despatchers' salaries, clerks, office and travelling expenses	4,439 93
4,765 95	Accountant and auditor's, paymaster's and cashier's salaries, clerks', office and travelling expenses	4,814 61
798 59	Advertising	697 85
523 37	Damages to men, animals and goods	2,202 01
382 67	Telegraph expenses (not including pay to operators)	323 69
586 05	Miscellaneous	182 11
11,328 29	Totals	12,660 20

W. T. HUGGAN,
Accountant and Auditor.

Charlottetown, P.E.I., 30th June, 1898.

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

Statement of General Stores Account, Year ended 30th June, 1898.

1897.	Dr.	$ cts.	$ cts.
June 30.	To Balance brought forward		97,160 79
1898.			
June 30.	Purchases during the year, including rails	79,843 16	
	Charges from other departments	17,134 07	
	Pay-rolls	1,230 00	
			98,207 23
1898.	Cr.		195,368 02
June 30.	By Issues during the year		104,273 27
	Balance: Ordinary stores $37,081 41; Fuel 1,820 36; Rails and fastenings on hand 48,647 58; Old material serviceable 3,545 40		91,094 75

W. T. HUGGAN,
Accountant and Auditor

Charlottetown, P.E.I., 30th June, 1898.

No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR. GENERAL BALANCE. CR.

	$ cts		$ cts.
General stores	91,094 75	Dominion Account	105,117 46
Cash	1,659 46	Accident Insurance	1,954 42
Stations	954 27		
Post Office Department	3,600 30		
Militia Department	110 55		
Anglo American Telegraph Co	46 43		
Judge Weatherbie	30 00		
Sidney Grey	25 00		
Railway extension, Charlottetown	812 83		
Intercolonial Railway	7,962 09		
B & M Rattenbury	76 20		
Galena Oil Works, Ltd	700 00		
Total	107,071 88	Total	107,071 88

W. T. HUGGAN,
Accountant and Auditor

CHARLOTTETOWN, P.E.I, 30th June, 1898.

Department of Railways and Canals.

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT OF AVERAGES, for years ended 30th June, 1898 and 1897.

Details.		1898	1897
Mileage of railway open		210	210
Engine mileage		327,424	339,551
Train mileage		252,894	254,029
Car mileage		1,340,114	1,319,903
Receipts per engine mile	Cents	48 54	45 19
" mile of railway	Dollars	756 91	730 68
Percentage of passenger earnings to gross receipts		40 10	40 86
" freight " "		47 71	45 54
" other "		12 19	13 60
Expenses per engine mile —			
Drivers, firemen, and cleaners wages		5 55	5 39
Fuel		4 44	4 01
Oil, tallow, waste and small stores		63	66
Repairs to engines		5 81	5 63
Water and tank repairs		16	15
Miscellaneous		48	42
		17 07	16 26
Mechanical superintendent's salary, office and travelling expenses		19	23
Total	Cents	17 26	16 49
Locomotive power, per engine mile		17 26	16 49
Car expenses "		11 85	12 36
Maintenance of way and works		28 81	30 14
Station expenses "		8 88	8 50
General charges "		3 88	3 33
Total per engine mile	Cents	70 68	70 82
Locomotive power, per train mile		22 35	22 04
Car expenses		15 35	16 52
Maintenance of way and works "		37 30	40 29
Station expenses "		11 50	11 36
General charges "		5 01	4 46
Total per train mile	Cents	91 51	94 67
Working expenses per mile of railway	Dollars	1,101 99	1,145 19

W. T. HUGGAN,
Accountant and Auditor.

CHARLOTTETOWN, P.E.I., 30th June, 1898.

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.
1897—July	32,581	1,659 22	1,518 80	227 42	1,467 20	23 69
August	28,316	1,450 93	1,227 17	181 07	1,356 58	....
September	29,448	1,600 81	1,423 97	178 28	1,458 35	74 93
October	30,749	1,449 37	1,370 39	173 62	1,427 05	65 45
November	32,118	1,472 36	1,680 98	198 64	1,421 80	8 98
December	30,724	1,453 54	1,548 46	203 97	1,843 39	162 60
1898—January	22,791	1,580 21	1,538 15	196 26	2,136 40	21 01
February	23,738	1,545 36	1,285 66	167 78	1,876 04	2 50
March	25,396	1,678 81	1,197 64	202 45	1,938 34	7 94
April	23,481	1,445 82	707 02	137 64	2,135 20	0 50
May	20,749	1,387 43	555 76	172 53	1,083 31	161 22
June	27,333	1,441 06	460 29	15 50	889 74	27 59
Totals	327,424	18,164 92	14,514 29	2,055 16	19,033 40	556 41

ISLAND RAILWAY.

DEPARTMENT.

for the Year ended 30th June, 1898.

		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.
153 97	5,050 30	5·12	4·66	0·69	4·50	0·07	0·47	15·51
119 06	4,334 81	5·12	4·33	0·64	4·79	... .	0·42	15·30
92 76	4,829 10	5·44	4·84	0·60	4·95	0·25	0·31	16·39
135 91	4,621 79	4·72	4·46	0·56	4·64	0·21	0·44	15·03
254 53	5,037 29	4·58	5·23	0·61	4 42	0·02	0·79	15·65
254 17	5,466 13	4·73	5·04	0·66	6·00	0·53	0·83	17·79
307 94	5,779 97	6·93	6·75	0·86	9·37	0·10	1·35	25·36
259 72	5,137 06	6·51	5·42	0·71	7·90	0·01	1·09	21·64
187 33	5,212 51	6·61	4·72	0·80	7·63	0·03	0·73	20·52
143 11	4,569 29	6·11	3·01	0·59	9·09	....	0·61	19·41
139 53	3,499 78	6·68	2·68	0 83	5·22	0·77	0·68	16·86
148 45	2,982 63	5·27	1·68	0·06	3·26	0 10	0·54	10·91
2,196 48	56,520 66	5·55	4·44	0·63	5·82	0·14	0·68	17·26

S. F. HODGSON,
Mechanical Accountant.

B.—PRINCE EDWARD

MECHANICAL

STATEMENT of the Performance and Consumption

Months.	Hours in Steam.	Train Mileage.				Mileage by Engines.			
		Passenger.	Freight and Mixed.	Ballasting.	Piloting.	With Train.	Light.	Shunting.	Total.
1897—July	3,895	13,074	12,164	2,050	308	27,596	20	7,171	34,787
August	3,572	11,016	11,230	1,973	95	24,314	104	6,031	30,449
September	3,715	11,664	10,682	3,302	519	26,167	142	6,776	33,085
October	3,883	12,039	12,058	2,852	70	27,019	114	6,843	33,976
November	4,188	10,638	14,039	2,542	128	27,347	382	7,441	35,170
December	3,682	10,145	13,495	272	186	24,098	238	6,675	31,011
1898—January	3,142	3,771	12,140	. . .	1,068	16,979	315	5,497	22,791
February	3,279	3,802	12,245	.....	2,063	18,110	86	5,542	23,738
March	3,460	4,022	14,811	.....	1,434	20,267	176	4,953	25,396
April	3,044	3,077	14,681	.... .	44	17,802	69	5,610	23,481
May	2,841	1,356	13,467	729	242	15,794	50	5,684	21,528
June	3,805	6,814	14,280	1,230	27	22,351	115	6,537	29,003
Totals	42,506	91,418	155,292	14,950	6,184	267,844	1,811	74,760	344,415

ISLAND RAILWAY.

DEPARTMENT.

of Locomotives for the Year ended 30th June, 1898.

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 1 hour in Steam.	Of Cars to one of Engines.	Bushels of Coal.	Pints of Oil.	Pounds of Waste.	Bushels of Coal.	Pints of Oil.	Pounds of Waste.
136,205	.....	4·99	8·93	3·62	13,519	3,457	651	38·86	9·93	1·87
126,213	....	5·21	8 52	4 14	11,943	2,735	587	39·22	8·98	1·92
138,515	....	5·40	8·90	4 18	13,339	2,137	549	40·32	6·45	1·65
140 610	.....	5 21	8·74	4·13	13,010	2,071	552	38·29	6 09	1·62
158,831	.....	5·85	8·39	4·51	16,553	2,552	628	47·06	7·25	1·78
120,635	... .	5 04	8·42	3·89	14,565	2,378	612	46·96	7·66	1 97
84,125	2,106	5·28	7·25	3·69	12,803	1,964	439	56 17	8·70	1·92
80,308	.. ..	5·00	7·23	3·38	12,525	1,851	413	52·76	7·78	1 74
106,869	2,267	5 67	7·34	4·20	13,292	2,082	479	52·34	8·19	1 88
100,690	574	5·67	7·71	4·28	9,722	1,470	380	41·40	6·26	1 61
105,690	....	6·78	7·57	4 90	11,914	2,028	425	55·34	9·42	1·97
133,653	....	5·98	7·62	4 60	15,369	2,699	538	52 99	9·27	1·85
1,432,344	4,947	5·47	8·10	4·16	158,554	27,424	6,253	46 04	7·96	1 81

S. F. HODGSON,
Mechanical Accountant.

C.—PRINCE EDWARD ISLAND RAILWAY.

Mechanical Department.

Monthly Statement of Car Mileage for Year ended 30th June, 1898.

Month	First Class	Second Class and Baggage	Postal and Smoking	Box and Stock	Platform	Total
1897—July	31,448	24,471	23,158	35,997	21,131	136,205
August	24 582	19,401	22,830	35,057	24,343	126,213
September	27,786	19,312	22,705	35,205	33,507	138,515
October	26,503	23,503	23,536	43,261	23,807	140,610
November	23,392	22,158	27,482	65,764	20,035	158,831
December	24,202	22,912	18,633	48,604	6,284	120 635
1898—January	16,232	13 357	15,369	32,781	6,386	84,125
February	15,587	12,233	14,352	25,984	12,152	80,308
March	19,312	14,230	17,374	36,656	19 297	106,869
April	19,813	15,915	15,445	40,600	8,917	100,690
May	14,991	15,034	14,831	47,269	13,565	105,690
June	22,043	20,235	32,005	40,164	19,206	133,653
Total	265,891	222,761	247,720	487,342	208 630	1,432,344
Less ballasting		1,390	12,009	55	78,776	92,230
Balance	265,891	221,371	235,711	487,287	129,854	1,340,114

S. F. HODGSON,
Mechanical Accountant.

Department of Railways and Canals.

D.—PRINCE EDWARD ISLAND RAILWAY.

Mechanical Department.

Statement showing the number of Locomotives, and of the various classes of Cars and other Rolling Stock, on the 30th June, 1898.

	Locomotives.	Classification of Cars.																
		1st Class.	2nd Class.	Combined 1st, 2nd & Baggage	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal & Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Stock.	Platform.	Total.	Snow Ploughs.	Flangers.	Total.
On hand, serviceable, 30th June, 1897	20	17	5	1	6	1	3	2	1	3	165	10	125	339	8	4	12
Condemned, 1st July, 1897	1	..	1	....	....	....	....	..	..	..	....	..	....	1	..	3	3
Total	21	17	6	1	6	1	3	2	1	3	165	10	125	340	8	7	15
Transferred as follows:—																	
1st Class to 2nd Class	....	1	1	..	..	....	.	..	..	..	..	..	....	....	..	..	.
Combined 1st, 2nd Class and Baggage to Postal and Baggage	....	..	..	1	....	....	1	..	..	..	..	.	.	....	..	..	.
Combined 2nd Class and Baggage to Baggage	....	..	..	.	1	.	....	1	.	..	..	..	.	....	..	..	..
Combined 2nd Class and Postal to 2nd Class and Baggage	..	..	..	....	1	....	1	..	.	..	....	..	....	....	..	....	..
Total	21	16	7	....	6	1	3	3	1	3	165	10	125	340	8	7	15
Condemned, 1st July, 1897	1	..	1	....	....	..	....	.	..	..	..	..	....	1	.	3	3
" during the year	..	..	..	....	..	..	....	1	..	..	....	6	16	23	1	1	2
	1	..	1	....	....	..	..	1	..	..	....	6	16	24	1	4	5
Rebuilt	....	1	..	....	....	..	....	1	..	..	....	6	15	23	1	1	2
To be rebuilt	1	..	..	....	....	..	..	..	..	..	....	..	1	1	..	3	3
Serviceable and repairing	20	17	6	....	6	1	3	3	1	3	165	10	124	339	8	4	12
Total	21	17	6	....	6	1	3	3	1	3	165	10	125	340	8	7	15

S. F. HODGSON,
Mechanical Accountant.

E.—PRINCE EDWARD ISLAND RAILWAY.

Mechanical Department.

Comparative Statement of the Expenses of the Mechanical Department for the Year ended 30th June, 1898.

	1897.	1898.
The miles run by trains were	254.029	252,894
" engines were	339,551	327,424
" cars were	1,319,903	1,340.114
" snow-ploughs were	10,797	4,947
	$ cts.	$ cts.
The cost of locomotive power was	55,991 60	56,520 66
" repairs to cars was	21,124 45	19,690 72
" " passenger cars was	8,988 98	7,885 15
" " postal and smoking cars was	1,434 46	2,109 06
" " freight cars and vans was	10,701 01	7,838 66
" labour, oil and waste for packing was	642 74	798 25
" repairs to snow-ploughs and flangers was	1,303 43	1,059 60
The cost of locomotive power per 100 miles run by trains was	22 04	22 35
" " " engines was	16 49	17 26
" " " cars was	4 24	4 22
The cost of repairs to cars per 100 miles run by trains was	8 31	7 78
" " " engines was	6 22	6 01
" " " cars was	1 60	1 47
The cost of labour, oil and waste for packing per 100 miles run by trains was	0 25	0 31
" " " " engines was	0 18	0 24
" " " " cars was	0 04	0 06
The repairs to passenger cars per 100 miles run by trains were	3 53	3 12
" postal and smoking cars were	0 56	0 83
" freight cars and vans were	4 21	3 09

S. F. HODGSON,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred in Canada on the line of the Prince Edward Island Railway during the Year ended 30th June, 1898.

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.
1897.												
Sept 24	9.19 p.m	Special.	Passenger	J. B. McAuley	J. Dalziel.	17	Hunter River	J. G. McKay	Passenger	Alighting from train in motion.	Leg crushed.	
Oct. 5	7.25 p.m	"	Freight ..	J. Munroe ..	N J. Love	4	Tignish	A. Jardine	Employee	While uncoupling cars.	Fingers crushed.	
Nov. 3	3.30 p.m.	5	Accommodation.	D. McKenna.	J. Dalziel.	5	Ellerslie.	Julius McDonald.	"	While unloading freight.	Hand injured.	
" 29	2.00 p.m	12	"	J. R. McKee..	J. Yeo	3	Morell	J. R. McKee..	"	While coupling cars	Arm bruised.	
1898.												
Jan. 24	9.05 a.m	1	Express.	F. Kelly ..	J. Hunter A. J. McLaine	7 21	Near Traveller's Rest.	A. J. McLaine Peter McCarey	" "	Run off of train "	Body and limbs bruised.	
Feb. 12	5.47 p.m	3	Accommodation.	J. Munroe ..	D. Pound.	10	Kensington.	J. Munroe ..	"	Closing box car door.	Finger crushed.	
Mar. 3	12.50 p.m	1	"	F. Kelly.....	J. Yeo ...	3	Summerside	J. M. Enman	"	Coming off box car	Ankle sprained.	

No. 2.

CROW'S NEST RAILWAY.

MACLEOD, ALTA., 1st December, 1898.

SIR,—I have the honour to present my annual report on the condition of the line and the works that are fast drawing to completion, on the Crow's Nest Railway, during the fiscal year 1897-1898 and up to the 1st of December, 1898.

The railway was given under contract to the Canadian Pacific Railway Company, to be constructed and equipped for a subsidy of $11,000 per mile, from Lethbridge to Nelson, the total amount of subsidy not exceeding the sum of $3,630,000.

The line was to be opened for traffic on or before 31st December, 1898, as far as the south end of Kootenay Lake, there providing train transfer facilities, without transhipment, not later than that date, from that point to Nelson, B. C., the service to be kept up until the balance of the road to Nelson was completed and put in operation for public traffic, the contract allowing them until 31st December, 1900, to complete it.

The section of road to Kootenay Lake will be in safe condition to be opened for traffic before the close of the present month, it is equipped with rolling stock sufficient for the requirements of the traffic. Car loads of freight have already been carried from the south end of Kootenay Lake to Nelson, B. C., by water in transfer barges and steamers, thereby giving the public a traffic service before the expiration of the time limit named in the contract.

The contract specifies that steel rails of a minimum weight of 56 lbs. per lineal yard are to be used for track.

The 56 lbs. rails have been introduced on the prairie sections and on the river bottoms, where tangents and light curvature occur, the balance of the road-bed is completed with a percentage of 60 lbs. rails and fully 26 per cent of the whole 288$\frac{3}{4}$ miles is laid with rails weighing 73 lbs. to the lineal yard.

The truss bridges of large spans on this line, both for through and deck spans are of the Howe truss, of the Canadian Pacific Railway standard, built of wood, the splicing of the lower chord members being of steel plates.

Over the Kootenay River which is navigable for steamers, an iron swing bridge has been erected over the north channel, which I consider gives ample provision to the passage of craft navigating these waters.

The trestle bridging is well designed and of the Canadian Pacific Railway standard, where necessary rows of piles driven from the mud sill of the embankments, 30 and 45 feet out, which are framed into the deck system having diagonal sill braces to ensure greater rigidity.

The position of the culverts, both box and beam, have been well chosen, the structures being strong, well put together and of sound material, in some cases stone is used, and in others cedar and Douglas fir timber. They are similar in design to those in a like country on the main line of the Canadian Pacific Railway.

The surfacing and ballasting of the road has been well advanced from Lethbridge to Jaffray station at the 173$\frac{4}{10}$ mile. From this point to Kootenay Lake the road is about half ballasted.

At the present time a large force of men, steam shovels and working trains are employed in completing the work.

I attach a list showing the location of sidings, buildings, etc., from Lethbridge to Kootenay Landing.

Such of the buildings for sectionmen's houses and stations as are built, are roomy, of neat design and suitable for the traffic, and conform to the requirements as specified in the contract.

Tanks of the Canadian Pacific Railway standard design, of a capacity of 40,000 gallons each, have been erected at suitable points between Lethbridge and Kootenay Lake, excepting at Cranbrook, a divisional station, and at Sirdar station, at which two points water for the present is being supplied by temporary tanks.

The road-bed throughout is of a solid, substantial character and well built.

The embankments have settled down, and become consolidated, which naturally has lessened the original width at formation level; the company are now engaged in bringing these embankments up to the contract width.

The cuttings have been formed of the widths called for by the contract, but the earth cuttings are now being further widened.

In earth cuttings the character of the material largely governs the pitch of the slopes.

In gumbo, or running clay, the slopes have been taken out at a flatter angle than 1½ to 1, and to give greater stability to the road-bed, and prevent disturbance of the track, 12 in. sheet piling has been driven at the foot of the slope on the upper side of the cuttings; not only has this been done, but in through cuttings of this material a base of broken rock over the full width of the bottom of the cuttings has been laid in, over three feet in thickness, which has given most satisfactory results.

Cemented material has been met with in many of the cuttings, from the Crow's Nest Lake station westward, in such cases a slope of less than 1½ to 1 has been adopted, which appears to meet all requirements, as they are standing well. In some of the cuttings east of the Crow's Nest station, a firm, dry, and compact soil is found, in such cases the slopes have been taken out at less than 1½ to 1, and so far they have stood well.

In other cuttings between Lethbridge and Macleod, a cemented material is found which is so hard and compact that blasting had to be resorted to.

As the specification calls for a slope of 1½ to 1, I am, until I have had an opportunity to fully satisfy myself of the sufficiency of these slopes as taken out, retaining part of the subsidy to cover the cost of flattening these slopes, if it should be found necessary after a year's experience.

The contract limits the maximum grades to 106 feet to the mile, but I am pleased to be able to report that the company has succeeded in keeping the maximum down below 60 feet to the mile, which is very satisfactory.

Owing to the mountainous character of the country and its general configuration, curves of 10°, 12°, and in one case 14°, had to be introduced, and I see no way in which it could, at reasonable cost, have been avoided.

The company at the present time have three steam shovels employed in ballasting, widening cuttings, and filling in trestles, which are being served by the necessary trains.

Surveys have been made of the balance of the line subsidized, viz., from the south end of the Kootenay Lake to Nelson, but the final plans of location have not yet been filed in the department, as a revision of the location is in contemplation with a view of reducing the severity of the curves in some cases as now laid out.

I have the honour to be,

Your obedient servant,

GEO. R. L. FELLOWES,
Supt. Engr. C. N. L. Ry.

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

CANADIAN PACIFIC RAILWAY.

C. N. B. AND B. C. S. SECTION.—Location of Sidings, Buildings, &c.

Stations	Mileage from Dunmore Junction	Miles between Stations	Class of Building	Buildings, R or L	Water Supply	Sidings R or L	Clear Standing Room	Coaling Stations
Lethbridge	109 3						Yard	Coal
		5 5						
Six Mile Coulee	110 8					Left	1504	
		4 9						
St Mary's River	115 7		Double section house	Right	Tank pump			
		9 7						
Blood	125 4					Left	1412	
		6 1						
Belly River	131 5				Tank pump			
		2 8						
Slide Out	134 3		Single section house	Right		Left	1497	
		8 5						
Macleod	142 8		Division station and single section house	Right	Tank pump	Left	Yard	Coal
		8 9						
Skotooly	151 7					Left	1424	
		10 6						
Brocket	162 3		Double section house	Right	Tank gravity	Left	1801	
		10 6						
Pincher	172 7		Second class station	Left		Right	1661	
		5 6						
Cowley	178 3		Double section house	Left		Right	2052	
		6 9						
Middle Forks	185 2				Tank pump			
		4 1						
Livingston	189 3					Right	1670	
		9 0						
Blairmore	198 3		Double section house	Right		Left	1594	
		13 5						
(Summit of Rockies)	211 1							
		0 7						
Crow's Nest	211 8		Double section house	Left	Tank pump	Right	940	Coal
		4 9						
Loop	216 7					Right	695	
		1 8						
Sparwood	218 5		Single section house	Right		Right	1744	
		5 2						

(Coal Siding)	221	7							
			2	4					
Siding No 14	224	3					Right	1450	
			5	8					
Michel	229	9			Double section house ..	Left	Right	1450	
			5	6					
(Water Tank)	235	5				Tank gravity			
			4	4					
Hosmer	239	9			Double section house	Right	Left	1510	
			7	5					
Fernie	247	4			Second class station	Right	Tank pump	Left	842 Coal
			2	8					
Coal Creek	250	2			Double section house	Left	Right	1624	
			8	2					
Morrissey	258	4					Left	1545	
			7	7					
Elko	266	1			Second class station and double section house	Left	Tank gravity	Right	1164
			12	6					
Jaffray	278	7			Single section house	Right		Left	1608
			10	1					
Wardner	288	8					Tank pump	Left.	1781
			12	1					
Doris	300	9			Combined station and section house	Right		Left	1452
			9	9					
Cranbrook	310	8			Divisional station and double section house	Left	Tank pump	Right	Yard Coal
			12	1					
Swanson	322	9			Combined station and section house	Left			
			9	7					
Moyie	332	6			Double section house	Left	Tank pump		
			8	5					
Tochty	341	1						Left	1610
			10	5					
Yahk	351	6			Double section house	Right	Tank pump	Left	1491
			5	1					
Goat Fell	356	7						Left	1602
			9	6					
Kitchener	366	3			Double section house	Left	Tank gravity	Right	1744
			8	9					
Spur	375	2							
			3	0					
Fisher	378	2			Double section house .	Right		Left	1467
			12	7					
Sirdar	390	9			Double section house and 3 stall engine shed	Left	Tank gravity	Right	Yard Coal
			3	0					
Kootenay Landing	393	9			Station building	Right			

G. R L. FELLOWES,
Supt. Engineer C. N. L. Railway.

No. 3.

CANALS.

SAULT STE. MARIE CANAL.

SUPERINTENDENT'S OFFICE,
SAULT STE. MARIE, ONT., 3rd August, 1898.

SIR,—I beg to submit my third annual report upon the operation of the above canal for the fiscal year ending 30th June last.

The canal was closed for the season last year on the 14th day of December, having been in continuous operation for 238 days and at that without any serious delays of any kind to vessels, and this spring was reopened for traffic on the 11th day of April.

Owing to the necessity of making some alterations to their canal the American lock closed down some four days earlier than this one, and this spring owing to the non-completion of the same, their canal was not opened for traffic until some seven days later than this one.

During the fiscal year just ended there has been made some 3,141 lockages, passing through 4,767 registered and non-registered craft with a total tonnage of 4,118,492 tons, with an average time of fourteen and one quarter minutes to a lockage; of this tonnage only some 395,436 tons was Canadian. This apparent smallness of tonnage does not represent by any means the total amount of Canadian tonnage engaged in the Lake Superior traffic, but is accounted for by reason of a great many of the Canadian vessels (passenger ones especially) using the American lock almost entirely.

The arrangement made with the American canal officials for a daily exchange of vessel reports has been carried out this season the same as formerly, thus securing a full report of the Lake Superior traffic; and as these statistics are taken from verified reports of cargoes furnished by captains of vessels passing through the different canals, there is no doubt of their correctness.

There being a difference of some eighteen feet between the level of Lake Superior and the St. Mary's River at this place, to surmount this difference and to accommodate the ever increasing Lake Superior traffic, locks of various sizes have from time to time been erected. The first one built was in the year 1797 and is said to have been the first lock ever built on the North American continent, and was built and used by the Hudson Bay Company. It was 40 feet long, 9 feet wide and had a total lift of 9 feet and the boats were towed from the end of the lock up a sluiceway by oxen the balance of the distance to Lake Superior. The site upon which this primitive lock was built is now preserved and used as a fish-pond by the Lake Superior Power Company, upon whose lands it is located, and the oaken floor, as it was laid over a hundred years ago, is there now in apparently as good a state of preservation as the day it was laid. Locks of various sizes, and from time to time have been built, until at the present time, there are three locks in operation, two on the American side and one on the Canadian. The larger one on the American side, or what is known over there as the "Poe Lock" (so called after the late General Poe, its designer and engineer in charge during construction), is 800 feet long and 100 feet wide, whilst the Canadian lock is 900 feet long and 60 feet wide and is said to be the longest lock in the world. Both of these locks can pass vessels drawing 20 feet of water.

It should be a matter of gratification and pride to Canadians generally to think that within a few hundred feet of the spot, which was then a howling wilderness, where

their forefathers erected the first lock ever built on this continent, that Canada has built and has in operation, within a century, the longest lock in the world.

A perusal of the following table will give in some measure an idea of the necessity of these immense locks and of the vastness of the Lake Superior traffic and of its great increase in the last decade, from an estimated value of $79,031,757 in the year 1887, up to that of $218,235,927 during the season of 1897, whilst the tonnage of vessels carrying the same has increased from 4,897,598 tons in the former year to 17,619,933 tons during last season.

Year.	Number of Vessel Passages.	Registered Tonnage of Vessels.	Total Tonnage of Freight.	Cost of Carrying per Mile. — Ton.	Estimated Value of Freight Carried.	Proportion of Freight Carried in Canadian Vessels.
				Mills.	$	Per cent.
1887	9,355	4,897,598	5,494,649	$2\frac{8}{10}$	79,031,757	7
1888	7,803	5,130,659	6,411,423	$1\frac{9}{10}$	82,156,019	6
1889	9,579	7,221,935	7,516,022	$1\frac{7}{10}$	83,732,527	4
1890	10,557	8,454,435	9,041,213	$1\frac{6}{10}$	102,214,948	$3\frac{1}{2}$
1891	10,191	8,400,685	8,888,759	$1\frac{35}{100}$	128,178,208	4
1892	12,580	10,647,203	11,214,333	$1\frac{34}{100}$	135,117,267	$3\frac{9}{10}$
1893	12,008	8,949,754	10,796,572	$1\frac{3}{10}$	145,436,957	$4\frac{1}{10}$
1894	14,491	13,110,366	13,195,860	$\frac{99}{100}$	143,114,502	$3\frac{5}{8}$
1895	17,956	16,806,781	15,062,580	$1\frac{14}{100}$	159,575,129	$3\frac{3}{4}$
1896	18,615	17,249,418	16,239,061	$\frac{99}{100}$	195,146,842	4
1897	17,171	17,619,933	18,982,755	$\frac{81}{100}$	218,235,927	3

In the above table I have included the cost of carrying this freight per mile, ton, and year by year as the larger vessels have come out this cost has decreased. This season the record-breaking cargo has gone over the 7,000-ton mark, and it is expected that before the snow flies that some of the larger ones now on the stocks will have equalled if not extended beyond the 8,000-ton mark. These large carriers are forcing the smaller ones to be laid up, and anything smaller than 2,000 tons except for lumber and some local purposes, will soon be things of the past.

Very slight damage has been done to the piers or lock by vessels using the same.

All the machinery in the power house and the gate and valve machines have been gone over and thoroughly overhauled and repaired.

The office, power house and the motor houses have all received two coats of paint where necessary inside and out.

A new No. 8 Wood arc lighting dynamo has been purchased, and when installed will give us an increased capacity of some 20 more arc lamps, and the old one will be retained for use as an auxiliary machine in case of accidents.

Contracts have been let, and the dredging off of part of the elbow on the south side of the lower entrance is being proceeded with, and when this is finished with and vessels have the use of the increased width of channel, it will be a vast improvement. To complete this improvement, the south pier should be extended out some 700 or 800 feet, so as to give more room for vessels to tie to at night after locking down whilst waiting for daylight to enable them to proceed on down St. Mary's River to Lake Huron. Our present pier on that side is too short, and in consequence thereof we have had vessels tied up at both piers below the lock, making it very difficult as well as dangerous for up-bound boats to enter the lock without doing some damage to the vessels lying at the north pier.

The pier of the railway swing bridge standing in the centre of the canal above the lock is the same menace to the vessels using the canal and still calls for the same remarks of condemnation from vessel captains as formerly in other seasons.

Vessels have struck it several times, doing some little damage to themselves though none to the pier. The removal of this pier would no doubt remove what is considered by all vessel men a serious obstruction to the operation of the canal.

The machinery as a whole is in good working order and is giving good satisfaction and during its operation very little injury has occurred to it.

The gates have been repainted, new bolts put in where broken ones have been found. Floating logs and timber have been a cause of great deal of trouble at the upper end and some holes have been unavoidably punched through the decking of the gates, but in nowise caused any delay to the operation of the lock.

The pontoon or gate-lifter has been repainted and thoroughly rebraced on the inside.

That the adoption of the long narrow form of lock, and its operation by electric power has been proved by the quickness of despatch in locking vessels through to be the best form of lock adapted to the traffic as compared with the wider form of lock on the American side which is operated by hydraulic power. The average time of making a lockage, including all delays to vessels in this lock, amounting to only fourteen minutes and fourteen seconds, whilst that of the American lock averaged thirty-six minutes and thirty-one seconds.

This season some levelling up of the grounds has been done and trees planted greatly adding to the appearance of the grounds generally. Quite an amount of this kind of work remains to be done and it would be a manifest improvement to the general surroundings of the canal if it was done.

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

J. BOYD,
Superintendent.

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

Department of Railways and Canals.

SOULANGES CANAL.

COTEAU LANDING, P.Q., 7th September, 1898.

SIR,—I have the honour to report as follows on the progress of the works of the Soulanges Canal.

The subjoined list gives the names of the contractors and the dates of the various contracts:—

Sections Nos. 1 and 2: (1.) Archibald Stewart, 24th September, 1892.
(2.) Ryan & Macdonell, 11th December, 1897.
Section No. 3: J. & M. O'Leary, 27th March, 1893.
Sections Nos. 4, 5, 6 and 7: (1.) George Goodwin, 9th May, 1893.
(2.) Andrew Onderdonk, 17th April, 1897.
Section No. 8, Charles H. Raynor, 29th December, 1892.
" 9, Randolph Macdonald, 30th January, 1893.
" 10, Rogers & Taylor, 24th December, 1892.
" 11: (1.) George Goodwin, 11th May, 1892.
Transfer (2.) Thomas Feeney.
" (3,) Poupore & Fraser.
Section No. 12: (1.) Denis O'Brien & Son, 8th April, 1892.
(2.) George Goodwin, 9th May, 1893.
(3.) M. J. Hogan, 5th April, 1897.
Section No. 13: Randolph Macdonald, 24th September, 1892.

The total value of work, let and relet, as per above list, is now about $3,750,000. This does not, however, include the cost of superstructure of bridges, lock gates, sluices, machinery, cement, or the power house and electrical apparatus for operating and lighting the canal.

The canal is 14 miles long, and is built throughout on the line located by me in 1890. The rise of 82½ feet between Lakes St. Louis and St. Francis is overcome by four locks. Three of these, each of 23⅓ feet lift, occur in the first mile from the Ottawa River. There is then a reach of some 2½ miles to the fourth lock, which has a lift of 12 or 13 feet to low water level of Lake St. Francis. The summit is 10½ miles long. At its western end there is a guard lock, supply weir and other structures. The lake fluctuates some five feet, but this extends over a long series of years; the annual variations being comparatively small. The lowest water of which there are authentic records occurred in November, 1895. Twice during that month the lake surface was only 151·88 over mean tide at New York, at which time there was, however, 14·55 feet at the upper entrance of the canal and 14·83 feet on the mitre sill of Lock 1. At mean water there will be from 17 to 18 feet in the long level. The canal is, for purposes of navigation, a straight line throughout.

The present condition of the works may be briefly described as follows:—

Sections Nos. 1 and 2.—The completion of these sections was let to Messrs. Ryan & Macdonell in December, 1897. Excavation was carried on during the winter of 1897-8, and arrangements made to provide additional stone and other materials for the building of the locks, weirs, &c. Lock No. 1 was finished early in June. Lock No. 2 is practically completed. The foundations of No. 3 are being rapidly concreted. The regulating culverts at No. 1 are well advanced and those at No. 2 completed. Several splaywalls are either finished or in progress. About 31,000 cubic yards of masonry and concrete have been laid so far this season. If this rate is maintained the structures will all be built this year, or early next spring, notwithstanding the drawbacks experienced by the present contractors.

It is probable that the earthwork at Lock 2 and all to the eastward of it will be done this fall. But in order to be in a position to carry on the work of these sections at the rate required, Messrs. Ryan & Macdonell had to expend between $70,000

and $80,000 in the purchase of suitable plant, such as building derricks, steam shovel, engines, track, cars, &c. Their operations have been conducted in an energetic and quite satisfactory manner.

Section No. 3 is completed, and was accepted from the contractors last fall. The north side, however, is much cut up and the road disfigured by hauling stone over it during the winter and spring. Some expenditure will be required to put it again into proper shape.

Sections Nos. 4, 5, 6 *and* 7.—This contract was relet to Andrew Onderdonk in April, 1897, at which time there were approximately 850,000 cubic yards of earthwork to complete. About 1,200,000 cubic yards of by far the easiest part had been taken out by Goodwin and the work then abandoned. The masonry and concrete, of which there were about 40,000 cubic yards, were untouched, not a stone having been prepared or delivered four years after the signing of the previous contract. The lower part of the prism is chiefly in blue clay, difficult to handle, especially in wet or frosty weather, and in some cases the material has been hauled over four miles. Of this about 450,000 cubic yards are taken out to date, leaving 400,000 yet to do. Considerable additions are now being made to the plant, on which over $100,000 has been already expended by Mr. Onderdonk.

The masonry of Lock No. 4, which rests on a pile foundation, is completed. The work is excellent. The stone has been procured from a quarry at Crookston, Ont. It is a sound gray limestone provided and cut according to the specification, and promptly furnished by Messrs. Quinlan & Co., who deserve special mention on that account. The foundation of the guard gates, weir, sluice, &c., are being rapidly concreted. The masonry of sections 4, 5, 6 and 7 will doubtless be entirely completed this season; but it is, in my opinion, not now possible to finish the earthwork, &c., until next year. About 60,000 cubic yards of stone will have to be hauled from section 11 during the coming winter to be used in the protection lining of these sections. About five miles of macadam road must also be built and a large amount of sodding and trimming done.

Section No. 8.—On the 25th October, 1897, a heavy slide took place on the north side of this section at the crossing of the St. Emmanuel road. This swept the abutment of the road bridge, containing about 1,100 cubic yards of concrete, off its pile foundations, and threw it bodily some 50 feet into the bottom of the canal where it sank into the soft blue clay for a depth of about 19 feet. About 40,000 or 50,000 cubic yards of earth accompanied it. That portion of the concrete abutment which cropped up over the grade line of the bottom was removed by blasting, and the prism has been cleaned out so that the required navigable depth and width have been amply secured. A temporary timber approach has been made to the bridge from the north side in lieu of the concrete abutment. The public travel is now carried across this. The macadam road, stone lining and sodding are completed as far as this can be done.

A set of regulating culverts to control the summit level were designed to occupy the space left for that purpose in the south embankment of this section near the crossing of the River à la Graisse. The contract for this structure was let to Mr. C. H. Raynor in March last. It was subsequently considered advisable to revert to the original plan of placing a power house at this point to operate and light the canal by means of electricity. The arguments in favour of this site are given in my previous reports. The combined structure is now fairly under way and the pile and concrete foundation are being rapidly put in. It is expected that the whole work will be so far advanced this fall that it can easily be completed, and the connections made throughout, next spring.

Section No. 9.—The slides referred to in my last report as having occurred extensively on this section have been partly repaired. It is confidently expected that the north side will be restored this fall by placing stone for support and drainage at the base of the slopes, and then filling in. This plan has so far answered well and there is no reason why the canal should not be ready for navigation through Section No. 9 at the close of the present season—that is if the contractors push the work as they ought. I have described the manner in which the earth of this section was taken out in my last annual report.

Section No. 10.—Small slides occurred also on the north side of this section. But these have been repaired and the work is now practically completed.

Section No. 11.—Much dilatoriness has been shown by the contractors for Section 11 in carrying on the work, which could easily have been completed last year. I do not doubt, however, that it will be finished this fall.

Section No. 12.—This section was in very bad shape when the present contractor took hold of it last summer. It had been skinned of the easiest part of the material by Messrs. O'Brien & Goodwin—and then abandoned. Mr. Hogan, however, set energetically to work and has spent over $60,000 in plant already. The excavation varies from hard fissured rock to quicksand, and is very difficult indeed. The progress made is consequently slow, although no effort has been spared to push on the work. 385,376 cubic yards of earth and 60,727 cubic yards of rock have been taken out to date. But there yet remain about 65,000 cubic yards of earth and 60,000 of rock to excavate. It will require more plant, and the most strenuous exertions on the part of the contractor to finish the work of this section by next May.

Section No. 13.—Considerable progress has been made here this season. The masonry of the guard lock is now about two-thirds done and the retaining walls, &c., well advanced. The total amount of masonry and concrete on this section is say 40,000 cubic yards, of which about 30,000 are completed to date. A large amount of stone has to be cut yet, however, and the contractors must not be permitted to relax their efforts if it is intended that the work of this section shall be completed next spring. The approach from Lake St. Francis has been dredged to a general depth of 16½ feet at extreme low water (152·50), but some large boulders have to be removed before the full depth is obtained throughout.

The approximate quantities of the chief items of work done to the 31st August, 1898, are as follows :—

Section Number.	Earth.	Rock.	Masonry.	Concrete.	Total masonry and concrete.
1 and 2	368,800	55,330	11,734	42,400	54,134
3	587,000	...	195	3,307	3,565
4, 5, 6 and 7	1,557,970	.....	3,572	26,016	29,588
8	814,893	.....	378	5,546	5,924
9	557,400	.....	.....	.....	.....
10	539,400	3,050	1,421	7,061	8,482
11	454,023	93,560	1,324	4,865	6,189
12	385,286	60,727	.....	20	20
13	572,240	17,133	15,523	13,820	29,343
Totals done	5,837,012	229,770	34,147	103,098	137,245
Done in 1898	619,497	61,370	17,597	55.365	72,962
To be done to complete (rough approximation)	912,988	80,230	15,853	46,902	62,755

It will be seen from the foregoing table that the total earth excavation is taken at 6¾ millions. Of the 912,988 shown as yet to be done a considerable part is for trimming and also repairing slides. Only about half the amount will have to be taken out to permit of navigation through the canal. There is roughly about 50,000 cubic yards masonry and say 150,000 of concrete in the whole work. Nearly 20,000 cubic yards of masonry and concrete have been done each month for June, July and August, 1898. If this rate could be kept up until the end of November, the whole would be practically completed. This is barely possible, but the most strenuous efforts will be made to accomplish it. Much, of course, will depend upon the weather, which has been so very favourable up to date this season, that a continuance of it

can scarcely be expected. The total expenditure on the above named contracts to the 31st December, 1897, was $2,555,617.75, and to 31st August, 1898, $3,025,695.99, as shown by the progress estimates.

There are eight bridges. Of these one is a railway bridge on section 13, carrying the Canada Atlantic over the foot of the guard lock; two are short bridges across the upper wings of Lock No. 3 and the guard lock, and the remaining five carry the country roads over the canal at St. Antoine, St. Féréol, St. Dominique, St. Emmanuel, and River Rouge. The railway bridge has been in use for years. The bridges across the locks are contracted for but not erected, and four out of five of the bridges across the canal are in place; that at St. Dominique will, however, be completed this fall, so that the whole will be in use next spring.

The lock gates were let to J. & R. Miller on the 2nd October, 1897, and are nearly completed. They are built on the old plan of solid timber, which in this case is British Columbia fir. This was hauled by rail across the continent. The workmanship is excellent throughout, and is most creditable to the Messrs. Miller. The lower gates of Lock No. 1 will be stepped shortly. The lifting pontoon built at Ste. Anne de Bellevue will be used in the erection of all the gates. There are altogether sixteen pairs including spare gates. The lower gates of Lock Nos. 1, 2 and 3 are 40 feet high and each leaf weighs about 95 tons in the air.

The Stoney sluices for locks, weirs, &c., are on a plan modified from that adopted on the Manchester Ship Canal and elsewhere. The work of constructing and erecting them was let to the Dominion Bridge Co. of Lachine, on the 29th July, 1898. There are in all 40 gates of various sizes. Those for Lock No. 1 are being erected in place and the whole will shortly be completed.

The operating struts and machinery for opening and shutting the lock gates have not yet been let, but the drawings are well advanced, and the work will soon be put under contract. The method adopted was tried on a small scale at Lock No. 9, on the Beauharnois Canal and answered well. It greatly simplifies the operation of the gates by doing away with cables, chain-wells, sheaves, &c. This principle is applied to the gates of the North Sea Canal.

As previously stated, a set of regulating culverts was designed to control the summit level by discharging into the River à la Graisse instead of through the locks at the Cascades end, in case it should become necessary to rapidly lower the water of the canal. This work was let to Charles H. Raynor on the 1st March, 1898. Shortly after the foundations for these were begun, it was decided to revert to the original plan of placing the power house at this point also. The hydraulic development connected with it was entrusted to Mr. H. C. Rice of Dayton, O. and the electrical arrangements are in the hands of Mr. M. W. Browne, General Manager of the Royal Electric Co. It is expected that the power house will be finished and all the connections for operating and lighting the canal made and ready for use next spring.

I have frequently drawn attention to the importance of the question of cement in relation to hydraulic works. With a view of establishing a reliable system of tests here a small but suitable plant was purchased in 1891-92, and since that time a great many brands of cement have been tested, and the results carefully tabulated. About 60,000 briquettes have been made, almost entirely with the Faija mixer, and great caution has been exercised in conducting the experiments. Based upon information thus obtained specifications have been prepared and contracts to the extent of about 190,000 barrels let to various parties. Up to date about 130,000 barrels of Portland cement have been used in the canal. The brands are chiefly "Josson," "Condor," "Alsen," "Dyckerhoff" and "Hemmoor," all an excellent article. Without sound cement it is impossible to build a safe hydraulic wall, and the quality of the cement can only be known by frequent testing. The experiments here have so far been most satisfactory, as can be readily seen on an examination of the works. The amount expended to date on cement is about $300,000. The average cost per barrel is about $2.35 laid down on the work. But the price for low grade Portland is very much less. It is probable that the average amount used per cubic yard of masonry and concrete will be about nine-tenths of a barrel—but our experience has of late tended to diminish this.

I may state in conclusion that in my report dated 5th November, 1892, I recite the differences between the plans of structures, &c., of the Soulanges Canal and those of the enlarged Welland, Cornwall and Lachine Canals. I may now repeat, as the works draw to a close, that these changes have been carried out; and it is believed will constitute a marked practical improvement in canal construction and maintenance. The principal questions have only been touched upon—but it will be seen from the foregoing that the rate of progress has been greatly increased during the present season; and no effort will be spared to comply with the desire of the Government that the Soulanges Canal shall be ready for traffic in the early part of next summer. If this is accomplished, the credit of doing so will be almost entirely due to the exertions of the various contractors, most of whom have shown a gratifying desire to push on the work, sometimes under quite disadvantageous circumstances.

I am, sir,
Your obedient servant,

THOMAS MONRO,
Engineer Soulanges Canal.

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

MONTREAL DIVISION.

SUPERINTENDING ENGINEER'S OFFICE,
MONTREAL, 28th October, 1898.

SIR,—I have the honour to hand you herewith my annual report upon the works under my charge for the fiscal year ended the 30th June, 1898.

The canals in this division were closed and opened to navigation on the following dates:—

	Closed.	Opened.
Lachine Canal	1st Dec., 1897.	25th April, 1898.
Beauharnois Canal	30th Nov., 1897.	24th April, 1898.
Ste. Anne's Lock	30th Nov., 1897.	11th April, 1898.
Carillon and Grenville Canals	30th Nov., 1897.	30th April, 1898.
Chambly Canal	1st Dec., 1897.	2nd May, 1898.
St. Ours Lock	27th Nov., 1897.	3rd April, 1898.

LACHINE CANAL.

REPAIRS.

The only interruption to the traffic on this canal during the year was caused by the breaking, in the beginning of September, 1897, of two of the Montreal water-works pipes crossing the canal at Atwater Avenue. The city authorities had been notified in good time to put those pipes out of the reach of the contractor's dredges, but failed to do so, with the above results.

The repairing of the pipes necessitated the unwatering of the canal, and in order to interfere with navigation to the least possible extent, this was done on the three Sundays following the accident. However, the canal had to be closed for a few hours on Mondays. Mr. L. G. Papineau superintended the work, which was done by the canal repair staff, the city paying all expenses.

The extension of the electric lights circuit to Côte St. Paul, last year, has proved a decided improvement on the old system of coal oil lamps. The new Seigneurs Street swing bridge, as well as the Wellington bridge, is now operated by electricity, the power being supplied by the Montreal Street Railway, according to agreement.

Among the most important works performed under the head of repairs during the fiscal year, the following may be mentioned:—

Macadamizing part of Mill Street, the approaches to bridges Nos. 1, 2, 3 and 4, and a piece of road about 4,000 feet in length on the north bank of the canal above Côte St. Paul bridge; replacing an old box drain on the south side of the canal, above Côte St. Paul, by a 15-inch tile drain 1,800 feet in length. This work will do away with claims for damages which had been constantly coming in of late years, as the farms at that point, which used to be flooded each spring and after heavy rains, are now thoroughly drained by it.

While the canal was unwatered in April last, all the structures were carefully examined and put in good working order, special attention being given to lock bottoms and waste weirs. The supply weirs at Lachine and the various walls connected with them were found in a very dilapidated condition, and as much of them repaired and pointed as time would permit then. The balance of the work will be done at low water this year.

A considerable amount of work was done in connection with the slope walls above Côte St. Paul pending their reconstruction. In a number of places the banks

were lined with two or three rows of timber started a few feet below water line and a temporary wall built over them to a foot below the top of the bank. The stone for this purpose was supplied by our dredge, from the deepening done last fall at the Canadian Pacific Railway bridge, near Lachine.

The repairing of the wharfs around basin Nos. 1 and 2, St. Gabriel, which was commenced last year, is now completed.

The roofs of the flour sheds on basin No. 2, were covered with Canada plates last fall; the work, which was a pretty extensive one, was done under contract with Messrs. Dufort & Barette.

All the other structures and buildings were kept in good order during the year.

Before concluding this part of my report, I beg to call attention to the dangerous state of old Lock No. 1, (Montreal). During April last, I made a thorough examination of it and found the masonry, especially in the vicinity of the upper gates, in a tumbling down condition. The most urgent repairs were made at the time in order to keep the lock in working order for the coming season. However something more than patching up will have to be done at an early date, as collapse of one of the entrance locks here would be disastrous. Either both locks Nos. 1 and 2 should be rebuilt or replaced by a single high lift, one as proposed some years ago. As you no doubt remember, an amount of $50,000 was appropriated in 1894-95 for making a survey and expropriating land in connection with the scheme, but nothing further than the survey has been done. The construction of this lock will necessitate the closing of the present old ones for a couple of years and, in view of the rapidly increasing traffic at the port of Montreal, the sooner the work is done the better.

REPAIRS TO VESSELS.

The dredging fleet, composed of dredge No. 2, steam derrick No. 2, and eleven flat scows, together with the steam tug "Josephine" and the house-boat used by the Lake St. Louis engineering staff, received the usual amount of attention last spring.

All the boats were caulked, patched up, painted and otherwise put in working order for the opening of the season.

CAPITAL.

Deepening to 14 feet navigation between St. Gabriel and Lachine Locks.—This work is under contract with Messrs. McNamee & Mann. During the last fiscal year there were removed from the channel 69,759 cubic yards of earth and 42,775 cubic yards of rock. The dredging operations will be continued until the end of November next, when the work will be completed with the exception of some cleaning at the foot of the walls on both sides. This will be done while the canal is unwatered next spring.

Dredging Channels at Canadian Pacific Railway Bridge.—The excavation at this point was continued in November, 1897. A drill boat, hired from the Montreal Harbour Commissioners, was used during three weeks. In April the drilling was resumed with steam drills, and the rock then blasted was removed by canal dredge No. 2, all suitable stone being saved for use in the slope walls.

Slope Walls.—As stated in my last annual report these walls are in urgent need of repair and rebuilding, in a number of places. At a point opposite Montreal West, the whole wall, on the south side, had fallen down on a distance of 300 feet. This was rebuilt, in April, with large stone procured from the canal bottom, and the walls on both sides temporarily repaired at many points.

Seigneurs Street Swing-Bridge.—This work was authorized by Parliament during the session of 1897, and two contracts for it were awarded in January, 1898, one for masonry, &c., to Mr. O. Martineau, and the other, for the superstructure, to the Dominion Bridge Co.

The substructures comprised a new pier built of concrete, with a cut stone top or turntable; new abutments, ballast and parapet walls for the swing bridge; the extension of the lock wall at the south-west side of the bridge, also various changes in the abutments and middle pier of the stationary bridge across the head race of the canal supply weir.

The new swing is a steel structure 139 feet long and 37 feet wide, giving ample space for an electric railway track, two roadways for vehicles and sidewalks on each side. This bridge is worked by electric power. The stationary bridge is also built of steel. It is 75 feet in length and 38 feet in width.

The erection of the metal structure was commenced on the 10th April and completed during the first week of May, 1898.

Deepening River St. Pierre.—This work is in continuation of the drain along the Lachine Canal which was commenced in 1891, the drain proper having been completed in 1894. The lower course of River St. Pierre is now being deepened and widened in order to carry the excess of water brought into it by the said drain without raising the level of the stream.

Tenders for the work were invited during May, 1898, and the contract awarded to Messrs. Brewder & McNaughton on the 4th June following. Operations were commenced a few days later and are now progressing.

Syphon Culvert.—As the intended bottom line of the deepened river strikes the pipes of the Montreal waterworks, it has been found necessary to divert the stream and carry it underneath the said pipes by means of a syphon culvert. This syphon will consist of five parallel lines of cast iron pipes 160 feet long and 4 feet in diameter bedded in concrete with masonry inlet and outlet wells, and dry walls on both sides of the approaches.

At the end of June the outlet had been completed. The work is being done by day's labour.

The deepening of the Lachine Canal, the rebuilding of the slope walls, the erecting of the new Seigneurs Street bridge and the deepening of River St. Pierre are under the immediate supervision of Mr. L. G. Papineau.

Lake St. Louis Channel.—This work is under contract with "The Weddell Dredging Co." Two dredges, the "IXL" and the "Trenton," have been engaged on it every day, except Sundays, from the hour of 4 in the morning to 8 at night, during the periods extending from the 1st July to the 27th November, 1897, and from the 6th April to the 30th June of the present year, removing together, from the channel, 58,680 cubic yards of material, mostly "hard-pan."

Since the beginning of the work, in June, 1895, the contractor's dredges have handled 193,075 cubic yards of materials of all kinds.

The channel will be opened to navigation at the beginning of the season of 1899.

BEAUHARNOIS CANAL.

REPAIRS.

A serious accident occurred on this canal on the 10th June last, when a serious washout took place at the lower gates of lock No. 11.

The canal was unwatered during the following night, and repairs commenced early the next day. Quite a fleet of grain barges being gathered at the head of the canal, and the shippers being extremely anxious to get it through, boats were allowed to pass two days later, before the repairs could be completed, it being the intention to resume work on the following Saturday. However, orders having been received to keep the canal open on that day, chances had to be taken as to the lock holding for another week. Unfortunately it again gave way on Thursday, the 22nd June, and navigation had to be interrupted a second time on the 23rd Preparations had already been made to complete the repairs. A steam pump and a lot of cement had been sent up from Montreal, and broken stone, sand, clay, timber and lumber carted to the spot from various points along the canal. The canal operating and repair

staffs and as many outside men as could be gathered in the vicinity were engaged and put to work under the supervision of Mr. L. G. Papineau, one of my assistants in Montreal.

Two cofferdams had to be built, one at each end of the lock, and on the evening of Thursday the lock was pumped dry. When the platform above and below the sill was ripped up, it was found that nearly the whole area under it had been scoured out to a depth averaging four feet and reaching seven feet in the centre. The sill itself had been raised about eight inches and considerably damaged. Immediately above the platform the timber foundation of the lock chamber had sunk about three feet from the centre line of the lock to the north wall, and a cavity existed under this wall some thirty feet in length, by an average depth of three feet, and a width of four to six feet.

The hole, under the platform, was filled with clay carefully pounded and three rows of tongued and grooved 3-inch pine plank driven all the way across the recess, one at the end of the mitre sill platform, the second half way between this and the sill and the third one immediately below the sill.

Four feet below the upper row of sheet piles, a partition made of 1 inch boards was placed and the space between the two filled with concrete. As to the sill, after having been driven down to its proper elevation and thoroughly repaired it was also filled with concrete as well as the hollow under the lock wall. The whole of the platform was then relaid, two thicknesses of 2-inch tongued and grooved pine being used. During the progress of the work it had been found necessary to bring some carpenters from the Lachine Canal staff in order to have the repairs completed by Sunday the 27th. This was accomplished and boats locked through about midnight on that day.

The force employed during the five days over which the repairs extended averaged about forty men. They worked eighteen hours each day, and I must say that they worked with a will, in spite of an almost continuous rain. I cannot give too much, praise to the engineer in charge Mr. Papineau, and to the canal superintendent for their unrelenting efforts in pushing the work to completion.

The various structures on this canal received the usual attention throughout the year. The work done under that head comprised among other items, the building of two pairs of spare gates for Locks Nos. 6 and 14 respectively, the tearing down and rebuilding of a wing wall at the head of Lock No. 13; the overhauling of the swing bridge at Lock No. 10; the stopping of a serious leak through the north bank about a mile above St. Timothée bridge; the macadamizing of some three miles of road on the south bank and along Hungry Bay dyke, &c.

INCOME.

Improving Upper Entrance.—This work commenced in June, 1897, was continued until the end of October in the same year by Dredge No. 2. The bottom here consists of large boulders tightly packed together. About 11,000 cubic yards of this material had been removed when the appropriation got exhausted. Although the work contemplated could not be fully completed the channel was left in a much improved condition.

STE. ANNE'S LOCK.

REPAIRS.

There is nothing to record here beyond the usual repairs to the locks and the various structures connected therewith. Navigation was conducted without an hour's interruption throughout the year.

CARILLON AND GRENVILLE CANALS.

REPAIRS.

Under this head the usual amount of work was performed in connection with locks, lock-gates, bridges, buildings, towing paths, fences, &c.

The boom-piers at the upper entrance to the Carillon Canal, which had been carried away during the spring floods of 1897 were rebuilt; the collector's office at Carillon was overhauled; the towing path along the Grenville Canal in the vicinity of Grenville was levelled up and macadamized on a length of about 1,500 feet; a shed for storing spare lock-gates, 50 x 35 x 10 feet, was erected on the south bank of the canal between locks Nos. 5 and 6, and a large gate-lifter 70 x 22 feet, with powerful derricks, was built to replace the old one which was worn out.

INCOME.

The puddle-trench on the Innes property, for which an amount of $900 had been appropriated, was built, and the leak at that point successfully stopped.

A pair of spare gates for lock No. 2 were built during the winter months. This pair completes a full set of spare gates for both canals.

The south bank of the Grenville Canal, a short distance below lock No. 6, was lined with boulder wall 215 feet long on a height of from 8 to 10 feet. It is the intention to continue this wall up to the foot of the lock-wing wall next winter.

CHAMBLY CANAL.

The permanent operating staff on the Chambly Canal, being mostly composed of mechanics, are always employed at the shops during the winter months preparing materials for the year's repairs. These men, who would have to be paid their wages in any case, during winter, are thus made use of, and the cost of maintaining the canal is thereby considerably reduced.

REPAIRS.

This canal is in a very good state of repair. Among the most important works performed during the year, I may mention the strengthening of the western wing-wall of the lower entrance lock; the lowering of the breast wall of the waste weir at the foot of Ste. Thérèse Island; the renewing of the pivot of swing bridge No. 8; the rebuilding of 510 feet of wharf at St. Johns; the building of a repair scow 60 x 16 feet, with derrick, &c., and the converting into a metallic circuit of a part of the canal telephone line.

INCOME.

Gravel on Tow-path.—The $1,500 appropriated towards laying a coat of gravel on the towing-path, were expended during the year—2,083 tons of gravel were purchased at the rate of 63½ cents, and spread on a length of about three miles.

Rebuilding Abutment Wall at Lock No. 8.—For some years past the east abutment wall between the combined locks Nos. 7 and 8, had gradually been displaced by the action of frost, and the width of the lock entrance, already not one inch too great, reduced in consequence. It had therefore become necessary to take down the said wall and rebuild it in its proper position. It is composed of rubble masonry, faced with heavy pine timber from the bottom to a height of 17 feet, on top of which is cut stone masonry 9 feet high. The latter was first removed and the timber face below, being found perfectly sound, was planed off so as to bring it in line with the face of the lock chamber wall. Bolts were driven through the timber to the back of the masonry and firmly anchored to vertical tamarack posts, after which the cut stone masonry was rebuilt.

DRAINAGE WORKS AND CULVERTS AT ST. JOHNS.

Wood's Creek Syphon Culvert.— This work was completed during the months of January and February last. As stated in my last annual report, the culvert is composed of four arched conduits 154 feet in length, with inlet and outlet, all of concrete, and with passage-ways of an aggregate area of 59 square feet. The part of the conduits built in 1897 was carefully examined last winter, and the concrete found perfect without a crack or flaw of any kind.

Collecting Drain and Syphon Culvert.—On the 9th of January, 1898, a contract for the construction of a collecting drain from St. Charles street, in the town of St. Johns, to a point about 500 feet below Langelier's bridge, and a syphon culvert under the Chambly Canal at the latter point, was granted to Messrs. Napoleon Laporte & Co. The culvert is composed of two arched conduits each 5 x 3 feet, 112 feet long, built of concrete with timber outlet; the drain is of horse-shoe shape, also of concrete and of the following inside dimensions:—4½ x 3½ feet for the first 825 yards, and 3½ x 3 for the rest of the distance, or 450 yards. The walls of the culvert, as well as the platform and roof of it, are 12 inches thick in their thinner part. With regard to the drain its shell is 8 inches thick all round.

At the end of the fiscal year the syphon culvert, the manhole at its upper end, and about 200 yards of the drain has been completed. The work is going on and will be finished this fall.

ST. OURS LOCK.

The only work of importance done here during the year, was the tearing down and rebuilding of the north abutment of the rolling dam connected with the lock. This abutment, consisting of cut stone masonry, had sunk about 12 inches on a length of some 25 feet. It was completely removed for that length, down to the water surface and rebuilt; good Portland cement being used in the joints.

The lock, lock gates, piers, scows, fences and buildings have been kept in good order throughout the year.

I annex to my report tabular statements showing the highest and lowest water on the mitre sill of the locks at the upper and lower entrances of each canal, as well as statements of fines and damages collected during the fiscal year ended the 30th of June, 1898.

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

ERNEST MARCEAU,
Superintending 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, 1898.

Months	Old Lock No 1, Lower Sill				Old Lock No 5, Upper Sill			
	Highest		Lowest		Highest		Lowest	
1897	Ft	In	Ft	In	Ft	In	Ft	In
July	18	4	16	10	11	9	10	4
August	17	7	16	4	11	4	10	5
September	16	7	14	11	10	5	9	4
October	15	2	14	2	9	8	8	11
November	15	3	14	6	9	11	8	10
December	27	5	14	9	11	6	9	5
1898								
January	32	11	27	4	11	8	10	1
February	27	10	26	1	11	6	9	6
March	40	10	24	7	14	0	9	9
April	24	0	18	7	13	2	11	7
May	19	7	18	4	12	7	11	11
June	19	7	18	0	12	6	11	8

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, 1898

Months	New Lock No 1, Lower Sill				New Lock No 5 Upper Sill			
	Highest		Lowest		Highest		Lowest	
1897	Ft	In	Ft	In	Ft	In	Ft	In
July	20	6	19	0	16	9	15	4
August	19	9	18	6	16	4	15	5
September	18	9	17	1	15	5	14	4
October	17	4	16	4	14	8	13	11
November	17	5	16	8	14	11	13	10
December	29	7	16	11	16	6	14	5
1898								
January	35	1	29	6	16	8	15	1
February	30	0	28	3	16	6	14	6
March	43	0	26	9	19	0	14	9
April	26	2	20	9	18	2	16	7
May	21	9	20	6	17	7	16	11
June	21	9	20	2	17	6	16	8

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, 1898.

Months	Lock No 6, Lower Sill				Lock No 14, Upper Sill.			
	Highest		Lowest		Highest		Lowest	
1897	Ft	In	Ft	In	Ft	In	Ft	In
July	11	4	10	1	11	11	11	4
August	11	8	11	2	11	10	11	3
September	11	0	9	9	11	4	10	10
October	9	8	9	1	11	0	10	4
November	9	7	9	4	11	0	10	1
December	11	4	9	6	11	6	10	8
1898								
January	15	2	11	0	11	4	10	10
February	17	6	13	0	11	8	11	2
March	14	6	10	6	12	7	11	3
April	13	1	11	6	12	0	11	5
May	11	10	11	1	11	11	11	7
June	11	8	11	3	12	0	11	6

Chambly Canal.

STATEMENT showing the depth of the river water on mitre sills of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ended 30th June, 1898.

Months	Lock No 9, Lower Sill				Lock No 1 Upper Sill			
	Highest		Lowest		Highest		Lowest	
1897	Ft	In	Ft	In	Ft	In	Ft	In
July	14	7	12	7	10	7	9	6
August	14	0	12	1	10	4	9	4
September	12	0	9	10	9	4	8	0
October	10	0	8	5	8	10	7	4
November	11	11	8	4	9	0	7	5
December	15	0	10	7	9	10	8	7
1898								
January	13	9	12	3	9	8	9	0
February	14	9	12	5	9	8	9	2
March	23	10	14	4	12	7	9	5
April	18	8	14	2	12	2	10	6
May	14	2	12	3	10	9	9	7
June	12	4	10	10	9	7	8	10

St. Ours Lock.

Statement showing the depth of the river water on mitre sills of St. Ours Lock, during the fical year ended 30th June, 1898.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1897.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	12	7	10	5	11	4	10	4
August	11	4	9	4	11	1	10	1
September	9	9	7	4	10	0	8	8
October	7	8	6	3	8	11	8	1
November	9	3	6	10	9	11	8	1
December	13	6	9	0	11	6	9	0
1898.								
January	12	11	11	3	10	5	9	3
February	13	10	11	4	10	6	8	11
March	22	10	13	2	18	8	12	0
April	20	7	13	1	16	3	11	2
May	13	3	11	9	11	5	10	5
June	12	4	10	3	10	4	9	4

Ste. Anne's Lock.

Statement showing the depth of the river water on mitre sills of Ste. Anne's Lock during the fiscal year ended 30th June, 1898.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1897.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July	11	9	10	8	13	7	11	9
August	11	1	10	4	11	11	11	6
September	10	4	9	5	11	7	10	6
October	9	6	9	0	10	10	10	1
November	9	7	9	1	11	1	10	10
December	12	0	9	5	12	2	10	8
1898.								
January	11	10	10	4	11	7	10	10
February	11	4	10	2	11	8	10	6
March	14	9	10	2	15	11	10	7
April	13	0	11	8	15	0	13	4
May	12	7	11	10	14	7	13	4
June	12	7	11	7	14	7	12	10

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, 1898.

Months	Lock No 1, Lower Sill				Lock No 2, Upper Sill			
	Highest		Lowest		Highest		Lowest	
1897	Ft	In	Ft	In	Ft	In	Ft	In
July	15	1	13	0	15	10	13	2
August	13	2	12	9	13	2	12	5
September	13	0	11	4	12	7	11	5
October	12	2	11	3	11	9	11	3
November	12	4	12	0	12	1	11	9
December	13	9	12	2	16	9	12	0
1898								
January	13	3	12	6	15	3	13	2
February	13	11	12	3	13	2	12	5
March	18	6	12	2	16	4	12	5
April	16	7	14	11	16	11	15	1
May	16	3	15	0	16	11	15	0
June	16	0	14	3	16	10	14	2

Grenville Canal.

Statement showing the depth of the river water on mitre sills of Locks Nos. 3 and 7, Grenville Canal, during the fiscal year ended 30th June, 1898.

Months	Lock No 3, Lower Sill				Lock No 7, Upper Sill			
	Highest		Lowest		Highest		Lowest	
1897	Ft	In	Ft	In	Ft	In	Ft	In
July	18	4	15	1	16	0	12	11
August	15	3	14	9	13	2	12	2
September	14	11	13	2	12	7	10	9
October	14	0	12	9	11	8	10	4
November	14	3	13	6	12	2	11	9
December	19	6	13	2	13	6	11	11
1898								
January	26	0	16	10	12	11	12	1
February	22	0	18	0	12	2	11	10
March	23	7	15	8	18	8	11	10
April	20	9	18	7	18	0	15	6
May	20	8	18	8	18	0	16	2
June	20	7	17	7	18	0	15	2

LACHINE CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1898.

Date.	Name of Vessel.	Name of Owners.	Fines.	Damages.	Total.
1897.			$ cts.	$ cts.	$ cts.
Nov. 9..	Steamer "Welshman".....	F. G. Hall.....	5 00	.....	5 00
1898.					
May 28..	Steamer "John J. Hill".....	J. Andrews.....	... ...	6 00	6 00
June 20..	" "Emma Munsen"...	The Sincennes-McNaughton Line.....	20 00	....	20 00
" 20..	" "Azilda".....	" "	20 00	....	20 00
" 25..	" "Tim Doyle".....	Is. Clement.....	20 00	....	20 00
" 27..	" "Alexandria".....	E. B. Smith.....	20 00	....	20 00
		Total.....	85 00	6 00	91 00

JOHN O'NEILL,
Collector of Canal Revenue.

CHAMBLY CANAL.

STATEMENT of Fines and Damages collected during the Fiscal Year ended 30th June, 1898.

Date.	Name of Vessel.	Name of Owners.	Fines.	Damages.	Totals.
1897.			$ cts.	$ cts.	$ cts.
Sept. 14..	"Kate Harney".....	P. Harney.....	None.	5 00	5 00
		Totals...	None.	5 00	5 00

M. D. S. MARTEL,
Collector of Canal Revenue.

TRENT CANAL

SUPERINTENDING ENGINEER'S OFFICE,
PETERBOROUGH, 31st July, 1898.

DEAR SIR,—I have the honour to submit herewith the annual report on the works under my charge for the fiscal year ending 30th June, 1898.

The Trent Canal is a term applied to the several water stretches lying for the greater part along the valley of the Trent, 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. A glance at a map of the district will show how comparatively small the length of water-way to make or improve is to the length already provided by nature in the way of its beautiful and deep lakes and rivers. The total distance between Lake Ontario and Lake Huron is about 200 miles. By utilizing the numerous lakes and rivers, and taking advantage of the lay of the land to make flooded reaches it is hoped that not more than 15 or 20 miles of the total length will be actual canal. The Imperial Government as far back as the year 1835 chose this route as being the most natural and feasible to make a water communication between Lake Ontario and Lake Huron, and they spent considerable sums in carrying out this project, and in fact a sufficient sum of money was voted by the Government at that time to construct that part of the work lying between Lake Ontario and Balsam Lake. The works then constructed have ever since been used for local traffic. When the two divisions at present under construction are completed a continuous line of navigation between Heely's Falls and the ports on Lake Simcoe, a distance of about 160 miles, will then be available. Though a draught of six feet is provided on all the stills the lands necessary to flood for a draught of eight feet has been purchased on the new sections at present under construction, so that if required a draught of eight feet could be provided at a comparatively little extra cost.

MAINTENANCE.

Navigation closed on the upper reach 20th November, 1897, and opened 7th April, 1898. On the lower reach navigation closed 24th November, 1897, and opened again 7th April, 1898.

The height of water on the mitre sills of the locks was very fair throughout the season though there is still room for much improvement in regard to the regulation of the water on the different reaches. The regulation of the water is under three different managements, namely, the Dominion Government, the Ontario Government and the lumbermen, consequently it is not surprising that there are complaints regarding the management of the water during the dry season. Owing to the immense country drained, and the country becoming every year more cleared, the proper regulation of the water becomes more difficult. The regulation of the water also between Peterborough is, under the present circumstances, very unsatisfactory. Owing to the mills at Lakefield using all the surplus water, during the low stages of the water, any temporary stoppage of the mills almost stops the entire flow, in consequence of which the mills below are often stopped for a time. If the mill-owners at Lakefield were compelled to notify the caretaker of the dam at Lakefield when it was necessary to stop temporarily for repairs the cause of complaint would be removed.

The total number of lockages for the season was 4,035, being an increase of over 35 per cent over those of last year, though this does not fairly represent the traffic on the canal, as owing to many of the longer routes of the steamers not passing

through a lock no record of the traffic is kept. There are about 20 steamers on the reach between Lakefield and Balsam Lake and seven on the reach between Peterborough and Heely's Falls, and several on Lake Simcoe.

REPAIRS.

The following repairs were executed:—

Chisholms.

The dam at this station is in a bad condition and a new dam should be built. Minor repairs were made to it to retain it in position as long as possible. The lock and canal are in good state of repair.

Heely's Falls.

The dam at this place is in a good state of repair. Some repairs were made to the slide and some new stoplogs were provided.

Hastings.

The swing bridge was painted. A new pair of stoplog winches were provided as the ones in use were too light for the work. New planking was put down in the sluiceways where required.

Peterborough.

The leakage through the bulkheads of the two east sluices of the dam were staunched and a stoplog brace was placed in the east sluice. Some new stringers and corbels were put in below the platforms of the sluices and four new stoplogs were provided. The lock gates and lock office and storehouse were painted.

Otonabee River.

New buoys were placed in the river between Rice Lake and Peterborough and the river was snagged.

Lakefield.

The wharf was filled with stone from the canal excavation. The dam was replanked and a leakage through the flooring of the south sluice was staunched.

Young's Point.

A heavy pair of stoplog winches were substituted for the ones in use. Four new stoplogs were provided.

Burleigh Falls.

The platform of the dam was repaired and three new stoplogs were provided.

Lovesick.

The planking of the platform was renewed throughout and a new slide for the passage of canoes was built at the west end of the dam.

Buckhorn.

Two new piers were built on the down stream end of the sluice piers at the north end of the dam in order to strengthen them. The leakage about the flume piers was also staunched.

Bobcaygeon.

A pier was built at the lower entrance to the lock and has greatly improved the entrance. The floor of the lock was also repaired. The shoal which had formed at the lower entrance was dredged out. The dam and dyke were also gravelled.

Fenelon Falls.

The lock gates and lock office were painted and snubbing posts were placed along the canal from the lock to the western entrance.

INCOME.

Burleigh Falls.

A new channel was blasted and dredged at the narrow cut above Burleigh. This cut was not quite finished, but it will be completed when the water can be lowered after the close of navigation this fall. When this channel is finished it will greatly improve the alignment of the navigation channel.

Katchawannoe Lake.

The shoals at "Henderson's Narrows" and below the "Three Islands" and the "Narrows" at Lakefield were removed by dredging. The bottom in front of the wharf was also dredged out to navigation depth.

Bobcaygeon.

The upper entrance to the canal was greatly improved by widening and deepening the channel. A facework of timber was constructed along the whole of the south side, so that now this is as fine an entrance as any along the route.

CAPITAL.

Rosedale.

The work of blasting and dredging a channel 4,600 feet in length and 90 feet wide, so as to give 7 feet depth of water, was completed after working steadily for two years. A fine channel has now been obtained, and the traffic has already very much increased, though it is impossible for the larger vessels to get up this far owing to the small size of the lock below which is under the control of the Ontario Government.

The contract for the construction of the abutments and pivot pier for a swing bridge at the highway crossing at Rosedale was awarded to David Conroy and was satisfactorily carried out by him. The contract for the steel superstructure for this swing bridge was awarded to the Central Bridge Works, of Peterborough, and was satisfactorily erected by them.

CONSTRUCTION.

Section No. 1, Simcoe-Balsam Lake Division.

The contract for this section was awarded to Andrew Onderdonk on April 22nd, 1895.

Work on this section has been going on very slowly, only a small force of men being employed at any time during the season. The work comprised under the contract is nearly completed. The following work remains to be done: The placing of the concrete piers at the entrance of Balsam Lake, the removal of the rock between the entrance piers and at the end of the canal, the construction of the

guard piers at Victoria Road bridge, the cleaning up of the canal prism between Victoria Road and Portage Road, the finishing of the Grand Trunk Railway diversion at Kirkfield and the removal of the rock below the present track, the construction of two guard gates and the building of a dam on Grass River.

The work on the concrete piers has been much delayed on account of the water in Balsam Lake, which is controlled by the Ontario Government, being held so high.

Section No. 1, *Peterborough-Lakefield Division.*

The contract for this section was awarded to Messrs. Brown, Love & Aylmer on August 19th, 1895.

Work has been going on continuously, though not a very large force has been employed. The work on this section is pretty well advanced, and could if required be completed by the opening of navigation next season. The masonry of all the locks, except No. 1 at Lakefield, has been completed. The dams at Nos. 3 and 4 are completed and that at No. 5 nearly completed. About all the cribwork for the entrance piers of the locks is about completed and the concrete piers have been placed on most of them. The lock gates for Nos. 5, 4 and 3 locks are constructed; the gates for No. 4 have been placed in position with the opening apparatus complete. The opening apparatus is after a new model and has been found to work most satisfactorily. The highway bridge across the river at Lakefield was raised six feet in order to ease the grades leading to the high level bridge across the canal. The contract for the raising of the masonry bridge piers was awarded to John Hayes and was satisfactorily completed. The high level bridge across the canal at Lakefield has been constructed, and as the approaches, ramps and retaining walls are completed the many objections which at first were raised by some gradually vanished.

There yet remains to be done the excavation at the upper and lower entrances of No. 1 and the entrance piers for the same, the construction of No. 1 lock, the removal of the rock in the bottom of the river below No. 1 lock, the construction of the dam at No. 2, the raising of the Grand Trunk Railway track near No. 2 lock, the completion of the earth excavation at No. 3, the completion of No. 5 dam, the hanging of the gates for Nos. 5, 3 and 2, and the completion of the concrete entrance piers at Nos. 2, 3, 4 and 5.

Section No. 2, *Peterborough-Lakefield Division.*

The contract for the work on this section was awarded to Messrs. Corry & Laverdure on May 21st, 1896. About all the excavation on this section has been done with the exception of that for No. 6 lock and the hydraulic lock and the prism of the canal from station 160 to station 170. No work has been done at the hydraulic lock up to the close of the fiscal year though it is a season's work to do it. This work ought to have been completed before the 30th June in order that the concrete might have been put in this season. The contractors spent a great deal of time with the entrance piers at Little Lake and had not completed them by the 30th of June.

The following structures have been completed: the highway swing bridges at Maria Street, Ashburnham, Warsaw Road and Nassau; the Grand Trunk Railway swing bridge at Nassau, and Canadian Pacific Railway swing bridge at Ashburnham; the highway high level bridge at the Norwood Road and the guard gate at Nassau. Work at Nassau dam was about stopped at Christmas after the cofferdam piers had been constructed. In consequence of the piers remaining so long they were gradually undermined by the strong current and became unsafe for the purposes of a cofferdam. This caused great delay on this work, and it was not till after the water had reached its normal condition in the spring that the work could be gone on with again. The work yet remaining to be done is the excavation at the hydraulic lock and lock No. 6, the excavation of the prism of the canal from station 160 to station 170, two guard gates, the masonry and lock gates for lock No. 6 and entrance piers, the completion of the dam at Nassau and entrance piers at the Canadian Pacific Railway swing bridge.

Hydraulic Lock.

Tenders were called for the superstructure of this lock, and the contract was awarded to the Dominion Bridge Company, of Lachine. The date of completion of the work is May 1st, 1900. The work of preparing the detail working drawings is being satisfactorily proceeded with, and as soon as those are approved of the iron work will be proceeded with.

PLANT.

The dredge "Otonabee" with two dump scows and two drill scows have been continually employed at Rosedale, Bobcaygeon, Burleigh and Katchawannoe Lake till the end of the fiscal year.

A stone lifter was also constructed on derrick scow and did splendid work in removing the blasted rock and boulders.

Tug "Empire."

The tug "Empire" has been fully employed throughout the year in attending the dredge, buoying out the navigation channel, delivering timber to the several works in progress, hauling gravel for staunching dams, &c.

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, 1898.

1897.

Station.	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 5	7 0	7 5	7 1	7 5	7 0	7 2	6 8	7 4	6 11	7 10	6 11
Peterborough.....	7 11	6 9	8 4	7 1	8 0	7 1	7 9	7 1	7 11	6 9	8 9	7 5
Lakefield.....	6 1	5 4	6 0	5 7	6 3	5 2	6 0	4 1	6 2	5 6	7 0	6 2
Young's Point.. ...	7 8	6 9	7 6	6 7	7 0	5 5	5 7	5 0	6 4	5 2	8 5	6 4
Burleigh Falls.....	5 11	4 4	5 11	5 4	6 0	4 10	4 9	4 4	5 4	5 0	5 2	4 11
Lovesick	6 10	5 5	7 0	6 7	7 0	5 3	6 2	5 2	6 3	5 2	... ...	... ..
Buckhorn.....	6 7	6 4	7 1	6 8	6 11	6 3	6 3	5 5	5 7	5 3	6 10	5 8
Bobcaygeon	7 2	6 10	7 3	6 8	7 1	6 8	7 2	6 5	7 1	6 9	7 2	6 6
Fenelon Falls.	6 9	5 8	6 8	6 1	6 3	5 8	6 5	5 4	6 0	5 11	6 4	5 4

1898.

Station.	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 9	7 2	7 4	7 0	9 0	7 2	9 0	7 9	7 8	7 0	7 3	6 11
Peterborough.....	8 10	6 1	6 2	5 11	9 4	6 4	9 4	7 8	7 11	6 3	7 4	6 3
Lakefield.....	6 4	5 10	6 3	5 10	8 8	6 1	8 9	5 8	5 10	5 4	6 1	5 3
Young's Point... ...	8 0	6 3	6 7	6 0	9 6	6 7	9 6	6 4	6 9	6 2	7 1	6 4
Burleigh Falls.	5 1	3 4	3 5	3 1	5 9	5 5	5 9	5 1	6 4	5 9	6 3	5 5
Lovesick	7 2	6 6	5 8	5 8	8 10	8 2	8 3	6 10	7 1	6 5	6 11	5 8
Buckhorn.	6 7	5 10	5 10	5 7	8 6	5 6	8 5	6 7	6 8	6 7	6 10	6 7
Bobcaygeon.....	6 7	6 3	6 10	6 6	7 3	6 5	7 4	7 0	7 4	6 11	7 2	6 11
Fenelon Falls.	5 9	5 7	5 11	5 6	7 6	6 0	7 0	5 9	6 6	5 9	6 4	5 1

RICHD. B. ROGERS,
Superintending Engineer.

Department of Railways and Canals.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,
OTTAWA, 1st July, 1898.

SIR,—I have the honour to submit my annual report on the work performed on the Rideau Canal, under my charge, during the fiscal year ending 30th June, 1898.

Navigation closed at Ottawa, 25th November, 1897.
do Kingston Mills, 23rd November, 1898.
Navigation opened at Ottawa, 1st May, 1898.
do Kingston Mills, 1st May, 1898.

The depth of water maintained during the whole season of navigation throughout the canal on all the ascending and descending levels was particularly good; better in fact than for many years past.

The spring freshet this year was of short duration, but of great violence, due to the rapidity with which the snow melted.

I am glad, however, to be able to report that the spring water, ice, &c., was safely passed through the various waste weirs, the damage done being hardly worth mentioning.

The principal works and repairs performed at the various lock stations and bridges along the line of navigation are as follows:—

OTTAWA.

The masonry sill of lock No. 4 was rebuilt by our own masons, the stone having been supplied and cut last year. Two lock piers were thoroughly grouted from bottom to top. Four new man-hole gratings, and three new chain blocks were put in. An additional foot-board was built on to the swing bars of lock No. 5. The roadway round the wharfs in the canal basin was raised, graded and macadamized, making a dry permanent road in all kinds of weather, where formerly in wet weather, loaded wagons were unable to go. A great number of loose boulders were removed from the basin and carted clear of the canal lands.

STEWARTON BRIDGE.

The whole bridge was covered with 2-inch plank over the old planking. The swing span was raised, and a new circle, and several small castings supplied for the turntable.

BANK STREET BRIDGE.

The old wooden swing bridge was pulled down last winter, together with the old cribwork piers and rests, and a substantial steel span on masonry substituted therefor.

The approaches which were originally 20 feet wide, were raised, graded and widened out to 36 feet; and the new bridge was built 24 feet wide over all as against 12 feet, the width of the old one.

The work was done by contract with the Weddell Bridge Co. of Trenton for the steel superstructure, and by contract with Mr. Thomas McLaughlin of Ottawa for the piers and approaches.

The bridge-tender's cottage was painted inside and out and new shutters purchased.

HARTWELL'S LOCKS.

The wing walls and chamber of the upper lock were grouted. One pair of sluice frames renewed, and four new chain blocks set in place.

The stone foundation of the lock house was repaired and the entrance into the cellar enlarged.

HOGSBACK LOCKS.

The old bulkhead was taken down and rebuilt by our own carpenters. Two pairs of sluice frames were renewed and five chain blocks framed. The quarry at this station was reopened for the purpose of taking out the stone required for rebuilding two lock sills at Long Island. Tenders were invited for this stone; but as no quarry owners would tender, there was no alternative but to reopen our own quarry.

This work although involving a considerable outlay was done as economically as possible, the stripping and quarry waste being used to raise and widen the road leading to the bulkhead, a much needed improvement, and as the quarry now stands we have enough fine limestone stripped to supply the requirements of the canal for a considerable length of time. The towpath road from the locks to a point about half a mile towards Hartwell's Locks was graded and raised in the centre.

BLACK RAPIDS LOCK.

The lower gates of the lock were rebuilt. Six new chain blocks supplied, and the embankments and waste weirs repaired.

LONG ISLAND LOCKS.

Stone for two mitre sills for this station was quarried and cut at Hogsback quarry and delivered here. Sill No. 3 was built, but the early freshet this year flooded the masons out of the upper lock, so I decided to reinforce the upper sill and put it in immediately after navigation closes this year. About 80 feet of close sheet piling 10″ x 12″ x 24' was driven above the bulkhead to stop the leakage through the clay under the apron. The timber was supplied by contract with Mr. Francis Hardy of Limebank, and the work was done with our own pile driver by day labour. The cofferdam above the White Horse Shoal was repaired; but as the water in the river was so high last winter, it was found to be impossible to take out the rock, as being full of seams the cofferdam would not unwater it. This work therefore has been for the present left over. The repairing of the permanent cofferdam, however lowered the water sufficiently for extensive repairs to be made in the upper lock sill, and the retaining dam, so that the leakage being in a great measure stopped, the shoal at the White Horse may not require to be removed.

MANOTICK SWING BRIDGE.

The whole bridge was replanked with white pine plank.

BURRITT'S RAPIDS LOCK.

Lower lock gates rebuilt. One of the upper wing walls of the lock was taken down five courses deep and rebuilt, the work being done by contract with Mr. Percival of Burritts Rapids. The bridge tender's house was reshingled, and a frame addition built thereto. The walls were also pointed and repaired.

NICHOLSONS LOCKS.

Two new swing beams placed on gates. Store house sheeted inside with T. and G. lumber and sundry small repairs to station.

CLOWE'S LOCK.

New stop logs purchased for waste weir, and sundry small repairs to station.

MERRICKVILLE LOCKS.

One new swing beam placed on gate. Two stone lock sills sheet piled, pointed and grouted. Both basins were also pointed and grouted.

KILMARNOCK LOCK.

Sundry small repairs to station. Repairs were made last month to the back dam, which is damaged every year by unknown persons, who when fishing in the vicinity break open channels in the dam to draw up their boats to the upper level. As this dam is two miles away from the lock, in the drowned lands it is impossible to detect the offenders unless a special watchman is employed. The effect of this breaching of the dam is to lower the upper level so that boats strike very heavily in the rock cut above the locks. I think the best way would be to have this cut blasted out about 2 feet deeper all through. This would cost about $5,000 to do ; but would be of permanent benefit to boats navigating the canal.

EDMOND'S LOCK.

Sundry small repairs to lock house and station generally.

OLD SLY'S LOCKS.

Considerable pointing and grouting was done at this station this spring, and the masonry is much tighter than it has been for years. Timber was purchased for rebuilding the bulkhead, and sundry small repairs made to the station.

SMITH'S FALLS COMBINED LOCK.

The lockmaster's house was repaired, and the by-wash bridge was replanked. Sundry small repairs were made to the basin, and station generally.

SMITH'S FALLS DETACHED LOCK.

Repairs were made to the embankment and to the station generally. Storm sash were purchased for the lockmaster's house.

POONAMALIE LOCK.

Sundry small repairs made to the dam, embankments and to the station generally.

PERTH BRANCH.

The old wooden swing bridge across the canal above the lower lock was taken down and replaced by a new steel swing, the work being done by contract with the Dominion Bridge Company of Montreal. The bridges and wharfs round the basin in Perth were all replanked by the two bridge tenders, the plank having been supplied by contract with Mr. M. Ryan of Smith's Falls.

OLIVER'S FERRY BRIDGE.

The whole bridge was painted by the bridge tender.

NARROWS LOCK.

The old swing bridge was removed and a new one built by our own carpenters. The lay by piers above and below the lock were rebuilt from low water line up, the timber being supplied by contract.

NEWBORO' LOCK.

The bulkhead at the entrance of the cut was concreted below water so that now no leakage comes under the sill when the stop logs are put in. The two beacons at the entrance were rebuilt and painted red and white, and sundry small repairs were made to station.

CHAFFEY'S LOCK.

The upper sill of the lock was rebuilt and several stones replaced in the chamber and piers of the lock by our own masons. A cofferdam to unwater the work was built by contract with Mr. John Fleming, and very satisfactorily executed.

DAVIS'S LOCK.

The upper wing walls and piers of the lock were taken down and rebuilt by our own masons, a cofferdam to unwater the work being built by contract with Mr. D. Mahoney. Sundry small repairs made to station.

JONES'S FALLS LOCKS.

Rebuilt swing bridge across upper lock. Detached lock gates repaired. Several chain blocks supplied and sundry small repairs made to station. As there is no well at this station, two attempts were made by different contractors to sink one through the rock, the conditions of agreement in each case being "no water no pay." I regret to state that both efforts failed owing to the seamy nature of the rock which caused the bit of the drilling machine to drift sideways with the seams. The second attempt made by Mr. Wilson of Athens, Ont., was the most successful of the two, as he drilled a 5-inch hole down for 22 feet by constantly rimming it out, but before water was reached the drill drifted sideways and the hole was lost.

Water is badly needed here, as in addition to the fact the canal officials have nothing but lake water to drink, which in summer time is not fit for consumption, Jones' Falls being a favourite resort for tourists, is always crowded with people, to whom the existence of good drinking water would be a great convenience. I can suggest no way to reach water, except by blasting out a well; and will write a separate report on this subject for your consideration.

MORTON DAM.

This dam which is three miles distant from Jones' Falls locks, and which is in charge of the lockmaster at that station, was rebuilt below the old dam, which latter was used to unwater the work. The rock on which it was built being full of seams, was concreted thoroughly and upon this foundation the new dam was built. The work has been most efficiently done, the leakage being almost nil, where formerly it flowed through the old dam which was literally nothing more than a pile of stone. A waste weir was built in the new dam with a stoplog bent 20 feet wide, so that we can easily control the freshet in spring time.

BREWER'S UPPER MILLS LOCKS.

Renewed bulkhead. Lock labourer's house lathed and plastered by contract with Mr. Newlands, of Kingston. Four new flange frames put in sluiceways and sundry small repairs made to station.

BRASS'S POINT BRIDGE.

The swing span was raised and repaired and sundry small repairs made to the planking and hand rail, and the bridge painted by the bridge tender.

BREWER'S LOWER MILLS LOCKS.

Storehouse reshingled. Gravel placed on dam and sundry small repairs made to station.

KINGSTON MILLS LOCKS.

One pair of locks gates renewed. Waste weir bulkhead and bridge across embankment rebuilt. Storehouse sheeted inside with T. & G. lumber. Four new sluice frames put in sluiceways. Six new chain blocks, and two swing bars placed on lock gates opposite collector's office, and sundry small repairs made to the station and embankments. Several large pieces of dimension stone required for the coping and hollow quoins of the lower lock were taken out of quarry and cut last winter. They are now at Jones's Falls awaiting shipment to Kingston Mills and will be put in place this coming winter.

GENERAL.

The contract for the supply and delivery of the annual bill of white oak dimension timber has been awarded to Mr. Hebron Harris, of Ottawa. Three hundred barrels of "Dagger" Portland cement were purchased by contract with Francis Hyde & Co., of Montreal.

DREDGING PLANT.

The dredge "Rideau" commenced work in the lake below Kingston Mills locks, (in which place she wintered) on 1st April. The usual spring repairs to her hull and machinery such as caulking, painting, &c., were made by her own crew, two extra ship carpenters being employed to assist them.

She was employed all last year and up to the present time in dredging the lake between Kingston Mills and the city of Kingston, and will, I hope, finish this work this summer.

Her hull and crane are becoming weak and showing signs of rot, and after next season will require to be entirely rebuilt.

The tug "Shanly" received the same repairs as usual, excepting that in addition to painting and caulking, her engine was taken apart and sent to the shops to be repaired.

Her hull also is not in as good order as could be desired, and will, like the dredge, require, after another season to be entirely rebuilt She draws a foot too much water for this canal and this continually causes her to strike in shoal water, which has materially shortened the life of her hull.

However, the dredging plant as it stands at present is in good condition for the execution of the work required of them for another year.

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,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Deputy Minister and Chief Engineer
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 1st July, 1897, to 30th June, 1898.

OTTAWA.				KINGSTON MILLS.			
Highest.		Lowest.		Highest.		Lowest.	
	Ft. in.		Ft. in.		Ft. in.		Ft. in.
July 1	14 9	July 31	10 4	July 1 to 10	7 10	July 11 to 31	7 9
Aug. 1 to 5	10 4	Aug. 9 to 22	9 8	Aug. 1 to 4	7 9	Aug. 28 to 31	7 6
Sept. 1	9 11	Sept. 30	7 1	Sept. 1 to 8	7 6	Sept. 30	7 0
Oct. 31	8 9	Oct. 13 to 20	6 10	Oct. 1 to 3	7 0	Oct. 30	6 4
Nov. 5 to 8	9 0	Nov. 25 to 27	8 2	Nov. 24 to 30	7 2	Nov. 1	6 5
Dec. 19	10 10	Dec. 6 to 10	8 3	Dec. 1	7 1	Dec. 23 to 25	6 4
Jan. 1	8 10	Jan. 27 to 31	7 11	Jan. 1 to 6	6 6	Jan. 26 to 31	6 1
Feb. 16 to 21	9 0	Feb. 1 to 10	7 11	Feb. 28	7 6	Feb. 1	6 1
March 19	18 0	March 1 to 6	8 10	March 29 to 31	8 0	March 1	7 6
April 26 to 30	16 9	April 15	13 5	April 1 to 30	8 0	April 1 to 30	8 0
May 31	16 8	May 21 to 23	14 5	May 7 to 9	8 2	May 1	8 0

A. T. PHILLIPS,
Superintending Engineer.

RIDEAU CANAL OFFICE,
OTTAWA, 1st July, 1898.

St. LAWRENCE DISTRICT.

Superintending Engineer's Office,
Cornwall, 1st July, 1898.

Sir,—I beg to forward a report for the year ending 30th June, 1898, upon new works of construction in connection with the enlargement of the canals in this district.

CORNWALL CANAL.

(Opened for traffic, 1843.)

The canal has a total lockage of 48 feet and was designed to overcome the Long Sault Rapids, which extend from Dickinson's Landing to Cornwall, 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 (generally about 30 feet) above it.

By closely following the margin of the river, high embankments became necessary, which, when imperfectly constructed (as has been found to have been the case) have under certain conditions been subjected to frequent land slides, accompanied by subsidence, entailing as in 1888, very serious consequences.

The works of enlargement, now under construction, consist in deepening, widening and straightening the original channel, in strengthening and protecting the embankments, and in the construction of new and enlarged locks supply weirs, bridges, &c.

Also, in addition to the above 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 of 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 headrace to the mills, was completed in 1882.

Section No. 10, upper entrance, which was commenced in 1884, was completed in 1895.

In 1888, the remainder of the work required to complete the enlargement was placed under contract, and is practically completed.

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 sections Nos. 6 and 7, and parts of 5 and 8 affected by their construction, cancelled.

Locality.	Section.	Contractors.	Date of Contract.
Cornwall	2	Wm. Davis & Sons	Nov. 5, 1888.
Lock No. 19	3	"	"
Maple Grove	4	"	"
Sheik's Island Dams		"	June 19, 1893.
Mille Roches	5	The Gilbert Blasting & D. Co	Nov. 2, 1888.
Moulinette	6	" "	"
Sand Bridge	7	" "	"
Long Sault	8	" "	"
Dickinson's Landing	10	Jocks, Delorimier & Broder	April 7, 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.

These contracts are completed with the exception of some trimming of slopes and bottom, which will be done when the canal is unwatered next spring.

The works done during the year 1897-98 consists in the completion of the banks of the basin between old locks Nos. 16 and 17 and the replacing of the old wooden weir at Mack's mill by a permanent stone structure, also a general overhauling of the stone protection to banks, trimming slopes, repairing gates of old locks Nos. 18, 19 and 20, &c., &c.

The final estimates of sections Nos. 2, 3, and 4 and the Sheik's Island dams are being prepared.

WILLIAMSBURG CANALS.

RAPIDE PLAT CANAL.

(Opened for traffic 1847.)

The lockage of this canal is 11½ feet, it was constructed to overcome the rapids of Rapide Plat and extends from the village of Morrisburg to Flagg's Bay, a distance of 3¾ miles.

The works under contract now completed are as under, viz.:—

Location.	Section.	Contractors.	Date of Contract.
Morrisburg	1	Poupore & Fraser	January 26, 1891.
Mariatown	2	Weddell Dredging Co	" 12, 1891.
New Road	3	Poupore & Fraser	" 26, 1891.

NOTE.—The change in alignment, east of lock No. 24, formerly section No. 4, is included in section No. 3.

These contracts are completed and the remaining final estimates of section Nos. 1 and 3 are being prepared.

The enlargement was first commenced in 1884 on Section No. 4, at the upper entrance, which included a new guard lock No. 24, this work was completed and brought into use in 1888.

The work of enlargement consisted in deepening and widening the old channel and constructing new locks and supply weirs, &c., &c.

The most important work done during the year 1897-98 consisted in repairing and connecting the old lock No. 23 with the new lock, dredging entrances to both structures, lowering the lower recess and mitre-sill of the old lock 3 feet, and constructing a new supply weir and connecting it with the old lock, also repairing the old wharf, finishing and grading the lock embankments, trimming slopes and completing the protection to banks.

FARRAN'S POINT CANAL.

(Opened for traffic 1847.)

This canal is about thee-quarters 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 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.

Since its commencement in the early part of June, 1897, and keeping pace with the delivery of the necessary plant and materials, the works have been pushed with a view to their completion by the time specified.

During the season of 1897 and up to the time of completion of the cofferdam in January last, many unforeseen difficulties as connected with the lower entrance, were encountered which materially delayed the work. However since the completion of the dam and lock-pit the work has proceeded so rapidly that the completion of the lock this year is practically assured.

At the date of this report the principal work done consists in the completion of the lock-pit, the rapid progress made in the prism excavation, the completion of the extension wall to connect the old with the new lock, the progress made with cribwork in both upper and lower entrances, and the satisfactory progress which is being made with the timber and concrete foundation of the lock, and also with the quarrying and stone cutting, backing, &c.

GALOPS CANAL.

(Opened for traffic 1847.)

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 31st January, 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.

Since the commencement of the work in May, 1897, a great deal has been accomplished in the way of preliminary work, ground has been broken throughout the contract and although progress in the lock-pit thus far has been slow, yet the contractors are very sanguine as to their ability to complete the lock this year, and provide a fairly wide 14 ft. channel by the opening of navigation in 1899. As an evidence of their intention to push the work vigorously, masonry was begun in the foundation of the lock on the 27th June, 1897.

At the lower end of the section the prism excavation both earth and rock is well advanced, and also the embankment on the north side throughout, intended to form the new road.

At Presqu'Isle, the upper end of the section, the work has been pushed by the Gilbert Bros., sub-contractors, and there is every indication of the earthwork, both excavation and embankment, being completed this year with the exception of the removal of the old towpath which must be dredged.

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 31st January, 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 No. 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.

Since the commencement of the work in June, 1897, the principal work done has been in the excavation of the "Deep Cut" through the village of Cardinal.

This cut is 5,900 feet long and 68 feet deep at the highest point and contains 1,964,469 cubic yards of material; of which 795,900 cubic yards has been excavated up to 30th June, 1898, leaving a balance of 1,168,569 cubic yards yet to be removed.

The cribwork at either end of the "Deep Cut" designed to support the embankment across "Glasford's" and "Gates'" Bays has been completed.

The work has been vigorously pushed by the contractors from its commencement and the plant employed as large as can be used to advantage.

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 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 straightening of the channel from the upper entrance to Round Bay, a distance of about one mile.

The masonry of the entrance piers will, it is expected, be finished this year, also the entire removal of the old guard lock, the work will then be practically completed.

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 on the 31st January, 1899.

The work commenced on the 1st June.

The proposed channel has been increased in width to 300 feet, and will be perfectly straight, commencing about one mile west of the upper entrance of the Galops Canal, and is practically an extension of canal navigation for fully 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.

The work is progressing very systematically and rapidly, the area of rock to be excavated having been inclosed and unwatered, thus enabling the excavation to be done in the "dry," this will practically ensure the completion of a 14 ft. channel by the opening of navigation.

The plant used, viz., two cableways, remove from the cutting an average quantity of 1,000 cubic yards per day and will continue work throughout the winter of 1898-99.

RIVER REACHES.

IMPROVEMENT OF CHANNEL, LAKE ST. FRANCIS.

St. Régis Section, 2½ miles east of Cornwall.

This work situated at the foot of Cornwall Island and nearly midway between it and the "First Crab," commences near the western entrance to the lateral channel over the St. Régis bar which connects the existing north and south navigable channels.

The contract was entered into with Messrs. Manning & Macdonald, 24th May, 1898, to be completed 30th November, 1898.

Work was commenced in June and is in progress.

Hamilton's Island Section, 10½ miles east of Cornwall.

This section comprises the undermentioned shoals which obstruct the fairway between the 10th and 11th miles east of Hamilton's Island Light, viz.:—

	Miles.
The Middle Ground	10
The Highlander shoal	10½
The Horseback	11

The contract was entered into with Messrs. Manning & Macdonald, 24th May, 1898, to be completed 30th November, 1898.

Work was commenced in June and is in progress.

GALOPS RAPID IMPROVEMENT.

The Galops Rapid improvements consist in the formation, by subaqueous excavation, of a straight channel 200 feet wide and 17 feet deep, through the shoals termed respectively, Upper Bar, North and Caledonia Shoals, Island Shoal and Lower Bar, the whole of which are included in a distance of 3,300 feet.

The work was completed in November, 1888.

The work now in progress is for the purpose of making "a satisfactory test and survey of the bottom of the said channel and at the same time to be prepared for the removal of any material above the original or contract grade, and further in view of the apparent permanent lowering of the water surface of the River St. Lawrence, in said channel, that provision be made for the execution of such additional work as may be considered advisable."

An agreement was entered into with the Gilbert Brothers Engineering Company, Limited, on the 15th September, 1897, to undertake the work as above described.

Operations were commenced 10th November, 1897, and are still in progress.

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,

Department of Railways and Canals.

ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,
CORNWALL, 1st July, 1898.

SIR,—I have the honour to report on the maintenance of the canals under my charge during the fiscal year ending the 30th June, 1898.

The St. Lawrence district includes the Cornwall, Farran's Point, Rapide Plat and Galops Canals; the Murray Canal and the improvements on the rapids and channels of the navigable reaches of the River St. Lawrence and Lake St. Francis.

CORNWALL CANAL.

General navigation for the season of 1897 closed on the 8th December.

Water was drawn off this canal on the 4th April, 1898, for the purpose of repairs and construction and remained unwatered until opened for traffic on the 23rd April.

The new and old locks at the lower entrance were dismantled and secured in the usual manner for winter.

Navigation was maintained without accident during the past year.

The water supply to the mills was not interfered with.

The usual winter's works at the shops was carried on and whilst the canal remained unwatered the repairs and renewals to complete the old locks at lower entrance were made, and a permanent stone box culvert built at Sand Creek bridge.

Watch houses were built for locks Nos. 17, 18, 20 and 21.

An old house was removed from lock No. 18 to the workshops and converted into a blacksmith's shop.

The frame of the old house from the town borrow-pit was also removed to the workshops and fitted up as a store house for lumber, ice house, &c.

New foot bridges were placed on all gates of old locks, lower entrance.

One pair of gates rebuilt and fitted with new valves for lock No. 17.

Four pairs of gates changed in lower recesses of new locks Nos. 15 and 17.

The banks, ditches and all structures have been kept in good repair, with the exception of new entrance locks Nos. 15 and 17, for which arrangements have been made to unwater immediately after the 1st July to repair or renew the mitre-sills, recess platforms, &c., &c.

Extensive repairs are required at the lower entrance, to the ice breakers and piers.

Also a new regulating and supply weir at the head race to the lower mills at lock No. 17.

The superannuations during the year 1897-98 are as follows, viz.:—

William Bridges, lock tender, lock No. 19, Order in Council 25th September, 1897.

James Gleason, lock tender, lock No. 19, Order in Council, 8th January, 1898.

William Burrows, collector of tolls, Kingston, Order in Council, 16th April, 1898.

The fines imposed during the year 1897-98 are as follows :—

1897	July 2nd	Fine	Tug "Nellie Reid"	$10	00	paid.
do	do 31st	Damages	Str. "Algerian"	50	00	do
do	August 11th	Fine	Tug "Myra"	5	00	do
do	do 31st	Damages	Barge "Isis"	5	00	do
do	Sept. 5th	Fine	Barge "Cherokee"	5	00	do
do	Oct. 28th	Damages	Barge "Armand"	10	00	do
do	Nov. 9th	Fine	Str. "Alexandria"	5	00	do
do	do 9th	Damages	do do	40	00	do
do	Oct. 3rd	Fine	Barge "Englands"	5	00	do
do	do 20th	Damages	Str. "Corsican"	10	50	do
1898	April 27th	do	do "Hamilton"	17	10	do
do	do 29th	do	Barge "Fred Carney"	5	00	do

The highest water recorded during the season of navigation at lock No. 15, lower entrance, was 10 ft. 4 in., and the lowest 8 ft. 7 in.; and the highest water during the season of navigation at lock No. 21, upper entrance, was 10 ft. 2 in., and the lowest 7 ft. 5 in.

The above levels are with reference to the mitre-sills of the old locks Nos. 15 and 21 respectively.

The highest and lowest water during the year ending 30th June, 1898, at locks Nos. 15 and 21 is as under, viz.:—

Lock No. 15, highest, 20 ft. 2 in., March, 1898; lowest, 8 ft. 7 in., November, 1897.

Lock No. 21, highest, 11 ft. 1 in., February, 1898; lowest, 7 ft. 5 in., November, 1897.

WILLIAMSBURG CANALS.

The several divisions of these canals, viz.: Farran's Point Canal, Rapide Plat Canal, and the Point Iroquois, the Junction, and the old Galops Canal, collectively known as the "Galops Canal," were closed on the 8th December, 1897, and reopened for the season of 1898 on the 23rd April, 1898.

Navigation has been maintained in a fairly satisfactory manner during the past year in view of the extensive works of enlargement and the low stage of the river.

No accidents have occurred during the season of 1897-98, nor has the water supply to the mills been interfered with, except at Morrisburg, where, owing to extensive construction operations in connection with the new weir and the lowering of the mitre-sill of lock No. 23, &c., the mills were closed down from the commencement of the season until October, 1897.

An ice jam occurred near Aultsville, above the Farran's Point Canal, on the 1st of February, 1898, which held until the 16th March, raising and backing the water to the foot of Rapide Plat.

The repairs staff has been principally occupied in maintaining the old locks in working order, a difficult task requiring constant attention, owing to their almost constant use by the contractors for the enlargement. The banks receiving only such necessary and temporary repairs as seemed to be required to ensure their safety until the completion of the new works.

During the winter general repairs were made to the buoy boat, scows, &c., and spare buoys prepared and ironed.

Two pairs of old gates were rebuilt for locks Nos. 25 and 26, and the Iroquois bridge generally overhauled and repaired.

The buoy service from Cornwall to Prescott was duly performed at the close of the season in December, 1897, and in time for the opening of navigation in April, 1898.

The lowest water on the mitre-sill of old lock No 23, the governing point on the canals in this district, during the season of navigation was 4 ft. 9 in. in November, 1897.

The lowest water on the mitre-sill of old guard lock No. 27 during navigation was 6 ft. 8 in., and the highest 10 ft.

No fines were imposed during the year 1897-98.

MURRAY CANAL.

The canal was closed for navigation on the 3rd December, 1897, and reoponed on the 30th March, 1898.

The number of vessels passed through the canal from 1st July, 1897, to 30th June, 1898, was 687.

No accidents have occurred, nor fines imposed during the year 1897-98.

Extensive repairs were made to 9,000 lin. ft. of rip-rap protection; and over 2,000 lin. ft. of the tow-path was graded, and surfaced with gravel.

The swing bridges have been overhauled, thoroughly repaired and painted.

The banks and ditches have been maintained in good condition.

New back ditches were formed on the north side of canal between the Smithfield and Brighton highway bridges, also proper under drains from the tow-path ditches.

A large quantity of stone has been broken for protecting banks.

All buildings have been repaired and painted.

The stone scow has also been repaired, painted and caulked.

The highest water recorded during the season of navigation, 1897-98, was 13 ft. 6 in., and the lowest 11 ft. 2 in.

It is intended to provide a landing stage at the collector's office; also to substitute efficient lights at both entrances, for those now in use.

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 1897, both inclusive.

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

TOM. S. RUBIDGE,
Superintending Engineer.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Duputy 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 ended 30th June, 1898.

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.	
	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.	Ft.	in.
1897.																				
July	10	2	9	9	9	9	9	2	9	2	8	3	9	0	8	0	9	3	8	0	11	8	10	6	9	11	9	1	13	5	12	10
August	10	3	9	8	9	10	9	1	9	4	8	6	8	10	8	0	9	0	8	1	11	5	10	5	9	9	9	0	13	0	12	6
September	9	8	9	0	9	5	8	8	8	9	8	0	8	2	7	3	8	4	7	4	10	7	9	7	9	4	8	6	12	6	11	9
October	9	3	8	9	8	11	8	0	8	5	7	6	7	10	6	3	7	9	6	3	10	2	8	4	9	1	8	0	11	11	11	6
November	9	3	8	7	9	0	7	5	8	3	6	11	7	7	4	9	7	7	4	8	10	4	6	6	9	5	6	8	11	11	11	2
December	9	9	8	6	8	11	8	0	8	6	7	5	7	10	6	3	7	9	6	2	10	1	8	3	9	2	7	8	11	11	11	6
1898.																				
January	19	11	9	2	9	2	8	0	8	4	7	0	7	7	6	5	7	8	6	4	9	6	8	7	8	6	7	8	12	3	11	7
February	19	5	14	0	11	1	8	2	11	5	7	10	12	8	8	3	8	7	6	7	10	3	9	1	8	9	7	4	12	6	12	1
March	20	2	10	1	10	4	8	11	9	9	8	5	9	0	7	10	9	8	7	7	11	8	9	10	10	4	8	0	13	2	12	5
April	10	3	9	10	9	10	9	5	9	11	8	10	9	0	8	3	9	2	8	3	11	9	10	9	9	7	8	8	13	3	13	0
May	10	4	10	0	10	1	9	6	9	7	8	8	9	1	8	2	9	5	8	0	11	11	11	3	9	9	9	1	13	6	13	3
June	10	4	10	0	10	2	9	7	9	7	9	0	9	3	8	7	9	6	8	5	12	0	11	0	10	0	9	0	13	5	13	3

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	do	9 11	do	7 8	do	9 4	do	6 11	do	8 11	do	5 9
1897	August	10 3	Nov	8 5	do	10 0	do	7 5	do	9 10	do	7 2	do	8 11	do	4 9

STATEMENT of the Highest and Lowest Water on the Canals in the St. Lawrence District, May to November in each year (*Continued*).

YEAR.	WILLIAMSBURG CANALS (*Continued*).								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 1
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
1897	July	9 3	do	4 8	June	11 8	do	6 6	June	10 0	do	6 8	July	13 5	do	11 2

WELLAND CANAL.

OFFICE OF SUPERINTENDING ENGINEER,
ST. CATHARINES, 21st September, 1898.

SIR,—I have the honour to report upon the operation and maintenance of the Welland Canal and its branches for the fiscal year ending 30th June, 1898.

The Welland Canal system comprises the main line of canal from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie, a distance of twenty-six and three-quarters miles, constructed for fourteen feet of water upon the mitre sills, with the bottoms of the reaches one foot below the mitre sills, the supply being now drawn from Lake Erie direct.

By raising the surface of the water in the reaches above the level originally intended, vessels drawing fourteen feet now pass through the canal, except in comparatively rare instances of short duration, when high winds lower the water in the lakes, and at the entrance locks.

The Old Canal, from Port Dalhousie to a junction with the New Canal at Allanburgh, a distance of twelve and a half miles, with a present available depth of nine feet, and used chiefly for water power for the numerous and varied industries along its banks.

The Welland Canal "Feeder," from the dam on the Grand River at Dunnville, to the junction with the main line of canal about a mile and a quarter south of the town of Welland, its length being twenty-one miles with an available depth at present of five feet.

The Stromness Branch, from Stromness on the "Feeder" to Port Maitland on Lake Erie at the mouth of the Grand River, a distance of one and three-quarters miles with a present available depth of five feet.

The Chippewa Branch from Port Robinson on the main line of canal to Chippewa, where the Chippewa River enters the Niagara River, a distance of eight and a quarter miles, with an available depth of nine feet at present.

The Welland Canal was originally fed from the Grand River, above the Dunnville dam, which was constructed for that purpose, and the summit level of the main line of canal was maintained at a height of eight feet above the level of Lake Erie, vessels having to lock in and out of the canal at Port Colborne and Port Maitland.

Since the last enlargement of the Welland Canal, when the summit level was deepened to admit of the canal being fed from Lake Erie direct, the Feeder and the works in connection with it as a source of supply have become unnecessary, and are seldom used.

The locks on the main line of canal are 45 feet in width at the level of the lower reach, and 270 feet in length from hollow quoin to hollow quoin, allowing the passage of vessels from 255 to 260 feet in length, according to their beam. The lift of the locks is 12 and 14 feet, the total lift from lake to lake being 326¾ feet.

The following are the principal structures on the main line of canal:—

Lift locks	25
Guard locks	2
Aqueduct	1
Highway bridges	17
Railway bridges	6
Ferries	3

During the year there has been no detention worth mentioning at the entrance locks on account of low water, there having been fourteen feet at all times at Port Dalhousie, and but few occasions of short duration at Port Colborne when easterly winds lowered the water below the fourteen foot mark.

On the 10th of August, 1897, the steamer "Britannic," when passing up the canal, carried away the gates of lock No. 6, which interrupted navigation until August 14th, a mistaken signal between the bridge and engine room being the cause.

A cash deposit of $7,000 was collected from the owners, to cover the estimated cost of repairing damage, and the vessel proceeded when locking was resumed.

On the 2nd of October, 1897, the gates of lock No. 1, of the Old Canal, were carried away by the steamer "Lakeside" of St. Catharines, when entering the lock from the lake, which necessitated the drawing down of the water in No. 1 level of the New Canal also, when navigation on both canals was interrupted until the 9th of the month. A steam pipe which had parted when crossing the lake prevented the engineer hearing signals.

A cash deposit of $5,000 was made by the owners to cover the estimated cost of repairing damage, and the vessel resumed her trips between Toronto and Port Dalhousie, until damages were repaired.

The above were the only interruptions of navigation during the year.

Two members of the operative staff were superannuated on account of inability to perform their duties as stated in medical certificates, and two deaths occurred from natural causes, the four vacancies being filled by new appointments.

No lighterages were made at the Port Colborne elevator in the month of June, or to this date, the elevator charges (2 cents per bushel) being prohibitory, when compared with the freights obtainable.

RENEWALS UNDER INCOME APPROPRIATIONS.

A contract having been entered into with Mr. John Riley for the completion of the concrete superstructure of the east pier at Port Dalhousie, the work of making blocks was commenced as soon as the season permitted.

The existing timber superstructure having been removed in short stretches to a foot below low water level, the concrete blocks 4 x 4 x 6 ft. of Portland cement concrete, were laid to form the two faces of the pier, and the centre was filled with concrete of natural cement. The remaining height of the faces of the pier for 2 ft. 6 in. in width, was made up of Portland cement concrete, deposited in moulds secured to the pier, and the natural cement concrete in the centre was continued to the level of the Portland cement coping.

The length of concrete pier superstructure built by Mr. Riley was 593 lineal feet, exclusive of the rectangular blocks at the lighthouse and range lights, the contract being completed as specified.

At Marlatts bridge (No. 13) the centre range of bridge crib fenders was taken down to sound timber below the usual water line, and the cribwork rebuilt and refilled with stone.

At the Allanburgh bridge (No. 14) a similar renewal was carried out, the bridge floor renewed, and gallows frame repaired. The adjoining bridge over the Old Canal was also refloored, and a new gallows frame put up.

REPAIRS.

The locks, weirs, bridges, and other structures, have been repaired and repainted when necessary, and have needed considerable repair, as many of them are approaching the stage when the exposed woodwork will have to be renewed.

The ditches have been cleaned out, roads and embankments repaired, and decayed snubbing posts replaced by new ones, all of which work has consumed large quantities of materials, and kept the repair gangs fully employed.

The canal was closed December 14th, 1897, and opened for traffic April 20th, 1898, under pressure from vessel men and to the detriment of the canal works, as sufficient time was not afforded at the proper season for making necessary repairs and renewals.

From the fact that large numbers of vessels were laid up after the first trip, and that freights went down to an exceedingly low figure, it would seem that the early opening was not a benefit to the vessel owners.

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 owers 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 new 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 ending 30th June, 1898, and amount paid on account of said damages.

Date of Damages	Name of Vessel	Amount of Damages Paid	Amount of Damages Unpaid	Date Paid	Where Paid Collector's Office
1897		$ cts	$ cts	1898	
May 1	Steamer J J Hill	8 49		May 16	Port Dalhousie
				1897	
10	Barge Agustus	16 18		July 5	
10	Tug Inez	14 03		Sept 21	
14	Schooner Geo Farewell		5 13		
July 22	Steamer Denver	6 02		Aug 20	
29	H R James	94 30		26	Colborne
				1898	
Aug 7	I D Ewing	38 80		May 13	Dalhousie
				1897	
16	Britannic	7 000 00		Aug 13	Deposited on acct
Sept 23	W A Haskell	53 52		Nov 24	Port Dalhousie
Oct 2	Lakeside	5 000 00		Oct 9	Deposited on acct
15	Bannockburn	15 09		Nov 10	Port Dalhousie
				1898	
Nov 6	Black Rock	8 60		May 16	
1898					
April 23	Aragon	9 84		June 2	
24	Hecla		4 12		
May 1	J J Hill	20 00		May 16	
4	Iona		5 12		
10	Schooner Jno Martin		14 94		
13	Steamer Aragon		17 00		
21	Schooner J C Fitzpatrick	400 00		May 23	Colborne
June 11	Barge Celtic		10 25		
11	Steamer Samoa		10 98		
20	Business		9 83		
23	Barge Plymouth	400 00		June 23	
		13 084 92	77 37		

STATEMENT of Fines collected from Vessels contravening Canal Rules and Regulations, and from Lock Tenders for neglect of duty, during the fiscal year ending 30th June, 1898.

Date of Fine	Name of Vessel	Amount of Fine		Date paid	Where Paid
		Paid	Unpaid		Collector's Office
1897		cts	cts	1897	
Aug 11	Steamer Iona	20 00		Aug 13	Port Colborne
11	Argonaut	5 00		Sept 7	
23	Barge Moravia	20 00		Aug 30	
				1898	
26	Steamer Queen of the West	20 00		April 29	Dalhousie
				1897	
26	A L Hopkins	10 00		Aug 30	Colborne
Sept. 11	Gov Smith	5 00		Sept 21	Dalhousie
11	W J Averill	5 00		21	
11	Cormorant	5 00		24	
11	Rosemount	5 00		21	
11	Pickard	5 00		21	
11	Glengarry	5 00		Nov 10	
11	Arabian	5 00		Sept 14	
11	Lake Michigan	5 00		14	
11	Escanaba		5 00		
11	Barge I R Merritt	5 00		Oct 6	
1898					
May 25	Steamer Armenia	10 00			
June 30	Barge Isabel Reed		10 00		
1897	*Lock Tenders*				
Oct 11	I Johnston	1 50			
11	Jno Paxton	1 50			
11	Saml Duffin	1 50			
11	Jno Woodall	1 50		1897	
11	Michael White	1 50		Oct 12	St Catharines
11	Michael Corcoran	1 50			
11	Con Gorman	1 50			
11	W Bowman	1 50			
11	R Campbell	5 00			
1898				1898	
June 23	Jas T Haney	10 00		June 25	St Catharines
		157 00	15 00		

Department of Railways and Canals.

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 ending 30th June, 1898.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1897.	Ft.	in.	Ft.	in.	1898.	Ft.	in.	Ft.	in.
July	15	10	15	5	January	15	0	14	4
August	15	10	15	2	February	15	8	14	8
September	15	6	14	6	March	15	9	14	11
October	15	0	14	3	April	16	3	15	6
November	14	6	14	0	May	16	2	15	10
December	14	7	14	1	June	16	2	15	11

STATEMENT showing the Highest and Lowest depth of water on the Upper Mitre Sill of Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending 30th June, 1898.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1897.	Ft.	in.	Ft.	in.	1898.	Ft.	in.	Ft.	in.
July	15	5	14	7	January	16	3	13	3
August	16	0	14	6	February	15	3	13	3
September	15	5	14	0	March	16	5	13	7
October	15	2	12	8	April	17	4	14	6
November	15	9	12	5	May	15	4	14	5
December	15	10	13	1	June	15	11	14	5

ST. PETER'S CANAL.

ST. PETER'S, CAPE BRETON, 9th July, 1898.

DEAR SIR,—Since my taking charge on 6th December, 1897, as lockmaster and collector of tolls on St. Peter's Canal the sum of $498.27 has been expended under my superintendence, and the following repairs have been made:—

1. Repairing sheave in wall at N. W. corner of lock by diver and removing loose stones on bottom.
2. Placing 7 mooring posts at N. E. entrance.
   do 1 do N. E. end of lock.
   do 4 do S. W. entrance.
3. Taking up mooring chain and anchor, and placing new buoy on same at N. entrance.
4. Building fender east side of canal, 100 feet above bridge, 100 feet long; also cribwork 40 feet long.
5. Renewing fenders at 200 ft. S. of bridge on east side, for 100 feet and placing 40 anchor pieces.
6. Building a shelter-house for bridge men, size of building 12 x 8 x 7 ft.
7. Bought one spare chain for lock gate of 95 feet.
8. Removing loose stone on slope east side of canal.
9. Removing loose rocks and débris at foot of slope on east side.
10. Renewing 11 new hanging fenders, 7 on west side and 4 on east side.
11. Cleaning out and painting waiting room.
12. Cleaning out, placing new stairs, door, and stove-pipe to loft for lockman.
13. Placing one pump for lockmaster's house.
14. Building new fence, repairing old one around the government property, and whitewashing same.
15. Repairing the government barn thoroughly, and whitewashing and painting doors of same.
16. Painting hall in lock-house, papering four rooms, and renewing plaster upstairs.
17. Whitewashing the government warehouse, painting casing and doors.
18. Repairing wharf, but did not have sufficient appropriation to make a complete job.
19. The St. Peter's Canal as a whole is in a fair condition with the exception of some of the old wooden work on east side, which is very rotten and likely to fall in the canal at any time.
20. The operation of St. Peter's Canal is in very good condition, the bridge will want new covering early next spring, the old one will do for the present by patching it up occasionally, it will also want painting; lock house will require painting, also some repairs.

I am dear sir,
Your obedient servant,
JNO. H. DEVEREUX.

COLLINGWOOD SCHREIBER, Esq., C.M.G.,
Chief Engineer, Department of Railways and Canals,
Ottawa.

Department of 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 15th November, 1897, to the 15th November, 1898, and the decisions arrived at. They are as follows :—

Applications of the Grand Trunk Railway Company *re* interlocking and derailing appliances at the crossing of the G.T.R. by the Canada Southern Railway, at the Ontario Peat Fuel Company's works in the Township of Wainfleet, and as to the payment for the same.—Order issued directing that the Grand Trunk Railway Co. to bear the cost of the extra appliances beyond the protection mentioned in the Order approving of the crossing.

Application of the Grand Trunk Railway Company for approval of plan and book of reference of a branch line at Merritton.—Approved.

Application of the Grand Trunk Railway Company for permission to cross the Niagara Central Railway at Merritton.—Granted.

Application of the Grand Trunk Railway Company for permission to cross the Port Dalhousie, St. Catharines and Thorold Street Railway at Merritton.—Granted.

Protection to be provided at the crossing of the Intercolonial Railway by the St. John Electric Street Railway in St. John, N.B.—Postponed.

Application of Mr. Hugh McLean for an Order compelling the Central Railway Company of New Brunswick to put a draw in their proposed bridge across the Salmon River, near Chipman, N.B.—Dismissed.

Application of the Grand Trunk Railway *re* Orders of the 29th November, 1894, with respect to crossings of steam railways by the Toronto and Montreal Street Railway Companies —Under consideration.

Application of the Municipality of Three Rivers for an Order compelling the Canadian Pacific Railway Company to provide certain drainage, &c.—Order issued directing that the Railway Company provide one culvert, &c.

Application of the Kingston, Napanee and Western Railway Company for permission to cross the Canadian Pacific Railway at Tweed, Ont.—Postponed.

Application of the Corporation 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 Gallaghers Cut.—Granted.

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.—Dismissed.

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 sections 22, 27 and 34, of Township 11, Range 2, east of 1st Principal Meridian.—Withdrawn.

Application of the London Street Railway Company for permission to cross at rail level, the Grand Trunk Railway on Rectory Street, in the City of London.—Granted.

Application of the United Counties Railway Company for permission to cross at rail level, the Central Vermont Railway at Iberville.—Postponed.

Application of the Ottawa and New York Railway Company for permission to cross at rail level, the Canadian Pacific Railway at South Finch.—Granted.

Application of the Winnipeg Street Railway Company for permission to cross at rail level, the Canadian Pacific Railway at Main Street and Higgins Avenue in the City of Winnipeg.—Under consideration.

Application of the Canadian Pacific Railway Company for permission to fill in part of trestle on branch line from Peterborough to Dickson's Mills.—Granted.

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.—Granted.

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.—Postponed.

Application of the Central Ontario Railway Company for permission to leave out the packing from the frogs and wing rails from December to April of each year, both months inclusive.—Dismissed.

Application of the Corporation of the Town of Galt for permission to make a crossing over the Canadian Pacific Railway at Myrtle Avenue.—Under consideration.

Application of Mr. John Owens for permission to construct a flume or waterway under the Calgary and Edmonton Railway, on Sec. 12, Tp. 21, Range 1, west of 5th Meridian.—Granted.

Application of Mr. R. A. Wallace for permission to construct a flume or waterway under the Calgary and Edmonton Railway, on Sec. 7, Tp. 19, Range 28, west of 4th Meridian.—Granted.

Application of the Calgary Irrigation Company for permission to construct irrigation ditches under the Canadian Pacific and Calgary and Edmonton Railways.—Granted.

Application of the Pontiac Pacific Junction Railway Company for permission to cross the tracks of the Hull Electric and Canadian Pacific Railway Companies and to take certain land in the Town of Aylmer.—Granted.

Application of the Nakusp and Slocan Railway Company for approval of plan and book of reference of a proposed branch line from Three Forks to Bear Lake and Whitewater, B.C.—Withdrawn.

Application of Mr. Robert Reid *re* farm crossings of Ottawa, Arnprior and Parry Sound Railway.—Under consideration.

Application of the Erie and Huron Railway Company for permission to construct a branch line from their main line to the works of the Bushnell Oil Company in the Town of Sarnia.—Granted.

Complaint of Mr. William Pearce *re* damages to his property by floods of the Bow River caused by the building of an embankment by the Calgary and Edmonton Railway Company, and for an order compelling the railway company to take steps to prevent future damages.—Withdrawn.

Application of the Grand Trunk Railway Company for approval of plan of proposed subway at St. Lambert in order to avoid the crossing of their tracks at Victoria Avenue.—Approved.

Application of Mr. John Milway for a farm crossing over the Canadian Pacific Railway at Calumet.—Settled.

Application of the Canadian Pacific Railway Company for approval of plan of certain proposed changes in their bridge at Sicamous Narrows, B.C.—Under consideration.

Application of the Montreal Belt Line Railway Company for permission to run its line along Lasalle and Desjardins Streets in the Town of Maisonneuve.—Granted.

Application of the Quebec, Montmorency and Charlevoix Railway Company for permission to cross, at rail level, the Canadian Pacific Railway at two points in the City of Quebec. Also to use a track which will connect and form a junction with the C. P. Ry.—Granted.

Application of the Quebec Bridge Company for approval of plans of proposed bridge acros the River St. Lawrence near Quebec.—Approved.

Application of the Pontiac Pacific Junction Railway Company for approval of plan of proposed bridge across the Ottawa River from Nepean Point to Hull.—Approved.

Application of the Parish of St. Blaise to have the costs in connection with its petition for a highway crossing over the Grand Trunk Railway be taxed by the committee against the railway company.—Under consideration.

Application of the Grand Trunk Railway Company for permission to construct a siding along Strachan Avenue to the Massey Harris Company's works, in the City of Toronto.—Granted.

Application of the St. Thomas Electric Street Railway Company for permission to cross, at rail level, the tracks of the London and Port Stanley Railway at Talbot Street and Wellington Street, in the City of St. Thomas, and on the line between the 7th and 8th Concessions of the Township of Yarmouth.—Granted.

Application of the Ottawa and New York Railway Company for permission to cross the Canada Atlantic Railway, at rail level, at Hawthorne, being about five miles from the City of Ottawa.—Granted

Application of the Canadian Pacific Railway Company for permission to cross, at rail level, the Montreal Street Railway on Notre Dame Street, Maisonneuve.—Granted.

Application of the Town of Maisonneuve for approval of a crossing, at rail level, of the Montreal Island Belt Line Railway, by the Montreal Street Railway on Lasalle Avenue, at the intersection of Ste. Catherine and Ontario Streets.—Granted.

Application of the Corporation of the City of St. Henri *re* opening of Gareau Street across the tracks of the Grand Trunk Railway.—Under consideration.

Application of the Municipality of the Parish of Notre Dame de Stanbridge, for an order compelling the Canadian Pacific Railway Company to construct a highway crossing over their track between lots 1419 and 1423.—Dismissed.

Application of the Village of Kingsville (Thetford Mines) County of Megantic, for an order compelling the Quebec Central Railway Company to construct a crossing over their track at a certain street in that village.—Dismissed.

Petition of the Toronto, Hamilton and Buffalo Railway Company asking that Order No. 7,447, *re* highway crossing at station 100x12, be rescinded and that the matter be reconsidered.—Under consideration.

Petition of residents on road between Tolendal and Barrie, in Township of Innisfil, asking that the Grand Trunk Railway Company and the township, or either, be directed to construct an overhead crossing where the railway crosses the road about one mile from Allandale Station.—Under consideration.

Application of the British Columbia Electric Railway Company for permission to cross, at rail level, the track of the Canadian Pacific Railway at the intersection of Hastings and Carroll Streets, Vancouver.—Granted.

Application of the British Columbia Electric Railway Company for permission to cross, at rail level, the track of the Canadian Pacific Railway on Powell Street, Vancouver.—Granted.

Application of the Grand Trunk Railway *re* the fixing of the additional expense at the crossing, of the Grand Trunk Railway by the Montreal Street Railway.—Postponed.

Application of the Kingston, Portsmouth and Cataraqui Electric Street Railway Company for permission to cross, at rail level, the track of the Kingston and Pembroke Railway Company on Montreal Street, Kingston.—Granted.

Application of the Canadian Pacific Railway Company for the committee to fix the terms and conditions set out in schedule submitted as those on which the said company may use, jointly with other parties, the passenger station and tracks, and approaches thereto near Sappers' Bridge, Ottawa, after May 1st, 1916.—Under consideration.

Application of the Ottawa and New York Railway Company for the committee to fix the terms and conditions set out in schedule submitted as those on which the said company may use, jointly with other parties, the passenger station and tracks, and approaches thereto near Sappers' Bridge, Ottawa, after May 1st, 1916.—Under consideration.

Application of the Ottawa and New York Railway Company for permission to enter certain property in the City of Ottawa to be used for additional freight purposes by said company, over the tracks and grounds of the Ottawa, Arnprior and Parry Sound Railway Company.—Granted.

Application of the Montreal and Ottawa Railway Company for approval of place and mode of junction of their Railway with Ottawa, Arnprior and Parry Sound Railway near Ann street in the city of Ottawa.—Granted.

Application of the Montreal and Ottawa Railway Company for approval of the place and made of junction and crossing, at rail leved, of their railway with the St. Lawrence and Ottawa Railway east of the Rideau River, near the City of Ottawa.—Granted.

Application of the Crow's Nest Pass Railway Company for approval of plan of proposed bridge across the Kootenay River near Wardner, B. C.—Approved.

Application of the Canada Southern Railway Company for permission to fill in a portion of their trestle across Chippawa Creek, in the County of Welland.—Granted.

Application of the City of Toronto for permission to lay water pipes, under the Grand Trunk and Canadian Pacific Railways, on Lansdowne Avenue, Toronto.—Granted.

Application of the Ottawa and New York Railway Company for permission to use certain tracks of the Montreal and Ottawa Railway Company near Hurdman's Bridge Road, in or near the City of Ottawa.—Granted.

Department of Railways and Canals.

Application of the St. Thomas Street Railway Company for permission to cross under the Michigan Central Railway on 1st Avenue in the City of St. Thomas.—Granted.

Application of the Montreal and Ottawa Railway Company for permission to cross, at rail level, the Rockland Branch of the Canada Atlantic Railway near the Village of Hammond.—Granted.

Application of the Ottawa and New York Railway Company to cross, at rail level, the Grand Trunk Railway near Cornwall.—Granted.

Application of the Midland Railway Company of Nova Scotia for approval of plan of proposed bridge across the St. Croix River.—Approved on certain conditions.

Application of the Ottawa Electric Railway Company for permission to cross, at rail level, the tracks of the Canada Atlantic and Ottawa, Arnprior and Parry Sound Railway Companies at Elgin Street, Ottawa.—Dismissed.

Application of the Toronto, Hamilton and Buffalo Railway Company for approval of plans and profiles of crossings of highways on Ridgeville Branch, in the Township of Pelham.—Under consideration.

Application of the Quebec, Montmorency and Charlevoix Railway Company for permission to cross, at rail level, the Canadian Pacific Railway on Crown Street, in the City of Quebec.—Granted.

Messrs. Chisholm and Liogie submit a memorandum giving reasons why the Toronto, Hamilton and Buffalo Railway Company should pay to Mrs. Powell, her expenses in connection with variation of order *re* closing of Hughson Street, Hamilton.—Under consideration.

Application of the Ottawa, Arnprior and Parry Sound Railway Company to review and rescind or vary the order of the 27th of September, 1898, (No. 7777), granting permission to the Ottawa and New York Railway Company to reach their freight terminals in the City of Ottawa by means of laying a track over the grounds under lease from the Crown to the Ottawa, Arnprior and Parry Sound Railway Company.—Under consideration.

COLLINGWOOD SCHREIBER,
Secretary, Railway Committee of the P.C.

Prepared by
J. W. PUGSLEY,
Clerk of the Railway Committee of the 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, 1898.

Name of Work	Chargeable to Capital	Chargeable to Income	Chargeable to Revenue	
			Staff	Repairs
CANALS	$ cts	$ cts	$ cts	$ cts
Beauharnois	25,000 00	5,799 34	20,650 00	16,164 92
Culbute				100 00
Carillon				
Grenville	82,663 37	5,082 03	11,697 81	10,993 61
Chambly		13,184 68	17,992 90	12,466 51
Cornwall	133,208 96		15,011 50	15,431 02
Lachine	216,717 44	819 62	57,282 50	33,391 92
Lake St Louis	64,495 83			
Lake St Francis	3,420 00			
Murray			5,799 94	4,710 23
Rideau		13,608 39	30,759 05	26,599 93
Sault Ste Marie	21,004 56		14,389 92	8,172 09
Soulanges	1,016,401 00			
Ste Anne's			1,904 10	1,699 44
St Lawrence — North Channel	171,336 65			
St Lawrence — Galops Channel	32,710 00			
St Lawrence — River Reaches	7,491 11			
St Ours			2,049 67	692 04
St Peters		111 70	2,785 25	453 85
Trent	351,273 31	8,991 54	5,034 60	4,998 80
Welland		34.803 25	84,806 54	59,571 66
Williamsburg, Galops	734,492 07			
" Rapide Plat	116,072 55		10,708 66	8,032 84
" Farran's Point	231,321 44			
	3,207,608 29			
Less refund of previous years—				
Chambly $ 150 00				
St Peter's 208 50				
	358 50			
Total	3,207,249 79	82,400 55	280,872 44	203,478 86
GENERAL ON CANALS				
Dredge Vessels, Lachine				1,999 94
Rideau				6,575 43
Miscellaneous ..			2,069 37	2,773 26
Salaries and Contingencies, Canal Officers			31,756 52	
Sunday labour			11,109 90	
Surveys and Inspections		1,719 69		
Total		1,719 69	44,935 79	11,348 63
RAILWAYS				
Canadian Pacific	692 17			
Cape Breton	389 60			
Crows' Nest Pass		1,843 75		
Drummond County		2,000 00		
Intercolonial	252,367 20	70,000 00	3,257,648 51	
Prince Edward Island	17,541 88		231,418 74	
Windsor Branch			18,181 63	
Total	270,990 85	73,843 75	3,507,248 88	

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
	$ cts	$ cts	$ cts	$ cts
GENERAL ON RAILWAYS				
Exploratory Survey to Klondike District		4,996 00		
Railway Statistics		174 68		
Railway Subsidies		*1,228,334 78		
Repairs to Governor General's Car				1,400 00
Reporting evidence before Railway Committee		123 75		
Surveys and Inspections		3,033 53		
Total		1,236,662 74		1,400 00
MISCELLANEOUS				
Arbitrations and Awards		667 00		
Grand Trunk Ry , for special train service in 1891		1,015 50		
Costs of Litigation		1,947 25		
Miscellaneous works not provided for		422 37		
Salaries of engineers, draughtsmen, &c		18 256 16		
Salaries of extra clerks, &c		1,890 07		
Total		24,198 35		
RECAPITULATION				
Total on Canals	3,207,249 79	82,400 55	280,872 44	203,478 86
General		1,719 69	44,935 79	11,348 63
Total on Canals	3,207,249 79	84,120 24	325,808 23	214,827 49
Total on Railways	270,990 85	73,843 75	3,507,248 88	
General		1,236,662 74		1,400 00
Total on Railways	270,990 85	1,310,506 49	3,507,248 88	1 400 00
Grand Total, Railways and Canals, including Miscellaneous	3,478,240 64	1,418,825 08	3,833,057 11	216,227 49

*This amount does not include annual payment of $183,600 to the Atlantic and North west Railway Company

Total amount expended, $8,946,350 32

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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, 1898.

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	.		
" since "	1868	21,519 72		. .	. . .
" " "	1869	70,719 80			
" " "	1870		46,193 57		
" " "	1871			225 36	555 78
" " "	1872		.	280 00	6,122 67
" " "	1873			343 32	6,539 58
" " "	1874			725 93	1,558 57
" " "	1875	20 97		560 00	889 35
" " "	1876	11,125 00		641 55	
" " "	1877	63,330 18		600 00	17 45
" " "	1878	26,511 51		600 00	. . .
" " "	1879	107,337 75		631 50	.
" " "	1880	80,120 54		400 00	.
" " "	1881	69,434 76		959 58	.
" " "	1882	484 00		1,920 54	200 63
" " "	1883			2,089 19	232 42
" " "	1884	2,471 40		2,601 47	367 85
" " "	1885	16,820 15		1,929 11	183 11
" " "	1886	2,316 85		2,360 67	297 81
" " "	1887	1,087 75	750 00	2,777 13	343 23
" " "	1888			3,217 77	1,588 40
" " "	1889	.	500 00	3,085 29	353 38
" " "	1890	.		3,110 15	255 34
" " "	1891	972 65	510 53	3,255 30	312 02
" " "	1892	14,387 00	30,936 82	3,007 70	1,461 24
" " "	1893	811 59	9,987 78	2,938 15	1,856 30
" " "	1894	437 05	3,852 21	2,935 94	1,986 70
" " "	1895	868 44	26,222 46	2,499 81	353 55
" " "	1896	1,455 21	16,743 64	2,182 04	260 90
" " "	1897			2,728 38	1 20
" " "	1898		111 70	2,785 25	453 85
		648,755 64			
LESS—Refund of previous years		208 50			
Total		*648,547 14	135,808 71	51,391 13	26,190 73

*Expenditure as above. . . $ 648,547 14
Less expenditure prior to Confederation 156,523 32

Agreeing with Public Accounts, 1898, page xvi. $ 492,023 82

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		17,929 34
" " "	1872		6,399 41
" " "	1873		14,943 83
" " "	1874		4,018 90
" " "	1875		443 00
" " "	1876		110 75
" " "	1877		22 30
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		520 00
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888		
" " "	1889		
" " "	1890		
" " "	1891		
" " "	1892		
" " "	1893		
" " "	1894		
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
Total			44,387 53

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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
" "	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
" "	1871			12,231 40	17,478 52	15,093 25
" "	1872	36,708 15			16,076 93	12,334 69
" "	1873	7,824 28		35,158 21	23,601 03	34,300 60
" "	1874	158,618 35			25,811 07	22,828 66
" "	1875	197,420 52			28,592 01	30,057 34
" "	1876	327,769 39			33,797 73	29,103 65
" "	1877	1,439,375 73			33,148 86	19,824 33
" "	1878	1,484,619 63			39,062 97	13,646 41
" "	1879	958,053 30			42,338 84	12,400 78
" "	1880	369,566 74			38,950 90	10,223 62
" "	1881	292,165 51			39,027 99	19,888 33
" "	1882	252,821 33		2,978 66	41,158 90	17,116 46
" "	1883	396,496 96		1,859 68	45,554 91	18,199 59
" "	1884	188,266 18			48,624 51	19,683 24
" "	1885	111,215 23			49,004 85	20,199 78
" "	1886	210,509 42			50,969 10	19,199 18
" "	1887	28,772 52		12,981 59	53,113 97	22,567 81
" "	1888	19,414 34		7,996 38	52,229 61	19,999 64
" "	1889	76,032 96		972 71	54,110 67	22,957 71
" "	1890	7,448 03		8,238 46	53,114 34	22,999 38
" "	1891	217 53		16,155 75	50,721 69	36,292 98
" "	1892	87,852 35		27,480 80	57,729 37	67,499 62
" "	1893	445,983 21		50,937 40	53,185 00	51,616 79
" "	1894	64,345 14		15,856 74	60,174 03	40,939 70
" "	1895	189,944 36		32,405 20	56,337 44	25,891 45
" "	1896	184,998 25		8,193 15	58,342 96	24,950 20
" "	1897	282,052 48		14,664 21	57,533 20	25,820 73
" "	1898	216,717 44		819 62	57,282 50	33,391 92
Cost of enlargement			8,035,209 33			
Total			10,624,742 18	250,782 66	1,275,859 46	744,847 58

Total expenditure on capital account as above		$10,624,742 18
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, 1898, page xvi		$ 7,634,638 03

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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
Government expenditure prior to Confederation		1,611,424 11	.	.	..
" since "	1868		63,193 75	9,349 99	6,216 98
" " "	1869		55 00	9,626 99	6,498 57
" " " .	1870		27 50	10,117 57	6,384 81
" " "	1871		. .	12,316 53	5,722 36
" " " .	1872		27 50	11,792 46	15,733 38
" " "	1873		5,122 50	12,210 73	9,882 06
" " "	1874		26 00	15,392 51	10,990 56
" " "	1875		36 00	14,399 32	12,253 01
" " "	1876			14,465 86	17,170 83
" " "	1877			14,377 63	15,207 36
" " ..	1878			14,383 37	9,861 05
" " "	1879			15,015 86	10,370 71
" " "	1880	266 15		15,362 61	8,997 34
" " "	1881			17,659 93	10,770 67
" " "	1882			18,804 53	20,813 86
" " "	1883		6,727 44	18,287 77	15,826 71
" " "	1884		3,277 98	19,107 38	16,232 61
" " "	1885		7,999 79	18,960 40	14,637 70
" " "	1886		8,491 80	19,228 90	14,356 00
" " "	1887		3,633 57	18,867 45	14,999 88
" " "	1888		14,411 97	19,325 05	14,285 98
" " "	1889		10,993 52	20,019 11	14,982 54
" " "	1890			19,847 42	14,999 20
" " " .	1891		17,085 68	18,886 86	12,537 39
" " "	1892		1,696 23	20,050 01	14,999 80
" " "	1893			20,348 34	14,107 11
" " " .	1894	.	6,547 72	20,574 53	13,903 46
" " "	1895	.	27,982 93	20,128 59	12,299 49
" " " .	1896			20,725 47	15,050 85
" " "	1897		9,813 15	21,012 64	14,862 98
" " "	1898	25,000 00	5,799 34	20,650 00	16,164 92
Total		*1,636,690 26	192,949 37	521,595 81	401,120 17

* See page 9 for total cost of St. Lawrence River and Canals.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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
" " since "	1868		
" " " "	1869		
" " " "	1870		
" " "	1871		
" " " "	1872		
" " " "	1873	33,241 69	
" " " "	1874	26,541 30	
" " " "	1875	20,611 36	
" " " "	1876	50,215 47	
" " " "	1877	47,377 31	
" " "	1878	5,570 46	
" " " "	1879	9,265 77	
" " " "	1880	9,214 56	
" "	1881	6,927 96	
" " " "	1882	28,933 45	
" " " "	1883	44,874 31	
" " "	1884	89,846 03	
" " " "	1885	115,110 17	
" " " "	1886	116,051 73	
" " " "	1887	74,437 31	
" " " "	1888	56,482 85	
" " " "	1889	18,493 92	
" " " "	1890	23,979 91	
" " "	1891	35,137 25	
" " " "	1892	59,779 31	
" " " "	1893	52,643 39	
" " " "	1894	13,721 66	
" " " "	1895	182,775 75	
" " " "	1896	7,457 05	
" " " "	1897	12,347 31	
" " " "	1898	211,537 76	
Total		1,371,017 89	98,378 46

ST LAWRENCE RIVER AND CANALS

St Lawrence River and Canals, as above	$ 1,371,017 89
Beauharnois Canal, see page 8	1,636,690 26
Cornwall Canal " " 12	6,525,359 00
Williamsburg Canals " " 14	5,778,580 10
Lake St. Louis " " 10	192,458 69
Soulanges Canal " " 26	3,655,435 61
Lachine Canal, from prior to Confederation to June 30, 1875, see page 7	2,950,104 15
Lake St. Francis, see page 11	3,420 00
Agreeing with Public Accounts Balance Sheet, 1898, page xvi	$ 22,113,065 70

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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			
" since "	1868		....
	1869		....
	1870		..
	1871		.. .
	1872		...
	1873		...
	1874		. ..
	1875		...
	1876		..
	1877		...
	1878		..
	1879		....
	1880		
	1881		. ...
	1882		..
	1883		.. .
	1884		. ...
	1885		..
	1886		..
	1887		.
	1888		....
	1889		.
	1890		...
	1891		.
	1892		..
	1893		.
	1894		..
	1895	4,753 14	. ...
	1896	49,909 31	..
	1897	73,300 41	..
	1898	64,495 83	..
Total		*192,458 69	

* Included in total cost of St Lawrence River and Canals, see page 9

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

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

LAKE ST FRANCIS

	Year ending 30th June	Capital.	Renewals Chargeable to Income
		$ cts	$ cts.
Government expenditure since Confederation	1868		.
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872	.	
" " " "	1873		
" " " "	1874		
" " " "	1875		.
" " " "	1876		
" " " "	1877		
" " " "	1878		.
" " " "	1879	.	.
" " " "	1880		.
" " " "	1881	.	
" " " "	1882		.
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" " " "	1888		.
" " " "	1889		
" " " "	1890		
" " " "	1891		.
" " " "	1892		
" " " "	1893		.
" " " "	1894		.
" " " "	1895		
" " " "	1896		
" " " "	1897		.
" " " "	1898	3,420 00	
Total		*3,420 60	.

* Included in total cost of St Lawrence River and Canals, see page 9.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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
" "	1869	10,692 04			10,347 91	3,859 14
" "	1870			17,780 05	10,368 16	7,145 42
" "	1871			7 50	11,848 39	8,891 61
" "	1872			10,000 21	10,594 30	8,163 70
" "	1873			1,011 75	13,042 25	12,467 65
" "	1874				13,405 20	7,610 70
" "	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
" "	1877	49,211 37			13,375 70	6,440 54
" "	1878	145,015 45			13,825 50	4,935 21
" "	1879	143,032 05			13,817 96	4,983 15
" "	1880	109,454 95			14,440 33	9,735 76
" "	1881	53,948 14			15,173 60	5,524 10
" "	1882	44,587 61			15,052 20	6,634 62
" "	1883	21,728 93			18,283 67	8,361 71
" "	1884	22,018 13			18,475 48	9,007 73
" "	1885	62,034 90		16,298 96	15,988 96	12,368 51
" "	1886	57,820 83		6,960 95	15,994 80	11,832 83
" "	1887	46,966 43			17,520 54	12,100 29
" "	1888	67,945 74			16,938 54	13,942 64
" "	1889	163,993 85			17,890 55	58,205 26
" "	1890	365,038 01		2,000 00	17,063 49	12,758 18
" "	1891	599,001 85		1,459 98	16,077 72	9,830 05
" "	1892	398,555 25		2,345 26	15,596 66	9,864 36
" "	1893	352,536 13			15,173 01	9,668 14
" "	1894	404,990 22			15,344 02	7,733 54
" "	1895	450,689 65		21,497 74	15,414 56	13,053 55
" "	1896	448,408 31		2,175 00	15,472 26	25,259 56
" "	1897	438,487 51			15,540 43	16,438 32
" "	1898	133,208 96			15,011 50	15,431 02
Cost of enlargement			4,579,734 27			
Total			*6,525,359 00	84,323 40	454,994 68	349,542 48

* Included in total cost of St. Lawrence River and Canals, see page 9.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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

WILLIAMSBURG CANALS

	Year ending 30th June	Capital				Renewals 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.					1,326,655 54			
Government expenditure since Confederation	1868						5,745 97	6,442 41
" " "	1869						5,769 81	5,670 88
" " "	1870						5,573 13	6,546 16
" " "	1871						6,382 17	5,308 41
" " "	1872					1,077 00	5,542 94	3,230 07
" " "	1873						6,424 49	7,347 75
" " "	1874						6,857 19	7,395 92
" " "	1875						6,547 62	4,110 29
" " "	1876						7,418 39	11,690 98
" " "	1877						7,388 08	10,053 61
" " "	1878						7,430 11	4,449 78
" " "	1879						7,517 20	3,549 71
" " "	1880						7,590 15	3,999 77
" " "	1881						7,572 35	5,020 73
" " "	1882						7,589 44	7,447 69
" " "	1883				13 19		7,423 48	7,299 39
" " "	1884				2,473 44		7,757 04	7,349 37
" " "	1885		70,764 07	32,473 05	103,237 12		7,696 67	8,198 03
" " "	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
" " "	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
" " "	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
" " "	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 61
" " "	1890		126,417 42	12,660 95	139,078 37		8,954 53	8,191 69
" " "	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
" " "	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
" " "	1893		154,524 01	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
" " "	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
" " "	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37

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

WILLIAMSBURG CANALS.—*Concluded.*

	Year ending 30th June.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.				
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
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
" " "	1897	.....	262,795 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
" " "	1898	231,321 44	734,492 07	116,072 55	1,081,886 06	.....	10,708 66	8,032 84
Total		239,155 20	2,398,650 94	1,817,631 79	5,778,580 10	33,371 66	239,332 41	220,606 75

* Original construction ..... $ 1,320,655 54
Cost of enlargement 4,457,924 56

Total ..... $ 5,778,580 10

Included in total cost of St. Lawrence River and Canals, page 9.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

STATEMENT 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			
" since "	1868	12,097 84		37,679 05	38,852 96
" " "	1869	43,486 36		39,060 61	50,773 03
" " "	1870		22,173 72	40,340 45	65,009 19
" " "	1871		48,569 10	42,383 33	53,381 02
" " "	1872	53,680 32	6,022 44	37,085 37	50,276 90
" " "	1873	82,282 20	47,876 27	45,382 99	66,550 73
" " "	1874	746,420 61		50,966 48	103,666 99
" " "	1875	1,047,119 91		52,595 00	88,539 99
" " "	1876	1,569,478 19	700 00	57,623 31	81,376 12
" " "	1877	2,199,962 61		59,963 47	49,783 93
" " "	1878	2,138,392 99		60,138 59	66,393 53
" " "	1879	1,552,697 41		59,942 23	56,755 57
" " "	1880	1,252,924 75		63,198 10	76,535 25
" " "	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " "	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " "	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " "	1884	432,336 21		113,276 87	90,926 97
" " "	1885	463,505 38	6,150 21	112,679 00	91,534 66
" " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " "	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " "	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " "	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " "	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " "	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " "	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " "	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " "	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " "	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " "	1898		34,803 25	84,806 54	59,571 66
Total		*23,771,635 76	436,519 55	2,437,789 41	2,126,413 94

*Total expenditure as above	$ 23,771,635 76
Less expenditure by Imperial Government	222,220 00
Agreeing with Public Accounts Balance Sheet, 1898, 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, 1898.

STATEMENTS 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			
" since " "	1868			778 16	432 47
" " " "	1869			1,062 96	1,873 51
" " " "	1870			1,136 54	1,280 36
" " " "	1871			1,285 84	1,539 02
" " " "	1872		1,939 46	1,106 80	1,393 63
" " " "	1873		540 11	2,199 64	1,264 40
" " " "	1874	12,753 27		2,614 90	7,208 63
" " " "	1875	32,627 71		1,859 20	4,506 68
" " " "	1876	24,935 85		1,952 14	4,033 72
" " " "	1877	30,003 08		1,982 65	1,756 93
" " " "	1878	14,618 85		2,057 32	541 95
" " " "	1879	22,113 02		2,202 03	3,259 70
" " " "	1880	3,054 68		2,152 57	1,704 71
" " " "	1881	69,042 76		2,553 02	3,257 92
" " " "	1882	193,158 36		2,611 30	2,343 99
" " " "	1883	172,959 95		2,569 86	3,448 83
" " " "	1884	142,006 25		2,775 32	2,725 49
" " " "	1885	93,679 57		2,618 60	4,042 04
" " " "	1886	129,681 67		2,611 90	5,803 01
" " " "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " " "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " " "	1889	24,786 33		2,569 22	1,730 79
" " " "	1890	6,151 14		2,571 04	1,525 51
" " " "	1891		8,173 69	2,505 69	1,503 56
" " " "	1892		25,471 61	2,571 28	1,666 21
" " " "	1893		6,521 88	2,581 08	2,800 03
" " " "	1894		3,497 56	2,640 00	2,799 63
" " " "	1895		3,694 33	2,508 14	3,025 91
" " " "	1896			2,495 54	4,993 89
" " " "	1897			2,357 51	1,688 12
" " " "	1898			1,904 10	1,699 44
Total		*1,170,215 63	57,265 33	67,877 37	78,730 79

* Included in total cost of Ottawa River Works, see page 19.

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, 1898.

Department of Railways and Canals.

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

CARILLON AND GRENVILLE CANAL.

—	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			
" since "	1868		19,817 22	6,301 88	8,911 28
" " "	1869			6,549 38	10,157 42
" " "	1870		4,167 96	6,617 81	9,852 09
" " "	1871		23,119 37	8,676 90	8,218 24
" " "	1872	165,257 28		8,324 51	17,235 31
" " "	1873	133,199 10	3,051 38	10,068 28	8,781 50
" "	1874	245,258 38		10,710 88	10,605 82
" " "	1875	339,864 76		10,378 57	18,520 44
" " "	1876	326,203 16		10,764 38	11,475 96
" " "	1877	245,738 04		11,050 27	10,304 06
"	1878	22,676 20		11,401 30	5,082 72
" " "	1879	243,141 24		11,501 52	7,629 98
" "	1880	281,514 27		11,959 14	7,625 54
" " "	1881	336,707 53		13,059 18	8,076 91
" "	1882	433,084 39		14,387 49	7,582 68
" "	1883	433,575 10		17,479 58	8,310 02
" " "	1884	399,267 16		17,393 91	7,918 42
" " "	1885	157,187 72		19,702 30	10,429 26
" "	1886	104,973 24	75 00	20,597 82	9,303 31
"	1887	20,747 11		20,011 36	10,554 41
" " "	1888	38,996 29		21,531 12	10,036 62
" " "	1889	298 17		22,098 88	10,135 66
" "	1890	17 58	4,526 61	15,896 16	7,582 38
" " "	1891		4,395 25	21,230 22	10,796 68
" " "	1892	34,585 64	15,036 48	17,458 69	8,620 15
"	1893	207 00	42,298 74	16,762 71	10,669 28
" " "	1894	385 55	20,034 94	14,144 98	11,620 09
" " "	1895		5,963 76	15,453 21	12,303 25
" " "	1896	3,850 31		13,995 69	12,161 10
" "	1897	1,908 44	4,939 20	13,780 29	11,607 95
" " "	1898	82,663 37	5,082 03	11,697 81	10,993 61
Total . .		†4,114,360 67	152,507 94	430,985 92	313,102 14

* 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 19, cost of enlargement $4,051,307 03.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

STATEMENTS showing the amount 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				
" " "	1869				
" " "	1870				
" "	1871				
" " "	1872				
" " "	1873		835 53		
" " "	1874		38,388 99		
" " "	1875	63,659 29			
" " "	1876	76,842 44			
" " "	1877	56,081 87			
" " "	1878	5,933 53			
" " "	1879	20,694 19			
" " "	1880	16,688 20		202 50	259 31
" " "	1881	4,721 62		962 85	
" " "	1882	29,567 15		790 00	162 33
" " "	1883	14,249 60		695 00	288 99
" " "	1884	8,151 16		733 50	
" " "	1885	19,071 76		730 00	572 75
" " "	1886	26,385 27		730 00	2,396 14
" " "	1887	7,760 88		730 00	967 33
" " "	1888	7,573 99		739 50	730 60
" " "	1889	17,112 01		1,050 00	116 53
" " "	1890	2,818 35		747 83	
" " "	1891	2,183 15	9,122 05	745 25	499 91
" " "	1892		1,546 25	736 00	
" " "	1893		1,420 65	749 00	13 55
" " "	1894		2,540 14	730 00	494 43
" " "	1895		1,475 26	436 05	434 28
" " "	1896				
" " "	1897				
" " "	1898				100 00
Total		*379,494 46	55,328 87	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, see page 19

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

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

RIDEAU CANAL

——	Year ending 30th June	Capital.	Renewals Chargeable to Income.	Staff	Repairs
		$ cts	$ cts.	$ cts.	$ cts.
Imperial Government		3,911,701 47			
Government expenditure prior to Confederation		153,062 60			
" since "	1868	166 50	7,298 12	18,397 28	16,475 21
" " "	1869			19,250 71	13,140 77
" " "	1870		13 16	20,022 37	19,469 33
" " "	1871		11,732 98	22,814 58	18,120 52
" " "	1872		4,967 50	22,139 48	14,005 32
" " "	1873	.	18,070 97	22,841 51	26,074 49
" " "	1874		5,793 16	26,815 44	22,957 40
" " "	1875	9,310 85		26,553 37	19,699 81
" " "	1876	2,163 96		26,430 77	14,428 25
" " "	1877	214 11		25,959 56	14,198 18
" " "	1878			26,651 51	11,034 22
" " "	1879	7,703 88		26,042 52	7,134 55
" " "	1880	. .		26,463 88	11,434 05
" " "	1881		133 50	26,024 71	8,627 00
" "	1882			26,915 29	13,860 28
" " "	1883		70 65	27 322 81	23,524 84
" " "	1884		4,597 50	26,938 95	19,245 02
" " "	1885		2,098 76	26,971 32	18,189 55
" " "	1886		550 00	27,045 95	35,648 04
" " "	1887		20,823 96	29,440 46	18,565 34
" " "	1888		18,889 48	33,458 83	25,478 87
" " "	1889		6,665 22	33,801 77	18,106 36
" " "	1890		21,124 10	34,270 57	18,025 21
" " "	1891		20,967 25	34,641 98	21,537 56
" " "	1892		31,363 23	35,500 82	21,507 16
" " "	1893		24,274 71	35,022 49	18,789 50
" " "	1894	.	14,485 11	34,943 35	16,939 47
" " "	1895		31,559 48	33,827 08	19,897 32
" " "	1896		21,452 29	34,052 77	30,196 38
" " "	1897	10,720 50	19,079 11	31,461 55	29,535 94
" " "	1898		13,608 39	30,759 05	26,599 93
Total		*4,095,043 87	299,618 63	872,782 73	592,445 87

*Ottawa River Works

Ste Anne's Lock, page 16			$ 1,170,215 63
Carillon and Grenville Canals, page 17			1,114,360 67
Culbute Canal, page 18			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)			$ 5,847.413 16
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	182,950 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
Less expenditure prior to Confederation, transferred to Income Accounts	320,618 28		$ 7,291,547 39
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, 1898, page xvi.			$ 6,805,671 83

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

LEONARD SHANNON,
Accountant.

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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			
" since "	1868			1,532 75	753 74
" " "	1869			1,755 15	1,399 18
" " "	1870			1,458 09	1,006 22
" " "	1871			1,414 48	1,210 98
" " "	1872			1,565 80	1,263 19
" " "	1873			2,076 50	1,575 10
" " "	1874			2,219 13	2,363 42
" " "	1875			1,362 22	1,245 69
" " "	1876			1,403 92	1,601 71
" " "	1877			1,533 40	750 80
" " "	1878			1,556 65	283 77
" " "	1879			1,581 55	456 07
" " "	1880			1,614 01	705 54
" " "	1881			1,741 97	1,299 77
" " "	1882			2,002 71	1,902 41
" " "	1883		17,230 32	2,361 65	2,188 08
" " "	1884		5,279 17	2,315 37	1,494 99
" " "	1885		4,700 64	2,271 57	3,652 63
" " "	1886			2,311 70	4,143 47
" " "	1887			2,175 3	5,864 78
" " "	1888			2,216 04	2,801 17
" " "	1889		17,964 45	2,421 14	2,002 63
" " "	1890		24,571 96	2,138 40	1,935 44
" " "	1891		21,696 74	2,011 08	4,460 16
" " "	1892		3,585 34	2,168 44	1,944 33
" " "	1893			2,136 66	1,994 34
" " "	1894			2,216 68	924 55
" " "	1895			2,161 63	915 50
" " "	1896			2,094 91	1,678 49
" " "	1897			2,135 60	707 06
" " "	1898			2,049 67	692 04
Total		*121,537 65	95,028 62	60,004 24	55,217 25

* Included in total cost of Chambly Canal and River Richelieu, see page 21

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

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			
" since "	1868			8,312 90	9,355 70
" " "	1869			8,437 22	13,120 97
" "	1870			8,934 41	20,180 73
" " "	1871		2,839 85	10,214 71	22,426 33
" " "	1872		1,906 40	9,628 50	22,327 99
" " "	1873		759 00	10,390 44	11,789 27
" " "	1874		2,810 00	11,675 67	16,427 19
" " "	1875	2,415 00	.	12,201 99	16,306 91
" " "	1876		...	10,593 14	13,273 56
" " "	1877	80 00		10,281 78	10,111 32
" " "	1878			10,413 99	6,022 96
"	1879			11,301 53	8,809 77
" " "	1880			11,516 22	12,377 74
"	1881			13,950 47	20,705 17
"	1882		31,796 41	16,686 78	16,843 60
" "	1883		21,332 36	15,904 38	15,182 24
" "	1884		41,640 77	18,448 85	12,003 34
" "	1885		21,049 23	18,378 55	13,046 95
" " "	1886		14,547 27	19,501 28	11,999 77
" " "	1887		17,911 17	19,053 62	20,071 37
" "	1888		65,536 64	20,073 60	11,823 74
" " "	1889		51,137 87	19,679 22	19,392 18
" " "	1890		23,221 48	19,655 38	14,399 93
" " "	1891		43,344 41	19,204 76	11,399 93
" " "	1892		38,353 99	19,665 22	12,976 48
" " "	1893		21,127 65	19,310 29	12,451 03
" " "	1894		8,567 78	19,040 93	11,920 74
" " "	1895		6,147 63	19,325 49	11,779 12
" " "	1896		3,694 63	19,349 65	11,801 12
" " "	1897		12,665 88	18,754 17	13,128 55
" " "	1898		13,184 68	17,992 90	12,466 51
		637,206 76			.....
Less proceeds of sale of piece of land		150 00		.	. ...
Total		*637,056 76	443,875 10	467,878 04	435,922 21

* Chambly Canal and River Richelieu.

Chambly Canal as above		$ 637,056 76
St. Ours Lock, see page 20		121,537 65
		$ 758,594 41
Less amount deducted at Confederation, see Public Accounts, 1868, part 1, page 9.		
Government expenditure prior to Confederation.		
Chambly Canal as above ..	$ 634,711 76	
St. Ours Lock, page 20 .	121,537 65	
	$ 756,249 41	
Returned as an asset in Public Accounts, 1868	433,807 83	
		$ 322,441 58
Agreeing with Public Accounts, 1898, page xvi...		$ 436,152 83

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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	1868		400 00		
" since "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882	7,135 63			
" " "	1883	84,071 68			
" " "	1884	118,187 43			
" " "	1885	148,902 66			
" " "	1886	179,704 52			
" " "	1887	142,563 66			
" " "	1888	146,754 37			
" " "	1889	215 326 46			
" " "	1890	106,760 35		494 31	
" " "	1891	61,260 49		5,137 03	173 53
" " "	1892	5,964 22		5,803 48	3,505 15
" " "	1893	30,838 79		5,499 62	5,341 34
" " "	1894			5,667 52	5,295 57
" " "	1895			5,354 97	5,063 49
" " "	1896			5,409 10	5,410 33
" " "	1897			5,526 87	3,966 41
" " "	1898			5,799 94	4,710 23
Total		*1,247,470 26	400 00	44,692 84	33,466 05

*Agreeing with Public Accounts Balance Sheet, 1898, page xvi

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

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

TRENT CANAL.

——	Year ending 30th June.	Capital	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts	$ cts.
Government expenditure prior to Confederation		309,371 31			. .
" since "	1868				.
" " "	1869			.	.
" " "	1870				. . . .
" " "	1871			.	.
" "	1872				. .
" " "	1873			.	. . .
" "	1874				.
" " "	1875		.		.
" "	1876				
" " "	1877				. .
" " "	1878			.	.
" "	1879				
" " "	1880	561 50		1,188 92	3,568 89
" " "	1881			2,489 93	2,233 50
" " "	1882		5,836 51	2,011 92	8,115 50
" " "	1883	40,767 16	9,303 66	2,235 50	3,047 42
" " "	1884	120,393 91	6,198 57	2,208 64	5,264 35
" " "	1885	121,382 84		3,303 87	4,653 50
" " "	1886	75,103 30		1,639 75	5,917 88
" " "	1887	179,541 63	.	1,938 08	6,008 88
" " "	1888	114,879 35		1.770 29	5,151 42
" " "	1889	47,592 13	29,677 92	3,242 05	5,935 94
" " "	1890	58,644 50	11,522 65	3,450 99	730 55
" " "	1891	9,826 49	3,164 81	3,803 66	4,888 98
" " "	1892	4,457 28	6,506 97	3,695 85	4,721 85
" " "	1893	5,962 47	10,838 90	3,739 86	2,087 17
" " "	1894	3,412 32	20,403 93	3,785 47	4,988 59
" " "	1895	53,907 70	21,143 41	4,184 18	3,374 49
" " "	1896	392,976 08	6,185 75	4,349 34	3,329 97
" " "	1897	486,575 70	13,880 37	4,965 39	3,497 90
" " "	1898	351,273 31	8,991 54	5,034 60	4,998 80
Total . .		2,376,628 98	153,654 99	59,038 29	82,515 58

Total expenditure on Capital account as above .		$ 2,376,628 98
LESS—Expenditure prior to Confederation	$ 309,371 31	
" Year 1880.	561 50	
		309,932 81
Agreeing with Public Accounts Balance Sheet, 1898, page xvi . .		$ 2,066,696 17

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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				
" " "	1869				
" " "	1870				
" "	1871				
" "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" "	1877				
" " "	1878				
" "	1879				
" "	1880				
" "	1881				
" " "	1882		748 65		
" " "	1883	4,831 80		*	
" "	1884	50,878 12			
" " "	1885	92,473 97			
" " "	1886	65,561 51			
" " "	1887	49,617 92			
" " "	1888	54,166 57			
" " "	1889	89,486 18			
" " "	1890	22,226 23		*	*
" " "	1891	17,114 78		*	*
" " "	1892	29,771 64		*	*
" " "	1893			*	*
" " "	1894			*	*
" " "	1895			*	*
" " "	1896			*	*
" " "	1897		.. .	*	*
" " "	1898			*	*
Total		†476,128 73	748 65	*	*

*Included in Rideau Canal
†Agreeing with Public Accounts, 1898, 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 84c 23

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

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				
" " "	1869				
" "	1870				.
" " "	1871				
" " "	1872		949 35	.	
" " "	1873				
" " "	1874				.
" "	1875				
" " "	1876				
" "	1877				
" " "	1878				
" " "	1879				. .
" " "	1880				
" "	1881				
" " "	1882				
" " "	1883				
" " "	1884				
" " "	1885				
"	1886				.
" " "	1887				
" "	1888	8,145 06			
" " "	1889	34,018 95		. .	
" " "	1890	176,568 55			
" " "	1891	325,336 33	. .		
" " "	1892	341,474 31			
" " "	1893	589,801 25			
" " "	1894	1,316,529 29			.
" " "	1895	466,151 50		3,432 73	
" " "	1896	189,986 59		16,074 70	2,650 17
" " "	1897	209,561 82		15,381 59	7,671 79
" " "	1898	21,004 56		14,389 92	8,172 09
Total		*3,678,578 21	949 35	49,278 94	18,494 05

Agreeing with Public Accounts, 1898, page xvi

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

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					
" since "	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882				
" " "	1883				
" " "	1884				
" " "	1885				
" " "	1886				
" " "	1887				
" " "	1888				
" " "	1889				
" " "	1890				
" " "	1891				
" " "	1892	54,235 76			
" " "	1893	210,336 24			
" " "	1894	723,380 95			
" " "	1895	752,016 53			
" " "	1896	535,939 07			
" " "	1897	363,126 06			
" " "	1898	1,016,401 00			
Total		*3,655,435 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, 1898.

Department of Railways and Canals.

STATEMENT showing amount expended on Construction and Enlargement of Canals, to 30th June, 1898.

Canal.	Construction.	Enlargement.	Total
	$ cts.	$ cts	$ cts.
St. Peters	248,762 84	399,784 30	648,547 14
Lachine	2.589,532 85	8,035,209 33	10,624,742 18
Beauharnois	1,636,690 26		1,636,690 26
St Lawrence River and Canals.	18,442 85	1,352,575 04	1,371,017 89
Lake St Louis		192,458 69	192,458 69
Lake St Francis		3,420 00	3,420 00
Cornwall	1,945,624 73	4,579,734 27	6,525,359 00
Williamsburg: Farran's Point		239,155 20	5,778,580 10
Williamsburg: Galops		2,398,650 94	
Williamsburg: Rapide Plat		1,817,631 79	
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	63,053 64	4,051,307 03	4,114,360 67
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.	637,056 76		637,056 76
Murray	1,247,470 26		1,247,470 26
Trent	2,376,628 98		2,376,628 98
Tay	476,128 73		476,128 73
Sault Ste. Marie	3,678,578 21		3,678,578 21
Soulanges	3,655,435 61		3,655,435 61
	32,318,417 78	40,185,984 07	72,504,401 85

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

*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
" "	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
" "	1870		90,355 96	120,403 02	150,176 70	414,687 02
" "	1871		116,429 54	135,040 81	140,467 52	488,538 76
" "	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
" "	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
" "	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
" "	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
" "	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
" "	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
" "	1878	3,843,338 62		187,521 31	122,251 60	373,814 17
" "	1879	3,064,098 61		191,892 44	115,349 99	337,675 13
" "	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" "	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" "	1885	1,504,621 47	58,297 59	280,226 20	201,708 47	321,289 47
" "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" "	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" "	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" "	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" "	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" "	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" "	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" "	1893	2,069,573 30	196,185 84	291,588 97	204,759 39	357,089 87
" "	1894	3,027,164 19	109,216 33	294,146 34	179,630 13	387,788 97
" "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" "	1897	2,341,016 16	101,205 74	287,970 36	178,385 47	384,780 53
" "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,662 81
Total		72,504,401 85	2,595,898 82	7,045,545 75	5,485,651 74	11,710,240 08

* 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, 1898.

LEONARD SHANNON.
Accountant.

HYDRAULIC AND OTHER RENTS.

Balances due 1st July, 1897	Accrued during the Year ended 30th June, 1898	Totals	—	Abatement	Deposited to the Credit of the Receiver General	Balances due 30th June, 1898	Totals
$ cts	$ cts	$ cts		$ cts	$ cts	$ cts	$ cts
28,307 26	8,343 81	36,651 07	Welland Canal	304 45	8,325 66	28,020 96	36 651 07
371 00	708 00	1,079 00	Williamsburg Canal		298 00	781 00	1,079 00
1,337 50	5,190 00	6,527 50	Cornwall		4,155 00	2,372 50	6,527 50
6,706 33	2,563 00	9,269 33	Beauharnois		1,771 50	7,497 83	9,269 33
17,782 04	26,120 22	43,902 26	Lachine	457 97	26,333 68	17,105 61	43,902 26
361 84	169 00	530 84	Chambly		144 00	386 84	530 84
2,058 09	2,833 85	4,891 94	Rideau		2,863 55	2,028 39	4,891 94
72 00	55 00	127 00	Trent Valley		3 00	124 00	127 00
	25 00	25 00	Sault Ste Marie		20 00	5 00	25 00
100 00	139 00	239 00	Carillon & Grenville Canal		131 00	108 00	239 00
4 00		4 00	Sundry canals			4 00	4 00
57,100 06	46,146 88	103,246 94	Totals	762 42	44,050 39	58,434 13	103 246 94

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

CANALS, 1897-98.

DR. **COLLECTORS of Canal Tolls in Account with Revenue.** CR.

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				147,615 50
144,961 35		60 00	39 46	145,060 81	1,082 00	146,142 81	Port Colborne	145,060 81	1,082 00	146,142 81	3,320 59
59,059 53		35 00	58 92	59,153 45	1,791 40	60,944 85	Port Dalhousie	59,153 45	1,791 40	60,944 85	2,272 11
485 88				485 88	240 00	725 88	Dunnville	485 88	240 00	725 88	779 41
730 28		27 00		757 28	5,207 26	5,964 54	St Catharines	757 28	5,207 26	5,964 54	199 92
46 27				46 27	5 00	51 27	Chippawa	46 27	5 00	51 27	130 04
205,283 31		122 00	98 38	205,503 69	8,325 66	213,829 35	Totals	205,503 69	8,325 66	213,829 35	154,317 57
							St Lawrence Canals.				179,751 66
2,242 85		30 00		2,272 85	1,771 50	4,044 35	Beauharnois	2,272 85	1,771 50	4,044 35	989 61
31,413 38		30 00		31,443 38	4,155 00	35,598 38	Cornwall	31,443 38	4,155 00	35,598 38	1,751 21
433 28				433 28	298 00	731 28	Cardinal.	433 28	298 00	731 28	453 80
2,694 07	10 05		763 14	3,467 26		3,467 26	Lachine	3,467 26		3,467 26	2,563 57
28,494 31	2,420 40	5 00	15,773 15	46,692 86	26,338 68	73,031 54	Montreal	46,692 86	26,338 68	73,031 54	7,409 87
11,465 50				11,465 50		11,465 50	Kingston	11,465 50		11,465 50	1,187 89
76,743 39	2,430 45	65 00	16,536 29	95,775 13	32,563 18	128,338 31	Totals	95,775 13	32,563 18	128,338 31	194,107 61
							Chambly Canal ..				33,201 12
10,193 09	..			10,193 09	70 00	10,263 09	Chambly	10,193 09	70 00	10,263 09	1,542 32
10,965 01	.			10,965 01	74 00	11,039 01	St. Johns	10,965 01	74 00	11,039 01	1,706 00
589 97	.	..		589 97		589 97	St Ours	589 97		589 97	614 10
21,748 07				21,748 07	144 00	21,892 07	. Totals	21,748 07	144 00	21,892 07	37,063 54
							Ottawa Canals				26,662 16
26,411 85				26,411 85		26,411 85	Ottawa	26,411 85		26,411 85	
3,334 15			8 00	3,342 15	105 00	3,447 15	Grenville	3,342 15	105 00	3,447 15	458 33
503 97				503 97	26 00	529 97	Carillon	503 97	26 00	529 97	742 60
1,001 41				1,001 41		1,001 41	St. Anne's Lock	1,001 41		1,001 41	790 26
31,251 38			8 00	31,259 38	131 00	31,390 38	Totals	31,259 38	131 00	31,390 38	28,653 45

							Rideau Canal					59,099 58
4,5 3 22	35 50		123 00	4,711 72	2,507 35	7,219 07	Ottawa	4,711 72	2,507 35	7,219 07		2,465 76
952 68				952 68	292 50	1,245 18	Kingston Mills	952 68	292 50	1,245 18		490 44
567 93			15 00	582 93	63 70	646 63	Smith's Falls	582 93	63 70	646 63		368 85
6,073 83	35 50		138 00	6,247 33	2,863 55	9,110 83	Totals	6,247 33	2,863 55	9,110 88		62,424 63
2,958 94			8 00	2,966 94		2,966 94	*St. Peter's Canal*					3,239 10
								2,966 94		2,966 94		93 33
2,958 94			8 00	2,966 94		2,966 94	Totals	2,966 94		2,966 94		3,332 43
							Murray Canal					10,978 17
692 51				692 51		692 51	Brighton	692 51		692 51		389 17
692 51				692 51		692 51	Totals	692 51		692 51		11,367 43
							Trent Valley Canal					10,023 40
42 74				42 74		42 74	Burleigh	42 74		42 74		
482 86			84 00	566 86		566 86	Bobcaygeon	566 86		566 86		30 24
189 62			48 00	237 62		237 62	Fenelon Falls	237 62		237 62		
69 90				69 90		69 90	Hastings	69 90		69 90		14 15
361 58			4 00	365 58	3 00	368 58	Peterborough	365 58	3 00	368 58		24 62
118 47				118 47		118 47	Buckhorn	118 47		118 47		
1,265 17			136 00	1,401 17	3 00	1,404 17	Totals	1,401 17	3 00	1,404 17		10,102 41
					20 00	20 00	*Sault Ste Marie Canal*		20 00	20 00		24,095 66
							Culbute					100 00
							Dredge Vessels					8,575 37
							Inspection					188 87
							Department of Public Printing and Stationery					1,021 21
							General					5,275 63
346,016 60	2,465 95	187 00	16,924 67	365,594 22	44,050 39	409,644 61	Grand Totals	365,594 22	44,050 39	409,644 61		540,625 72
							Less Refunds			1,981 80		
							Net Revenue			407,662 81		

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

STATEMENT showing Refunds of Canal Tolls paid during the Year ending 30th June, 1898.

Date.	To Whom Paid	Refund of Tolls on	Canals	Amount	Total.
1897				$ cts.	$ cts
Aug. 16	Kingston and Montreal For warding Con pany	Coal	St Lawrence	334 65	
" 26	J P. Tett & Bros	Lumber	Rideau.	9 45	
Sept. 2	Kingston and Montreal For warding Company	Grain	Cornwall	194 00	
Oct 18	Kingston and Montreal For warding Company	Salt and iron	Lachine	3 46	
" 18	Edwardsburg Starch Company	Corn	Williamsb'g	142 80	
Dec 2	A B. Hopkins	"	St Lawrence	10 00	
" 2	Thos Myles & Sons	Iron	"	13 60	
" 11	Montreal Transportation Co	Coal	"	100 92	
" 11	Hall & Eligh		Rideau	53 46	
" 16	Alexandre Laplante	Lumber and cement	St. Lawrence & Grenville	97 04	
1898					
Jan. 3	Montreal Transportation Co	Coal	St Lawrence	22 91	
" 3	McArthur Bros	Timber	Welland	30 00	
" 3	J D Vanalstine	Cement	"	39 58	
Feb. 12	Canadian Forwarding and Ex port Company	Cement and rails	St Lawrence	103 69	
Mar 1	Canadian Forwarding and Ex port Company	"	"	8 31	
May 13	Montreal Transportation Co	Coal	"	95 27	
" 20	" "	"		98 61	
June 15	Kingston and Montreal For warding Company	"	"	174 75	
" 29	Kingston and Montreal For warding Company		"	38 80	
July 2	Joseph Filion	Floats	Rideau.	53 75	
" 7	Canadian Forwarding and Ex port Company		St Lawrence	119 70	
" 12	Canadian Forwarding and Ex port Company	Lumber	"	111 93	
" 20	Canadian Forwarding and Ex port Company	Cement	"	102 79	
	Total				1,959 47

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

STATEMENT showing Refunds of Rentals paid during the Year 1897-98.

Date	——	Amount.	Total.
1897		$ cts.	$ cts
Oct. 6	H E. Mason	8 33	
1898. May 23	John Sheridan	14 00	
	Total		22 33

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

INTERCOLONIAL RAILWAY.

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

—	Year	Construction.	Income	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry
		$ cts	$ cts	$ cts	$ cts.
Expenditure prior to Confederation		10,766,725 54			
" since "	1868	483,353 65	.	359,961 08	420,752 58
" " "	1869	282,615 18	.	387,548 47	455,022 76
" " "	1870	1,729,381 49		445,208 75	471,245 09
" " "	1871	2,916,782 13		442,993 31	565,713 52
" " "	1872	5,131,141 51		595,076 22	622,900 56
" " "	1873	5,201,450 37		1,011,892 60	703,458 26
" " "	1874	3,614,898 81		1,847,175 24	893,430 17
" " "	1875	3,426,099 55		1,532,589 62	861,593 43
" " "	1876	1,108,321 59		1,277,197 79	848,861 46
" " "	1877	1,318,352 19		1,661,673 55	1,154,445 35
" " "	1878	408,816 74		1,811,273 56	1,378,946 78
" " "	1879	226,639 19		2,010,183 22	1,294,099 69
" " "	1880	2,048,014 60		1,607,956 70	1,520,310 45
" " "	1881	608,732 80		1,780,353 55	1,777,856 76
" " "	1882	585,568 79		2,080,592 37	2,100,315 85
" " "	1883	1,616,632 96		2,383,477 20	2,395,034 99
" " "	1884	1,405,377 52		2,366,719 95	2,376,666 19
" " "	1885	1,195,363 08		2,460,229 87	2,392,605 00
" " "	1886	544,958 17		2,508,473 10	2,406,858 88
" " "	1887	823,070 86		2,854,158 91	2,621,337 41
" " "	1888	742,203 09		3,300,481 94	2,937,337 40
" " "	1889	655,228 13		3,174,785 19	2,923,736 46
" " "	1890	365,246 48		3,500,455 80	2,958,243 38
" " "	1891	79,929 34		3,691,273 65	3,007,630 51
" " "	1892	168,101 77		3,458,891 39	2,978,950 82
" " "	1893	228,984 79		3,062,207 45	3,099,815 20
" " "	1894	166,362 43		2,999,317 07	3,020,485 74
" " "	1895	327,034 51		2,964,940 98	2,979,795 59
" " "	1896	259,105 23		3,029,304 08	2,994,201 93
" " "	1897	145,142 00		2,936,789 71	2,906,631 25
" " "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
Total		*48,832,001 69	70,000 00	61,819,012 44	57,316,548 70

* Including $296,872 90 charged to "Consolidated Fund."

Total cost of construction as above ..... $ 48,832,001 69

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
			$ 48,535,128 79
Cape Breton Railway			3,860,679 14
Oxford and New Glasgow Railway			1,949,063 21
Eastern Extension Railway			1,324,042 81
Total Capital cost of Intercolonial Railway system.			$ 55,668,913 95
Governor General's car "Victoria".			1,290 31
Agreeing with Public Accounts, 1898, page xvi			$ 55,670,204 26

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

EASTERN EXTENSION RAILWAY.

——	Year	Capital.	Working Expenses	Revenue received.
		$ cts	$ cts	$ cts.
Government expenditure prior to Confederation	1868			
" since "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887		94 254 04	64,107 10
" " "	1888		90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890		79,102 77	84,658 95
" " "	1891	3,255 40	*	†
" " "	1892		*	†
" " "	1893		*	†
" " "	1894		*	†
" " "	1895		*	†
" " "	1896		*	†
" " "	1897		*	†
" " "	1898		*	†
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 33

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

CARLETON BRANCH RAILWAY

——	Year	Capital	Working Expenses	Revenue received
		$ cts	$ cts	$ cts.
Government expenditure prior to Confederation	1868			
" since "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" "	1880			
" " "	1881			
" "	1882			
" " "	1883			
" " "	1884			
" " "	1885			
" " "	1886	85,610 69		
"	1887	2,299 62		
" "	1888	500 17		
" " "	1889			
"	1890			
" " "	1891			
" " "	1892			
" " "	1893			
" "	1894			
" " "	1895			
"	1896			
" " "	1897			
" " "	1898			
Total		*88,410 48		

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

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

CAPE BRETON RAILWAY

	Year	Capital	Working Expenses
		$ cts	$ cts
Government expenditure prior to Confederation	1868		.
" since "	1869		. .
" " "	1870		
" " "	1871		. .
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		...
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		.
" " "	1880		
" "	1881		
" " "	1882		
" " "	1883		
" " "	1884		.
" " "	1885		
" "	1886		
" " "	1887	76,501 89	.
" " "	1888	689,450 50	
" "	1889	1,083,276 60	
" " "	1890	1,170,523 62	.
" " "	1891	521,441 62	. .
" " "	1892	99,936 96	
" "	1893	59,982 74	.
" " "	1894	158,770 61	.
" " "	1895	*	
" " "	1896	*	
" " "	1897	405 00	.
" " "	1898	389 60	
Total		§3,860,679 14	†

* Included in Intercolonial Railway capital † Included in Intercolonial Railway working expenses.
§ Included in total cost of Intercolonial Railway system, see page 33.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

OXFORD AND NEW GLASGOW RAILWAY.

—	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation	1868		
" since "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,074 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
" " "	1898		
Total		‡ 1,949,063 21	†

*Included in Intercolonial Railway capital. †Included in Intercolonial Railway working expenses.
‡ Included in total cost of Intercolonial Railway system, page 33.

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY

	Year	Construction	Working Expenses.	Revenue received
		$ cts	$ cts	$ cts
Government expenditure prior to Confederation	1868			
" since "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884			
" " "	1885	49,587 45		
" " "	1886	135,214 38		
" " "	1887	24,157 32		
" " "	1888	397 35		
" " "	1889			
" " "	1890			
" " "	1891	124,568 23		
" " "	1892			
" " "	1893			
" " "	1894	17 99		
" " "	1895			
" " "	1896			
" " "	1897			
" " "	1898			
Total		*333,942 72		

*Agreeing with Public Accounts, 1898, page xvi

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction	Working Expenses	Revenue received
		$ cts.	$ cts	$ cts.
Government expenditure prior to Confederation		3,114,735 11		
" since "	1874		750 00	
" " "	1875	46,086 63	49,344 62	24,493 99
" " "	1876	42,546 10	219,930 43	118,060 96
" " "	1877	200,000 00	228,595 25	130,664 92
" " "	1878	6,551 86	221,599 49	135,899 60
" " "	1879	40,129 05	223,313 12	125,855 91
" " "	1880	16,539 82	164,640 55	113,851 11
" " "	1881		203,122 88	131,131 43
" " "	1882	402 03	228,259 97	137,267 54
" " "	1883	57,186 02	252,808 41	146,170 42
" " "	1884	130,663 38	236,428 13	144,504 12
" " "	1885	76,956 56	211,207 01	158,588 06
" " "	1886	4,668 33	216,744 34	155,584 36
" " "	1887	5,800 00	204,237 45	155,303 37
" " "	1888		229,639 95	158,363 62
" " "	1889		247,559 44	171,369 56
" " "	1890		266,485 85	160,971 78
" " "	1891		257,990 08	174,258 05
" " "	1892	8,300 49	289,706 38	157,442 69
" " "	1893		226,422 17	162,690 42
" " "	1894		226,891 06	158,533 83
" " "	1895		232,905 19	149,654 78
" " "	1896		225,138 56	146,476 54
" " "	1897		240,489 90	153,443 13
" " "	1898	17,541 88	231,418 74	158,950 61
Total.		3,768,107 26	5,335,628 97	3,429,530 80

LEONARD SHANNON,
Accountant

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

CANADIAN PACIFIC RAILWAY.

	Year	Construction, including Subsidy of $25,000,000	Working Expenses	Revenue received.
		$ cts	$ cts	$ cts
Government expenditure prior to Confederation				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871	30,148 32		
" " "	1872	489,428 16		
" " "	1873	561,818 44		
" "	1874	310,224 88		
" "	1875	1,546,241 67		
" "	1876	3,346,567 06		
" "	1877	1,691,149 97		
" "	1878	2,228,373 13		
" " "	1879	2,240,285 47		
" " "	1880	4,044,522 72	78,892 01	104,975 69
" " "	1881	4,968,503 93	236,944 98	291,498 06
" " "	1882	(1) 4,589,075 79	1,786 20	
" " "	1883	(2) 10,033,800 04	266 09	
" " "	1884	(3) 11,192,722 02	327 02	
" "	1885	(4) 9,900,281 53		
" " "	1886	(5) 3,672,584 81		
" " "	1887	(6) 915,057 49		
" " "	1888	52,098 65		
" " "	1889	86,716 07		
" "	1890	40,980 54		
" "	1891	37,367 00		
" " "	1892	66,211 39		
" " "	1893	413,836 49		
" " "	1894	146,539 87		
" " "	1895	49,209 77		
" " "	1896	65,669 49		
" " "	1897	14,054 50		
" " "	1898	692 17		
Total		*62,734,161 37	318,216 30	396,473 75

*Agrees with Public Accounts balance sheet, 1897 98, page xvi

(1)	Including	$ 2,210,000 00 on account subsidy
(2)	"	5,323,076 60 "
(3)		7,254,208 27 "
(4)	"	6,862,201 00 "
(5)	"	2,890,427 00 "
(6)	"	460,087 13 "
		*$25,000,000 00

*See also Statement No 3, page 45, for this expenditure

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

ANNAPOLIS AND DIGBY RAILWAY

	Year	Capital	Working Expenses
		$ cts	$ cts
Government expenditure prior to Confederation	1868		
" since "	1869		
	1870		
	1871		
	1872		
	1873		
	1874		
	1875		
	1876		
	1877		
	1878		
"	1879		
"	1880		
"	1881		
"	1882		
	1883		
	1884		
	1885		
	1886		
	1887		
	1888		
	1889	9,847 27	
	1890	381,942 75	
"	1891	196,869 36	
"	1892	26,129 39	
" "	1893	2,190 62	
	1894	1,675 36	
	1895	570 55	
	1896		
	1897	41,457 29	
	1898		
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 45

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

STATEMENT showing amount expended on Capital Account on Railways.

Railways	—	—
	$ cts	$ cts.
Intercolonial	48,535,128 79	
Cape Breton	3,860,679 14	
Oxford and New Glasgow	1,949,063 21	
Eastern Extension	1,324,042 81	
		55,668,913 95
Carleton Branch		48,410 48
Montreal and European Short Line		333,942 72
Prince Edward Island		3,768,107 26
Canadian Pacific		62,734,161 37
Annapolis and Digby		660 683 09
Governor General's car "Victoria"		1,290 31
Total		123,215,509 18
Memo re Recapitulation—Railways		
Total cost as per statement above		123,215,509 18
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement page 33		296,872 90
Agreeing with total cost of construction, as per statement page 43		123,512,382 08

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

Department of Railways and Canals.

RECAPITULATION—RAILWAYS.

	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	13,881,460 65	....	....
since "	1868	483,353 65	359,961 08	420,752 58
" " "	1869	282,615 18	387,548 47	455,022 76
" " "	1870	1,729,381 49	445,208 75	471,245 09
" " "	1871	2,946,930 45	442,993 31	565,713 52
" " "	1872	5,620,569 67	595,076 22	622,900 56
" " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " "	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " "	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " "	1894	585,749 01	3,226,208 13	3,179,019 57
" " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " "	1898	270,990 85	3,507,248 88	3,313,847 10
Total	.....	*123,551,091 77	73,029,631 74	64,510,650 18

* Total amount paid on construction.....	$123,551,091 77
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.....	$123,511,091 77
Add expenditure Governor General's car "Victoria".....	1,290 31
	$123,512,382 08

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

RECAPITULATION—RAILWAYS AND CANALS

EXPENDITURE

Railways—Capital Account, see statement page 42			$ 123,215,509 18
Canals— " " 27			72,504,401 85
Total cost of Government Railways and Canals, Capital Account			$ 195,719,911 03
Railway Subsidies, chargeable to Consolidated Fund as per Statement No 3 page 45		$ 43,119,222 11	
Less subsidies already included in Railways Capital Account (statement page 42) to Canadian Pacific Railway	$ 25,000,000 00		
Western Counties Railway	500,000 00		
		25,500,000 00	
			17,619,222 11
* Total expenditure on Railways and Canals, Capital Account, and Railway Subsidies			$ 213,339,133 14

REVENUE.

Canals, revenue received from July 1st, 1867, to June 30th, 1898 (For details see page 28)	$	11,710,240 08
Railways, revenue received from July 1st, 1867, to June 30th, 1898 (For details see page 43)		64,510,650 18
Total revenue received to July 1st, 1898	$	76,220,890 26
Memo of cost of operating and maintaining Railways and Canals to June 30th 1898 —		
Canals chargeable to Income	$	2,535,898 82
Less prior to Confederation		98,378 46
	$	2,437,520 36
From Confederation (July 1st, 1867) to June 30th, 1898 —		
Staff		7,045,545 75
Repairs		5,485,651 74
Total Canals, see statement page 28	$	14,968 717 85
Railways, Working expenses, see page 43		73,029,631 74
Total	$	87,998 349 59

* 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, 1897 98, p x) These items are dealt with by the Finance Department

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st November, 1898.

No. 3.

STATEMENT showing Subsidies voted for Railways as to which contracts have been entered into and payments made up to the 30th June, 1898.

SUBSIDIES VOTED.		RAILWAYS.	PAYMENTS.														
Authority.	Amount.		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.	1897-98.	Total 30th June, 1898.
	$ cts.		$	$	$	$	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
46 Vic., cap. 25 53 do 2	156,800 00	International Railway, Quebec	144,000				8,960 00		3,840 00									156,800 00
45 do 14 46 do 25 48-49 do 59 49 do 10 50-1 do 24 51 do 3 52 do 3 53 do 2 54-5 do 8 57-8 do 4	384,000 00 80,000 00 96,000 00 186,295 00 28,800 00 96,000 00 64,000 00 30,000 00 5,250 00 44,800 00	Quebec and Lake St. John Railway, Quebec	32,000	37,027	185,745	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 49 do 10 50-1 do 24 52 do 3 55-6 do 5 47 do 8	89,600 00 70,000 00 12,800 00 32,000 00 64,000 00 272,000 00	Kingston, Napanee and Western Railway, formerly Napanee, Tamworth and Quebec Railway, Ontario	32,000	57,600														89,600 00
51 do 3 53 do 2 46 do 25 47 do 8	41,000 00 24,000 00 115,200 00 76,800 00	Pontiac Pacific Junction Railway, Quebec		49,090	41,000	60,580	24,158 00		95,744 00	7,600 00		1,856 00	13,932 80					293,732 80
50-1 do 24 47 do 8 49 do 10 52 do 3 53 do 2 56 do 2 57-8 do 4	32,000 00 32,000 00 57,600 00 22,400 00 48,000 00 48,000 00 96,000 00	Caraquet Railway, N.B Great Northern Railway, Quebec		32,000 25,088	76,800	61,200	40,050 00	13,950 00						18,750 00				193,378 00 234,000 00
47 do 8 45 do 14 46 do 26 53 do 2	48,000 00 660,000 00 660,000 00	Kingston and Pembroke Railway, Ontario Northern and Pacific Junction Railway, Ontario		48,000					20,000 00	9,500 00	24,100 00			32,000 00	32,000 00			142,688 00
47 do 8 48-9 do 59 49 do 10 48-9 do 59 51 do 3 57-8 do 4	128,000 00 19,200 00 32,000 00 24,439 84 140,800 00 35,200 00	Canada Eastern Railway, formerly Northern and Western Railway, N.B., including also Chatham Branch Railway		154,440	1,051,590	78,370			35,000 00	600 00								1,320,000 00
47 do 8 51 do 3 53 do 2	60,342 00 288,000 00	Quebec Central Railway, Quebec			128,000	18,200	159,400 00	6,300 00	100 00		24,439 84			30,400 00				366,839 84
48-9 do 59 53 do 2 48-9 do 59 50-1 do 24 51 do 3 46 do 25 51 do 3 47 do 8	72,000 00 40,000 00 30,000 00 64,000 00 9,600 00 38,400 00 44,252 82 22,400 00	Montreal and Sorel Railway, Quebec Montreal and Champlain Junction Railway, Quebec Elgin, Petitcodiac and Havelock Railway, N.B. St. Louis and Richibucto Railway, N.B			60,342 64,972 30,000 38,400	4,950 16,400 00	36,700 00	5,400 00	6,719 50	17,116 07		15,100 00			288,000 00			348,342 99 93,797 97 165,500 00
48-9 do 59 49 do 10 50-1 do 24 47 do 6 47 do 8 46 do 25 47 do 8 52 do 3	96,000 00 38,400 00 180,000 00 750,000 00 96,000 00 320,000 00 300,000 00	Canada Atlantic Railway, Ontario Esquimalt and Nanaimo Railway, B.C Erie and Huron Railway, Ontario Baie des Chaleurs Railway, Quebec			22,400 48,480 422,520 96,000	44,384 327,480		9,491 20	149,812 00	30,188 00	44,252 82							82,652 82 22,400 00 282,355 20 750,000 00
48-9 do 59 50-1 do 24	118,400 00 217,600 00	New Brunswick and Prince Edward Railway, N.B St. Lawrence, Lower Laurentian and Saguenay Railway, Quebec, now Laurentian Railway				250,000 97,440	50,300 00 16,000 00	75,200 00	148,675 00				95,825 00					96,000 00 620,000 00
49 do 10 49 do 10 50-1 do 24 56 do 2 53 do 2 47 do 8	11,200 00 32,000 00 96,000 00 64,000 00 37,500 00	L'Assomption Railway, Quebec Great Eastern Railway, Quebec				64,430 11,200 19,200	28,383 00			32,003 00 16,300 00	92,784 00 4,845 00							113,440 00 217,600 00 11,200 00 40,345 00
52 do 3 49 do 10 50-1 do 24	160,000 00 96,000 00 6,400 00	Irondale, Bancroft and Ottawa Railway, Ontario Buctouche and Moncton Railway, N.B				15,000 40,480	20,573 57		4,366 00	1,600 43		17,000 00	32,000 00	32,000 00		48,000 00		144,000 00
47 do 8 52 do 3	51,200 00	Albert Southern Railway, N.B				1,000	18,428 57	1,387 06		10,684 37	18,960 00		34,580 00					101,600 00
50-1 do 24 57-8 do 4 49 do 10 50-1 do 24 45 do 14 48-9 do 58 51 do 3 53 do 2	65,200 00 274,940 00 38,400 00 4,000 00 240,000 00 258,000 00 100,000 00 51,200 00	Lake Temiscamingue Colonization Railway, Quebec Joggins Railway, N.S. Témiscouata Railway, N.B., and Quebec				14,400 26,138 78	3,000 00 249,684 00	9,000 00 163,216 00	26,360 00 74,300 00	82,770 00	54,830 00	21,150 00		233,198 95	17,900 75	6,476 25		59,460 00 316,235 95 37,500 00 645,950 00
50-1 do 24 55-6 do 5 57-8 do 4 50-1 do 24 56 do 2 50-1 do 24 55-6 do 5 57-8 do 4	44,800 00 6,400 00 16,000 00 22,400 00 256,000 00 96,000 00 14,400 00 76,800 00 96,000 00	Leamington and St. Clair Railway, Ontario Toronto, Grey and Bruce Railway, Ontario Dominion Lime Co., Quebec West Ontario Pacific Railway and Ontario and Quebec Railway Drummond County Railway, Quebec					32,000 00 14,656 00 11,840 00 60,000 00 15,057 00	19,200 00 3,520 00 800 00 13,815 00	189,200 00 12,428 00	6,000 00 136,000 00	5,105 00	13,435 00		92,096 00				51,200 00 14,656 00 15,360 00 256,000 00 287,936 00
48-9 do 59 53 do 2 54-5 do 8 57-8 do 4 49 do 10 53 do 2 50-1 do 24 50-1 do 24 48-9 do 59 49 do 10 49 do 10 52 do 3 56 do 2 50-1 do 24 55-6 do 5 50-1 do 24 52 do 3 52 do 3 56 do 3 52 do 3 50-1 do 24 57-8 do 4 51 do 3 53 do 2 50-1 do 24 53 do 2 54-5 do 8 57-8 do 4 47 do 8 51 do 3 52 do 3 53 do 2 57-8 do 4 52 do 3 54-5 do 8 53 do 2 55-6 do 5 53 do 2 53 do 2 53 do 2 55-6 do 5 55-6 do 5 56 do 2 57-8 do 4 55-6 do 5 55-6 do 5 56 do 2 57-8 do 4 55-6 do 5 57-8 do 4 56 do 2 55-6 do 5 57-8 do 4 56 do 2 57-8 do 4 56 do 2 57-8 do 4 57-7 do 5 56 do 2 57-8 do 4 56 do 2 57-8 do 4 57-8 do 4 57-8 do 6 47 do 8 51 do 3 52 do 3 53 do 2 57-8 do 4 52 do 3 53 do 2 57-8 do 6 47 do 8 51 do 3 52 do 3 53 do 2 57-8 do 4 52 do 3 53 do 2 55-6 do 5 53 do 2 53 do 2 53 do 2 55-6 do 5 55-6 do 5 56 do 2 57-8 do 4 55-6 do 5 55-6 do 5 56 do 2 57-8 do 4 55-6 do 5 57-8 do 4 56 do 2 55-6 do 5

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 up to 30th June, 1898.	No of miles paid and provided for.	Subsidy paid and available at June 30, 1898	Subsidy paid to 30th June, 1898	Subsidy paid to 1st Nov., 1898
				$ 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	" (extension)*	476 55	515	5,210,000 00	2,033,750 00	3,742,190 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	133 03	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 .	54 59	143 59	517,588 00	142,688 00	174,688 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 05	84 05	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 Megantic	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 Maskinonge	12 90	12 90	41,280 00	41,280 00	41,280 00
45	Montreal and Ottawa	60	60	192,000 00	145,600 00	192,000 00
46	Montfort Colonization	32 20	33	171,600 00	103,040 00	103,040 00
47	Nakusp and Slocan	36 90	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 .	4,199 16	4,351 08	38,834,669 09	34,893,274 09	36,741,575 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 up to 30th June, 1898	No of miles paid and provided for	Subsidy paid and available at June 30, 1898	Subsidy paid to 30th June, 1898	Subsidy paid to 1st Nov., 1898
				$ cts	$ cts	$ cts
	Brought forward	4,199 16	4,351 08	38,834,669 09	34,893,274 09	36,741,075 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	156 13	163	609,600 00	757,632 00	757,632 00
58	Parry Sound Colonization	47 75	47 75	152,800 00	152,800 00	152,800 00
59	Pontiac 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	33 51	33 51	108,201 60	149,481 60	149,481 60
73	Temiscouata	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, Gray and Bruce	4 58	4 58	14,656 00	14,656 00	14,656 00
78	†United Counties	59	65	208,000 00	188,816 00	188,816 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	West Ontario Pacific	18 75	18 75	60,000 00	60,000 00	60,000 00
82	Cap de la Magdeleine	2 32	2 32	7,424 00	7,424 00	7,424 00
83	†Gulf Shore	16 78	17 50	56,000 00	53,699 20	53,699 20
84	†St Stephen and Milltown	4 64	4 64	14,848 00	14,848 00	14,848 00
85	†Coast (of Nova Scotia)	28 25	61	195,200 00	90,400 00	90,400 00
86	Grand Trunk	Bridge	Bridge	300,000 00	131,268 52	131,268 52
87	†Ottawa and New York	10 50	53 87	172,384 00	33,600 00	33,600 00
	Total	5,771 62	6,017 81	47,317,536 19	‡42,966,916 91	44,815,217 91

‡ Add subsidy of used rails as per statement, part III, page 6, $152,305 20, which will then agree with statement of subsidies in part II, page 44, viz., $43,119,223 11

* 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 the 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

Department of Railways and Canals.

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 00
Coast (of Nova Scotia)	61
Ottawa and New York	53 87

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi annually for fixed period of years

No	Name of Railway	Miles Subsidized	Amount of Instalment	Amount paid up to June 30 1897
				$
1	International (Atlantic and North west) Railway Co	252	$93,300 per year for 20 years	1,679,400
2	Kingston Smiths Falls and Ottawa Railway Co	56	$3,136 21	Nil
	Total	308		1 679 400

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 Marys Bridge Co	300,000	300,000 00
3	St John Bridge and Railway Extension Co	500,000	433 900 00
	Total	815 000	748 62 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 Rail paid.
			$ cts.	$ cts.
1	Central Railway Co. of New Brunswick	4,052	83,612 54	83,612 54
	Elgin, Petitcodiac and Havelock Ry. Co	2,201	44,252 82	44,252 82
	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	4,235 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. 2	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
	53 Vic., c. 4 54 Vic., c. 10	C. P. R.—Kenmay and Estevan Branch..	156·86	6,400	1,003,904
	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 Co....	125 00	6,400	800,000
11	48-49 Vic., c. 60 ..	Manitoba and North-western Railway—Main line.....	430·00	6,400	
12	49 Vic., c. 11.....	Manitoba and North-western Railway—Branch from Biscarth..	26·00	6,000	2,918,400
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	8,480,00
			2,937·21		39,725,13

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 ornear to Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

73. For a railway from Hereford to the International Railway, in the township of Eaton, in the province of Quebec, thirty-four miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 108,800

74. For a railway from St. Félix to Lake Maskinongé, parish of St. Gabriel in the province of Quebec, ten miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

75. For a railway from Glenannan to Wingham, in the province of Ontario, five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

76. For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, onCumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 38,400

77. For a railway from L'Assomption to L'Epiphanie, in the province of Quebec, three miles and a half, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 11,200

78. To the Montreal and Western Railway Company, for seventy miles of their railway from St. Jérôme, north-westerly towards Désert, in the province of Quebec, a subsidy of $5,161 per mile, in lieu of the subsidies granted by 46 Vic., chap. 25, and 47 Vic., chap. 8, not exceeding in the whole..... 361,270

79. For a railway from St. Andrew's to the Canadian Pacific Railway at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, in lieu of the subsidy granted by 47 Vic., chap. 8, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

80. To the Canada Atlantic Railway Company, for twelve miles of their railway from Clark's Island to Valleyfield, and from Lacolle, in the province of Quebec, to the international boundary, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

81. For a railway from Truro to Newport, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 156,800

82. To the Quebec and Lake St. John Railway Company, for ninety-five miles of their railway, from a point fifty miles north of St. Raymond to Lake St. John, in the province of Quebec, a subsidy not exceeding $1,961 per mile, nor exceeding in the whole (in addition to the subsidy granted by 45 Victoria, chapter 14, and 46 Victoria, chapter 25, of $3,200 per mile)..... 186,295

83. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

84. For the construction of wharfs and landing stages on the line of the railway from Long Sault to the foot of Lake Temiscamingue, a subsidy of..... 6,000

85. To the Gananoque, Perth and James Bay Railway Company, seventeen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400

86. For a railway from St. Eustache to St. Placide, county of Two Mountains, eighteen miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

87. For a railway from a point on the Intercolonial Railway through the Stewiacke Valley, on the line which will afford facilities of communication with the Iron Mines, Spring Side, Upper Stewiacke and Musquodoboit settlements, twenty-five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

88. For a railway from Yamaska to the River St. Francis, in the province of Quebec, ten miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

89. For a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, in the province of New Brunswick, twenty-eight miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

90. For a railway from Fredericton to the village of Prince William, in the province of New Brunswick, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

91. For a railway from a point on the Intercolonial Railway near Newcastle or via Douglastown to a point on the River Miramichi, opposite the town of Chatham, in the province of New Brunswick, six miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $19,200

92. For a railway from a point on the Canadian Pacific Railway to Eganville, in the province of Ontario, twenty-two miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

93. To the Belleville and North Hastings Railway Company, for seven miles of their railway, from the village of Madoc to the junction with the Central Ontario Railway at Eldorado, in the province of Ontario, a subsidy (in addition to the subsidy of $1,500 per mile granted by 48-49 Victoria, chapter 59), not exceeding $1,700 per mile, nor exceeding in the whole..... 11,900

94. To the Napanee, Tamworth and Quebec Railway Company, for eighteen miles of their railway from Tamworth to Tweed, in lieu of the subsidy granted by 48-49 Victoria, chapter 59, a subsidy of..... 70,000

95. To the Albert Railway Company, for their railway from Salisbury to Hopewell, in the province of New Brunswick, which is a feeder to the Intercolonial Railway, in the form of a loan, repayable at such time and secured in such manner as the Governor in Council determines, a subsidy of..... 15,000

"The subsidies hereinbefore mentioned as to be granted to the companies named for that purpose shall be granted to such companies respectively; the other subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to construct and complete the said railways respectively. All the lines for the construction of which subsidies have been granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall be so constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in the agreement to be made in each case by the company to the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council, and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister: Provided always, that the granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements, and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine."

By section 2 of this Act authority was given for the grant of a charter by the Governor in Council for the purpose of constructing a railway from Long Sault to the foot of Lake Temiscamingue.

By the Act 50-51 Vic., cap. 24, 1887 *(Assented to 23rd June, 1887).*

96. To the St. Catharines and Niagara Railway Company, for twelve miles of their railway from the city of St. Catharines to the bridge over the Niagara River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 38,400

97. To the Vaudreuil and Prescott Railway Company, for thirty miles of their railway from Vaudreuil towards Hawkesbury, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96.000

98. To the Richmond Hill Junction Railway Company, for five miles of their railway from Richmond Hill Junction, on the Northern Railway of Canada, to Richmond Hill village, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

99. To the Drummond County Railway Company, for thirty miles of their railway from Drummondville towards Nicolet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

100. To the Joggins Railway Company, for one and a quarter miles of their railway extending from the southern end of the portion subsidized by the Act 49 Victoria, chapter 10, to the wharfs, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 4,000

101. To the Moncton and Buctouche Railway Company, for two miles of their railway from the west end of the portion subsidized by the Act 49 Victoria, chapter 10, to Moncton, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 6,400

102. To the Beauharnois Junction Railway Company, for thirty miles of their railway from St. Martin's towards St. Anicet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

103. To the Harvey Branch Railway Company, for three miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600

104. To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarsville or the village of Waterford, or some intermediate point on the Canada Southern Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 57,600

105. To the Guelph Junction Railway Company, for sixteen miles of their railway from its junction with the Canadian Pacific Railway to the town of Guelph, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 51,200

106. To the Massawippi Railway Company, for ten miles of their railway from a point on the Atlantic and North-western Railway near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

107. To the Napanee, Tamworth and Quebec Railway Company, for four miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, to Tweed, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 12,800

108. To the Dominion Lime Company, for seven miles of their railway from a point on the Quebec Central Railway, in the township of Dudswell, to the Dudswell Lime Company's quarries, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400

109. To the South Norfolk Railway Company, for seventeen miles of their railway from Port Rowan to the town of Simcoe, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400

110. To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of..... 20,000

111. For a line of railway from Mount Forest to Walkerton, twenty-four miles in length, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 76,800

112. To the Oshawa Railway and Navigation Company, for seven miles of their railway from Port Oshawa towards Raglan, a subsidy not exceeding $3,200 per mile. nor exceeding in the whole..... 22,400

113. To the Saguenay and Lake St. John Railway Company, for thirty miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

114. To the Great Eastern Railway Company, for thirty miles of their railway from the River St. Francis to the Arthabaska Railway, at St. Grégoire station, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $96,000

115. To the Ontario and Pacific Railway Company, for six miles of their railway from the northern end of the portion subsidized by the Act 47 Victoria, chapter 8, to the town of Perth, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

116. To the Caraquet Railway Company, for seven miles of their railway from Lower Caraquet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole.. 32,000

117. To the St. Lawrence and Lower Laurentian and Saguenay Railway Company, for the section of this railway from Grand Piles, on the St. Maurice River, to its junction with the Quebec and Lake St. John Railway, in lieu of the subsidy granted by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, for a line of railway from Grand Piles, on the St. Maurice River, to its junction with the Lake St. John Railway, a distance of about fifty miles, a subsidy of..... 217,600

118. To the St. John Valley and River du Loup Railway Company, for twenty-two miles of their railway from the village of Prince William towards the town of Woodstock, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

119. To the Lake Temiscamingue Railway Company, for four short sections of railway, in all about two miles in length, to overcome the rapids of the Ottawa River, known as "La Mi-Charge," "La Cave," "Les "Erables," and "La Montagne," and for the construction of wharfs and landing stages at these rapids, to connect the Canadian Pacific Railway at Mattawa with Lake Temiscamingue by steamboats, railways and other works (in lieu of a portion two miles in length, out of the eight miles of railway subsidized by the Act passed in the session held in the forty-eighth and forty-ninth years of Her Majesty's reign, chapter 59, under which about six miles of railway have already been built from the foot of Long Sault proper to the foot of Lake Temiscamingue, and in lieu also of the subsidy granted by the Act 49 Victoria, chapter 10), a subsidy of..... 12,400

120. To the Carillon and Grenville Railway Company, for twelve miles of their railway from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

121. To the Minudie Branch Railway Company, for five and a half miles of their railway from its junction with the Joggins Railway, near the River Hébert railway bridge, to the village of Minudie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 17,600

122. To the Lake Temiscamingue Colonization and Railway Company, for ten and a half miles of their railway from the Long Sault to Lake Kippewa, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 33,600

123. To the Leamington and St. Clair Railway Company, for two miles of their railway from the north end of the section subsidized by the Act passed in the session held in the forty eighth and forty-ninth years of Her Majesty's reign, chapter 59, to the village of Comber, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 6,400

124. To the Cumberland Railway and Coal Company for fourteen miles of their railway from a point on the Spring Hill and Parrsboro' Railway, near Spring Hill, to a point on the railway between Oxford and New Glasgow, near Oxford village, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 44,800

125. To the Montreal and Champlain Junction Railway Company, a subsidy of..... $ 64,000

126. To the Quebec and Lake St. John Railway Company, for nine miles of their railway, the distance which the previous subsidies granted are short of covering from the city of Quebec to Lake St. John, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 28,800

127. To the Temiscouata Railway Company, for thirty miles of a branch of their railway from Edmundston towards the St. Francis River, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 96,000

128. To the Cornwallis Valley Railway Company, for thirteen miles of their railway from Kentville to Kingsport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 41,600

129. To the Nova Scotia Central Railway Company, for thirty-four miles of their railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 108,800

130. To the Tobique Valley Railway Company, for fourteen miles of their railway from Perth Centre station towards Plaister Rock Island, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, for a railway from Perth Centre station, on the New Brunswick Railway, to a point near Plaister Rock Island, a subsidy of..... 89,600

131. For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.. 64,000

132. For a railway bridge over the St. Lawrence River, at Coteau Landing on the line of the Canada Atlantic Railway, a subsidy of fifteen per cent on the value of the structure, not to exceed..... 180,000

133. To the Lake Erie, Essex and Detroit River Railway Company, for twenty-seven miles of their railway, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding..... 118,400

"For the purpose of granting corporate powers to persons or companies undertaking the construction of railways or parts of railways, mentioned in the next preceding section, for the construction of which no corporate powers exist at the time of the passing of this Act, the Governor in Council may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor in Council shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of the Parliament of Canada.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively; the other subsidies, including subsidies granted for railways over a line extending beyond a point to which any company hereinbefore mentioned by name is authorized to construct their railway, shall be granted to such companies as shall be approved by the Governor in Council, as having established, to his satisfaction, their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized, except as regards the subsidy for the bridge over the

St Lawrence River, upon which shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

"The granting of such subsidies to the companies mentioned, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

"Notwithstanding anything contained in the Act forty-fifth Victoria, chapter fourteen, or in the Act forty-sixth Victoria, chapter twenty-five, the balances of the sums granted for a railway from St. Raymond to Lake St. John and to the Quebec and Lake St. John Railway Company by the said Acts respectively, which have not yet been paid by the Government, may be paid at any time within one year from the passing of this Act, subject to the conditions in the said Act contained."

By the Act 51 Vic., cap. 3, 1888 (*Assented to 22nd May, 1888*):—

134. To the Ottawa and Parry Sound Railway Company, for 22 miles of their railway from a point on the Canadian Pacific Railway to Eganville, in lieu of the subsidy granted by 49 Victoria, chapter 10, for a railway from a point on the Canadian Pacific Railway to Eganville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 70,400 00

135. To the Nova Scotia Central Railway Company, for 46 miles of their railway, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 147,200 00

136. To the Montreal and Champlain Junction Railway Company, for 3 miles of their railway from the end of the present subsidized section, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600 00

137. To the Massawippi Junction Railway Company, for their railway from a point on the Atlantic and North-west Railway, near the village of Magog, to Ayer's Flat station, on the Massawippi Valley Railway, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... 32,000 00

138. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of $31,500, to be paid out monthly as the work progresses, upon the certificate of the Chief Engineer of Government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken, and for three miles of their railway extending from a point three miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $9,600, provided that the entire work subsidized upon this railway shall be completed within four years from the passing of this Act, the subsidy granted by this Act not to exceed in the whole..... 41,100 00

139. To the Port Arthur, Duluth and Western Railway Company, for 84¾ miles of their railway from Port Arthur towards Gun Flint Lake, in lieu of the subsidies granted by 48-49 Victoria, chapter 59, and 49 Victoria, chapter 10, for the construction of a railway from Murillo Station to Crooked Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 271,200 00

140. To the Quebec and Lake St. John Railway Company, for 30 miles of their railway from Lake St. John towards Chicoutimi, or from Chicoutimi towards Lake St. John, being a transfer made at the request of the Saguenay and Lake St. John Railway Company of the subsidy granted to them by 50-51 Victoria, chapter 24, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 96,000 00

141. To the Temiscouata Railway Company, for 20 miles of their branch railway from Edmundston towards the St. Francis River, in the province of Quebec, in lieu of the subsidy granted by 50-51 Victoria, chapter 24, a subsidy of..... $100,000 00

142. To the Quebec Central Railway Company, for the construction and completion of a line of railway from St. Francis Station to a point on the Atlantic and North-west Railway near Moose River, 90 miles, in lieu of the balance of the subsidy, unearned, granted by 47 Victoria, chapter 8, a subsidy not exceeding $21,191.54 per annum for twenty years, or a guarantee of a like sum for a like period as interest on the bonds of the company, such annual subsidy for twenty years representing a grant in cash of 288,000 00

143. To the Central Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 4,052 tons of used iron rails and fastenings, loaned to the St. Martin's and Upham Railway Company, now forming part of the Central Railway, which rails and fastenings stand in the Public Accounts as an asset for..... 83,612 54

144. To the Elgin, Petitcodiac and Havelock Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,201 tons of used iron rails and fastenings loaned to the Elgin Branch Railway, now forming part of the Elgin, Petitcodiac and Havelock Railway, which rails and fastenings stand in the Public Accounts as an asset for 44,252 82

145. To the Kent Northern Railway Company of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 2,549 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 58,334 27

146. To the Halifax Cotton Company of Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 233 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 4,335 00

147. To the Steel Company of Canada, in Nova Scotia, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company of 597 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 11,964 66

148. To the Albert Railway Company of New Brunswick, a grant as a subsidy (the section of road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 726 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... 14,665 45

149. To the Chatham Branch Railway of New Brunswick, a grant as subsidy (the road to be first laid with new steel rails weighing not less than 56 pounds per lineal yard, and after an Order in Council has been passed authorizing their transfer to the company) of 958 tons of used iron rails and fastenings loaned to the company, which rails and fastenings stand in the Public Accounts as an asset for..... $24,439 84

"All the lines, for the construction of which subsidies are granted, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications, and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council; and also the said subsidies respectively, payable in cash, shall be payable out of the Consolidated Revenue Fund of Canada by instalments, on the completion to the satisfaction of the Minister of Railways and Canals of each section of the railway of not less than 10 miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon completion of the work subsidized."

By the Act 52 Vic., chap. 3, 1889. *(Assented to 2nd May, 1889)*:—

150. To the Ontario and Pacific Railway Company, for a line of railway from Cornwall to Ottawa, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $172,400 00

151. To the Ottawa and Gatineau Railway Company, for a line of railway from Hull station towards Le Désert, a distance of sixty-two miles, a subsidy not exceeding in the whole..... 320,000 00

152. To the Cap Rouge and St. Lawrence Railway Company, for twelve miles of their railway, from Lorette via Cap Rouge to Quebec, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

153. To the Parry Sound Colonization Railway Company, for forty miles of their railway, from the village of Parry Sound to the village of Sundridge, or some other point on the line of the Northern and Pacific Junction Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 128,000 00

154. For a railway from St. Andrew's to the Canadian Pacific Railway, at or at any point east of the town of Lachute, in the county of Argenteuil, in the province of Quebec, seven miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 22,400 00

155. For a railway from Truro, or a point between Truro and Stewiacke, to Newport or to Windsor, in the province of Nova Scotia, forty-nine miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 156,800 00

156. For a line of the Central Railway from the head of Grand Lake to the Intercolonial Railway, in the province of New Brunswick, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 128,000 00

157. To the Albert Southern Railway Company, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole 31,771 43

158. To the Baie des Chaleurs Railway Company, the balance remaining unpaid of the subsidy mentioned in the Act 49th Victoria, chapter 17, not exceeding in the whole 244,500 00

159. To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria Branch of the Midland Railway to the village of Bancroft, in the county of Hastings, the balance remaining unpaid of the subsidy granted by the Act 47th Victoria, chapter 8, not exceeding in the whole..... $145,000 00

160. To the Northern and Pacific Junction Railway Company, for a railway from Gravenhurst to Callander, the balance remaining unpaid of the subsidies granted by the Act 45th Victoria, chapter 14, and 46th Victoria, chapter 25, not exceeding in the whole.. 35,000 00

161. For a railway from some point on the Joggins Railway, near the Hébert River, to Young's Mills, in the province of Nova Scotia, a distance of five miles, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 16,000 00

162. To the St. Clair Frontier Tunnel Company, for the construction of a tunnel under the St. Clair River, from a point at or near Sarnia, to a point at or near Port Huron, a subsidy not exceeding in the whole..... 375,000 00

163. To the Pontiac and Renfrew Railway Company, for six miles of their railway from the north bank of the Ottawa River, opposite Braeside, or from Bristol Iron Mines, to the Pontiac Pacific Junction Railway, near the Quyon River, in the province of Quebec, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 19,200 00

164. To the Quebec, Montmorency and Charlevoix Railway Company, for thirty miles of their railway, from the east bank of the St. Charles River, to or near to Cap Tourmente, in the province of Quebec, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 96,000 00

165. To the Fredericton and St. Mary's Bridge Company, for a bridge over the St. John River, at Fredericton, in the province of New Brunswick, a subsidy not exceeding in the whole..... 30,000 00

166. To the Napanee, Tamworth and Quebec Railway Company, for seven miles of their railway, from a point at or near Yarker to a point at or near Harrowsmith, and to a company for three miles of railway from a point at or near Harrowsmith to a point at or near Sydenham, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 32,000 00

167. For a railway from a point near Sicamous, on the Canadian Pacific Railway, to a point on Lake Okanagan for fifty-one miles of such railway, a subsidy not exceeding $3,200 per mile, and not exceeding in the whole..... 163,200 00

168. To the Cornwallis Valley Railway Company, for one mile of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Kingsport, in the province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 3,200 00

169. To the Lake Témiscamingue Colonization and Railway Company, for fifteen miles of their railway, from Mattawa station on the Canadian Pacific Railway, towards the Long Sault, or from the Long Sault towards the said Mattawa station, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

170. To the Maskinongé and Nipissing Railway Company, for fifteen miles of their railway, from a point on the Canadian Pacific Railway at or near Maskinongé or Louiseville, towards the parish of Saint-Michel des Saints, on the River Mattawin, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

171. To the Kingston, Smith's Falls and Ottawa Railway Company, for twenty miles of their railway, from the city of Kingston towards Smith's Falls, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 64,000 00

172. To the South Ontario Pacific Railway Company, for forty-nine and one-half miles of their railway, from Woodstock to Hamilton, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 158,400 00

173. For a railway from St. Césaire to St. Paul d'Abbotsford, in the province of Quebec, five miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000 00

174. To the Great Eastern Railway Company, for twenty miles of their railway, from the east end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Grégoire, towards the Chaudière Junction station on the Intercolonial Railway, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

175. To the Drummond County Railway Company, for four and one-half miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, to Ball's Wharf, on the St. Lawrence River, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 14,400 00

176. To the St. Catharines and Niagara Central Railway Company, for twenty miles of their railway, from the end of the line subsidized by the Act 50-51 Victoria, chapter 24, at St. Catharines, towards the city of Hamilton, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

177. To the Quebec and Lake St. John Railway Company, for twenty miles of their railway, from the end of the section of thirty miles from Lake St. John towards Chicoutimi, subsidized by the Act 51 Victoria, chapter 3, towards Chicoutimi, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

178. To the Grand Trunk, Georgian Bay and Lake Erie Railway Company, for fifteen miles of their railway, from the village of Tara or some point between Tara and Hepworth, to the town of Owen Sound, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

179. To the Hereford Railway Company, for fifteen miles of their railway, from Cookshire to a junction with the Quebec Central Railway at Dudswell, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

180. To the Massawippi Junction Railway Company, for fifteen miles of their railway, from Ayer's Flat to Coaticook, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000 00

181. To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro', towards Palmer's Rapids, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 64,000 00

182. To the Thousand Islands Railway Company, for four miles of their railway, from a point near the St. Lawrence River, in Gananoque village, to Gananoque Junction of the Grand Trunk Railway, and for thirteen miles of their railway, from Gananoque Junction of the Grand Trunk Railway to a junction with the Brockville, Westport and Sault Ste. Marie Railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 54,400 00

183. For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $64.000 00

184. To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000 00

"So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

"The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the 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 $\frac{67}{100}$ mile of their railway from Stanbridge Station to Philipsburg, in the county of Missisquoi and a branch to Missisquoi Bay, the balance remaining unpaid of the subsidy granted by chapter 5 of 1892, not exceeding $3,200 per mile, nor exceeding in the whole ..... $ 2,912

323. To the Joliette and St. Jean de Matha Railway Company, for 8 miles of their railway from St. Félix de Valois to St. Jean de Matha, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 23,600

324. To the Lake Temiscamingue Colonization Railway Company, for their railway from Mattawa to the foot of the Kippewa Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $160,000,—also 15 per cent on the value of a wooden truss bridge over the Ottawa River near Mattawa, not to exceed $15,000 in all, in lieu of the subsidies granted by chapter 5 of 1892,—also the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, for their railway from Long Sault to Lake Kippewa, a subsidy not exceeding $3,200 per mile of railway and 15 per cent on the value of the bridges,—also, a sum of $1,750 additional per mile on their said railway from Mattawa to the foot of the Kippewa Lake; the whole not exceeding 274,940

325. For a railway from St. Placide to St. Andrews, 8 miles, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 25,600

326. For a railway from St. Eustache to St. Placide, in the county of Two Mountains, for 18 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 57,600

327. For a railway from a point on the line of the Canadian Pacific Railway on Isle Jésus, in the county of Laval, towards St. Eustache, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, to the Carillon and Grenville Railway Company, for 12 miles of their railway, from St. Eustache to Sault au Récollet, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

328. For a railway from the parish of St. Rémi, in the county of Napierville, to St. Cyprien, in the said county, for 12 miles of such railway, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 38,400

329. To the Pontiac Pacific Junction Railway Company, for bridging the several channels of the Ottawa River at Culbute and west thereof, a subsidy of $31,500, to be paid out monthly as the work progresses, upon the certificate of the chief engineer of government railways, in the proportion which the value of the work executed bears to the value of the whole work undertaken; and for 3 miles of their railway extending from a point 3 miles east of Pembroke to Pembroke, in the province of Ontario, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $9,600, in lieu of the subsidy granted by chapter 3 of 1888; provided that the entire work subsidized upon this railway shall be completed within 4 years from the passing of this Act; the subsidy granted by this Act not to exceed in the whole 41,100

330. To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of 7½ miles of railway, from Hull to Aylmer, in lieu of the subsidy granted by chapter 2 of 1890, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $ 24,000

331. To the Pontiac Pacific Junction Railway Company, for 85 miles of their railway from Aylmer to Pembroke, the balance remaining unpaid of the subsidy granted by chapter 8 of 1884, less the subsidy granted for the line from Hull to Aylmer, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole 73,172

332. To the Harvey Branch Railway Company, for 3 miles of their railway from the southern terminus of the Albert Railway to Harvey Bank, the balance remaining unpaid of the subsidy granted by chapter 24 of 1887, not exceeding $3,200 per mile, nor exceeding in the whole..... 4,046

333. For a railway from a point on the Intercolonial Railway near Newcastle via Douglastown, to a point on the River Miramichi opposite the town of Chatham, in the province of New Brunswick, 6 miles, in lieu of the subsidy granted by chapter 10 of 1886, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

334. For a railway from some point on the Joggins Railway, near the Hebert River, to Young's Mills, in the province of Nova Scotia, a distance of 5 miles, in lieu of the subsidy granted by chapter 3 of 1889, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 16,000

335. To the Woodstock and Centreville Railway Company, for a railway from Woodstock to the international boundary between the province of New Brunswick and the state of Maine, 26 miles, in lieu of the subsidies granted by chapter 24 of 1887 and chapter 2 of 1890 a subsidy not exceeding $3,200 per mile nor exceeding in the whole..... 83,200

336. For 90 miles of the railway from Newport or Windsor to Truro, or to a point between Truro and Stewiacke, and from a point on the said railway to a point at or near Eastville, and from Eastville through the valley of the Musquodoboit River towards a point on the proposed Dartmouth branch of the Intercolonial, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; and also for a railway bridge over the Shubenacadie River on the line of the said railway, a subsidy of 15 per cent on the value of the structure; the whole not exceeding..... 300,000

337. To the Nipissing and James Bay Railway Company, for 25 miles of their railway from, at or near North Bay Station on the Canadian Pacific Railway towards James Bay, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; also for 43 miles of their railway from North Bay towards Lake Tamagaming, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 217,000

338. To the Lotbinière and Mégantic Railway Company, for 15 miles of their railway, in addition to the 15 miles already subsidized and built, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

339. To the Drummond County Railway Company, for 30 miles of their railway from St. Leonard northerly towards a junction with the Intercolonial Railway at Chaudière Junction, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000

340. For a railway from Lime Ridge, in the county of Wolfe, in the province of Quebec, northerly through the county of Wolfe and into the county of Megantic, a distance not exceeding 50 miles from Lime Ridge, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $160,000

341. To the Strathroy and Western Counties Railway Company, for 25 miles of their railway from St. Thomas through the counties of Elgin and Middlesex, towards Forest Station or Park Hill, on the Grand Trunk Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

342. To the Parry Sound Colonization Railway Company, for 20 miles of their railway east from Parry Sound, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

343. To the Manitoulin and North Shore Railway Company, for 10 miles of their railway from Little Current to Nelson, on the Algoma Branch of the Canadian Pacific Railway, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000

344. To the United Counties Railway Company for 32 miles of their railway from Iberville to Sorel, in addition to the 32 miles already subsidized, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 102,400

345. To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Emelie de L'Energie, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400

346. To the Great Northern Railway Company, for 22 miles of their railway, from the eastern end of the 15 miles subsidized by chapter 2 of 1893 to a point between Joliette and St. Félix de Valois, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

347. To the Quebec and Lake St. John Railway Company, for 2 miles of the Chicoutimi branch of their railway, from the east end of the 50 miles already subsidized and built eastward to deep water at Chicoutimi, a subsidy not exceeding $3,200 per mile; also for 12 miles from the 52nd mile on the Chicoutimi branch to Ha Ha Bay, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 44,800

348. To the Pontiac and Ottawa Railway Company, for 23 miles of their railway from the point of divergence from the Pontiac Railway to Ferguson's Point, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 73,600

349. To the Ottawa and Gatineau Valley Railway Company, for 20 miles of their railway from the eastern end of the 62 miles already subsidized towards Désert, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

350. To the Canada Eastern Railway Company for 6 miles of their railway from the town of Chatham to Black Brook, a subsidy not exceeding $3,200 per mile; also for 4 miles of their railway for a branch to the village of Nelson, a subsidy not exceeding $3,200 per mile; the whole not exceeding..... 32,000

351. For a railway from Cross Creek Station, on the Canada Eastern Railway to Stanley village, in the county of York, in the province of New Brunswick, 6 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 19,200

352. To the Restigouche and Victoria Railway Company, for 20 miles of their railway from the western end of the 15 miles subsidized by chapter 5 of 1892, towards Grand Falls, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 64,000

353. To the Central Railway Company of New Brunswick, for 15 miles of their railway from Chipman station to the Newcastle coal fields, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... $ 48,000

354. To the Tobique Valley Railway Company, for 15 miles of their railway from the present terminus at Plaister Rock easterly, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 48,000

355. Towards the restoration or renewal of the railway bridge on the South-eastern Railway over the Yamaska River at Yamaska, a subsidy equal to one-third of the actual cost of the renewal of the bridge, but the grant not to exceed in the whole..... 50,000

356. To the Boston and Nova Scotia Coal and Railway Company, for 10½ miles of their railway from the north end of the section already subsidized to Broad Cove, a subsidy not exceeding $3,-200 per mile; also for 25 miles of their railway from a point on the Cape Breton Railway at or near Orangedale towards Broad Cove, in lieu of the subsidy granted by chapter 5 of 1892, a subsidy not exceeding $3,200 per mile; the whole not exceeding 113,600

357. For a railway from Port Hawkesbury towards Cheticamp, 25 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 80,000

358. To the Manitoba North-western Railway Company, for 100 miles of the extension of their main line from its present western terminus towards Prince Albert,—the company relinquishing 3,200 acres of the land grant per mile, and the whole road to be operated as a continuous line of railway under one management, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 320,000

359. For a line of railway from the junction of the Elk and Kootenay Rivers to Coal Creek, a distance of 34 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 108,800

360. For a railway from Abbotsford Station on the Mission Branch of the Canadian Pacific Railway to the town of Chilliwack, 21 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 67,200

361. To the Nicola Valley Railway Company, for 28 miles of their railway from the western end of the section of their road subsidized by chapter 5, of 1892, towards Nicola Lake, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 89,600

362. To the Nakusp and Slocan Railway Company, for 38 miles of their railway from the town of Nakusp to a point at or near the Forks of Carpenter Creek, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 121,600

363. To the Pontiac and Kingston Railway Company, for 22 miles of a railway from Portage du Fort to Upper Thorne Centre, via Shawville, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 70,400

364. To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnybrae to Kerrogare, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole.... 16,000 00

365. To the South Shore Railway Company, for 35 miles of their railway from Yarmouth towards Shelburne and Lockport, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. 112,000 00

366. To the Cape Breton Railway Extension Company, for 30 miles of railway from Port Hawkesbury to St. Peter's, on their line of railway from Port Hawkesbury to Louisbourg, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

367. For a railway from a point on the Intercolonial Railway between Norton and Sussex Stations towards Havelock, 20 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole. $ 64,000 00

368. For a railway from St. John to Barneville, for a distance of 10 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 32,000 00

369. For a line of railway from Cap de la Magdeleine to connect with the Piles Branch of the Canadian Pacific Railway, 3 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 9,600 00

370. To the Canada Eastern Railway Company, for an extension of one mile from the western end of their railway, to connect with the Canadian Pacific Railway, a subsidy not exceeding..... ..... 3,200 00

371. To the Great Northern Railway Company, for 30 miles of their railway from its junction with the Lower Laurentian Railway near St. Tite, in the vicinity of the River St. Maurice, westward, in lieu of the subsidy granted to the Maskinongé and Nipissing Railway Company by chapter 2 of 1893, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 96,000 00

372. To the Lindsay, Bobcaygeon and Pontypool Railway Company, for 16 miles of their railway from Bobcaygeon to the Midland Railway, and for another 16 miles from the end of the first mentioned 16 miles to Pontypool, in lieu of the subsidies granted by chapter 2 of 1890, and chapter 5 of 1892, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 102,400 00

373. To the Montfort Colonization Railway Company, for 12 miles of their railway from the end of the 21 miles already subsidized westward to a point on the Rouge River, in the county of Argenteuil, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

374. For a railway from a point on the Caraquet Railway, at or near Pokemouche siding, towards Tracadie village, 12 miles, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole..... 38,400 00

The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railway and Canals, and specified in an agreement to be made in each case by the company with the Government, which agreement the Government is hereby empowered to make; the location also of every such line of railway shall be subject to the approval of the Governor in Council.

The granting of such subsidies respectively shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

The said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized,—except as to subsidies with respect to which it is hereinbefore otherwise provided, and except also as to the

subsidy granted to the Great Northern Railway Company by chapter two of 1893, for fifteen miles from Montcalm to the Canadian Pacific Railway, which shall be paid as follows: on the completion of the eighteen miles from New Glasgow to Montcalm and of two miles out of the fifteen miles from Montcalm to the Canadian Pacific Railway, an instalment proportionate to the value of the ten miles out of the total mileage 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.

Department of Railways and Canals.

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.

* Lapsed except for the subsidy earned for the 50 miles constructed.

*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

*The subsidies in land grants for the Wood Mountain and Qu'Appelle, the Alberta and Athabasca and the Medicine Hat railways have lapsed.

forty-eighth and forth-ninth years of Her Majesty's reign and chaptered sixty, Dominion lands to an extent not exceeding two thousand six hundred acres for each mile of the company's railway from Dunmore station, on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width ; and also to the said North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Lethbridge to the international boundary, a distance of about fifty miles.

14. To the Red Deer Valley Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Cheadle Station, on the Canadian Pacific Railway, to its terminus at a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

* **15.** To the North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about two hundred and ten miles ; and also to the said North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary southerly to Lethbridge, a distance of about one hundred and twenty miles.

16. To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand acres for each mile of the company's railway from Portage la Prairie to the southern boundary of Lake Manitoba, a distance of about seventeen miles.

The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof ; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.

The Governor in Council may make the grant of land provided for by section three of the Act forty-ninth Victoria, chapter eleven, being for the line of the Wood Mountain and Qu'Appelle Railway, of about two hundred and forty miles in length, applicable to the line of railway of the said company, as authorized by the Act respecting the Wood Mountain and Qu'Appelle Railway Company, passed during the present session of Parliament, upon the like terms and subject to the like conditions as those upon which the grant hereinbefore mentioned was authorized to be made to the said company by the Act in this section first cited.

By the Act 53 Vic., cap. 4, 1890 (*Assented to 16th May, 1890*) :—

17. To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a branch line to be constructed from Glenboro' westerly a distance of about sixty miles to a point on the proposed branch 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

* The North-western Railway of Canada land grant subsidy has lapsed.

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., chap. 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., chap. 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 gran.

* The land grant subsidy to the Brandon and South-western, the Lac Seul, and North-western Coal and Navigation railways has lapsed.

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 land grant subsidy to the Rocky Mountain Railway and Coal Company and the Brandon and South-western Railway Company has lapsed.

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 Agreement for the Construction of Railways

File No. of Contract.	Date of Signature of Contract.	Name of Railway.	Line of Railway to be Constructed.	Acts of Canada granting Subsidies.
	1897.			
12,806	Aug. 7..	Ottawa, Arnprior and Parry Sound Ry. Co.	From the crossing of the Northern Pacific Junction Railway to 52 miles west of Barry's Bay and across Parry Island.	60-61 V., c. 4
12,856	Aug. 26..	Coast Railway of Nova Scotia.	From Yarmouth to Port Clyde, N.S....	60-61 V., c. 4
12,903	Sept. 6..	Canadian Pacific Ry. Co.	From Lethbridge in Territory of Alberta, through Crow's Nest Pass to Nelson, B.C.	60-61 V., c. 5
12,851	Sept. 20 .	Irondale, Bancroft and Ottawa Ry. Co.	From Victoria Branch, Midland Division, Grand Trunk Railway, near Kinmount, either to Bancroft or some point near Hastings Road, P.Q.	60-61 V., c. 4
12,858	Sept. 29 .	St. Stephen and Milltown Ry. Co.	From St. Stephen to Milltown, N.B	60-61 V., c. 4
12,825	Oct. 16..	St. Lawrence and Adirondack Ry. Co.	From Beauharnois to Caughnawaga.	60-61 V., c. 4
12,901	Oct. 29..	Gulf Shore Ry. Co..	From end of section subsidized to Tracadie and thence to Big Tracadie, N.B.	60-61 V., c. 4
12,959	Dec. 4..	Tilsonburg, Lake Erie and Pacific Ry. Co.	From present terminus through Tilsonburg to the Michigan Central Railway, P.Q.	60-61 V., c. 4
12,934	Dec. 4..	Ottawa and New York Ry. Co.	From Cornwall to Ottawa..... .	60-61 V., c. 4
12,874	Dec. 13..	Drummond County Ry. Co.	From Moose Park to Chaudière River	60-61 V., c. 4
12,869	Dec. 29..	Montfort Colonization Ry. Co.	From Montfort Junction to Arundal..	60-61 V., c. 4
12,944	Dec. 24..	Restigouche and Western Ry. Co.	From Campbellton, on Intercolonial Railway towards Grand Falls, N.B.	60-61 V., c. 4
	1898.			
12,982	Jan. 14..	Grand Trunk Ry. Co.	Re-build and enlarge Victoria Bridge over St. Lawrence.	60-61 V., c. 4
13,015	Mar. 1..	East Richelieu Valley Ry. Co.	From Iberville to St. Thomas, boundary of Missisquoi.	60-61 V., c. 4
13,088	Mar. 25..	Dominion Eastern Ry. Co.	From Sunny Brae to Country Harbour and from a point at or near Country Harbour Crossroads to Guysborough, N.S.	60-61 V., c. 4
13,133	April 25..	Cobourg, Northumberland and Pacific Ry. Co.	From Cobourg to Ontario and Quebec Railway..	60-61 V., c. 4
12,960	April 29..	Inverness and Richmond Ry. Co.	From Port Hawkesbury to Port Hood and Broad Cove, N.S.	60-61 V., c. 4 Modified by O.C., June 6, 1898.

June 30th, 1898.

1.

entered into during the Fiscal Year ended 30th June, 1898.

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	6,400 per mile.	56	66	955	50	20	15	56	Sept. 1, 1899.
3,200	6,000 per mile.	61	80	716	50	20	15	56	Sept. 1, 1899.
11,000	3,600,000	.....	106	955	50	20	15	50	S. end Kootenay Lake, Dec. 31, 1898; Nelson, Dec, 31, 1900.
.....	16,000	last 5	58	997	50	20	15	50	Sept. 1, 1898.
3,200	6,000 per mile.	$1\frac{14}{100}$	80	478	50	20	15	50	Sept. 1, 1898.
3,200	6,400 per mile.	$13\frac{1}{2}$	53	1,146	50	20	15	50	Aug. 1, 1898.
3,200	6,400 per mile.	$5\frac{1}{2}$	53	573	50	20	15	50	Oct. 1, 1898.
3,200	6,400 per mile.	$3\frac{50}{100}$	53	955& 717	50	20	15	56	Aug. 1, 1898.
3,200	6,400 per mile.	$53\frac{87}{100}$	40	2,865	50	20	15	56	Nov. 1, 1898.
3,200	6,400 per mile.	$42\frac{1}{2}$	53	2,865	50	20	15	70	Sept. 1, 1898.
2,000	66,000	33	175	573	50	20	15	56	Sept. 1, 1898.
3,200	6,400 per mile.	20	80	819	50	20	15	56	Aug. 1, 1899.
15 per cent on amount expended.	300,000	.....	.....	.....	.....	.....	.....	.....	Nov. 1, 1898.
3,200	6,400 per mile.	24	$52\frac{80}{100}$	1,146	50	20	15	56	June 30, 1899.
3,200	6,400 per mile.	65	66	955	50	20	15	56	July 1, 1901.
3,200	6,400 per mile.	50	53	955	50	20	15	56	July 1, 1900
3,200	6,400 per mile.	53	80	1,433	50	20	15	56	Dec. 1, 1899.

WALTER S. DOULL,
Law Clerk.

No. 2.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1898.

1 INTERCOLONIAL RAILWAY

No of Contract	Contractor	Date of Signature	General Description
12816	Rhodes, Curry & Co	July 5, 1897	1200 33 inch cast iron car wheels
12843	B N Mattinson	Aug 12, 1897	Build engine shed at Spring Hill Junction
12938	François Begin and Joseph Bouleau	Mar 1, 1897	Hauling freight and baggage between ferry boats and passenger station and freight house at Levis, P Q
12861	Albert Forcade and L Fiset	Aug 6, 1897	Construct station at St Michel, County of Bellechasse, P Q
*12939	Dominion Coal Co	June 30, 1897	Supply 45,000 tons of coal for I C Ry
12902	J B McManus	Sept 25, 1897	Construct stone masonry culvert at McKinley's Brook, N B
12967	Rhodes, Curry & Co	Sept 23, 1897	Construct brick and stone station, Moncton, N B
12968	Stephen Venoit	Nov 4, 1897	Paint buildings and bridges between Truro and Pictou, and buildings between Pictou Landing and Mulgrave
12969	W McD Metzler	Nov 4, 1897	Paint buildings and bridges between Ste Flavie and Campbellton, and roofs of buildings between Campbellton and Newcastle and Newcastle and Moncton
12970	R F Kinnear	Nov 4, 1897	Paint station roofs between Painsec Junction and Truro, and walls of stations between Truro and Halifax
12971	F O Girard	Nov 4, 1897	Paint walls of buildings between Campbellton and Newcastle
12972	M B Hurley	Nov 4, 1897	Paint roofs, walls and bridges between Levis and Riviere du Loup
12973	Ludlow Campbell	Nov 4, 1897	Paint buildings and bridges between Sussex and Moncton
12974	Wm T Bell	Nov 4, 1897	Paint buildings and bridges between St John and Sussex
12975	E T Nesbitt	Nov 16, 1897	Construct snow shed at Harlaka station
12981	A J McKnight, *et al*	Nov 4, 1897	Paint bridges between Pictou Landing and Mulgrave
13002	Charles M Lutz	Jan 10, 1898	Manufacture and supply of 650 farm crossing gates.
13004	Dominion Bridge Co (Ltd)	Dec 28, 1897	Manufacture and supply of one steel track through pin connected Pratt Truss Bridge
13013	Thomas Higgs	Nov 4, 1897	Painting roofs of station buildings between Truro and Halifax
13014	Raymond Dand	Jan 12, 1898	Supply 88 switch gates and 50 switch stands
13016	Francis E McManus	Jan 15, 1898	Plumbing, heating and metal work, for new station at Moncton
13017	Peter C Fleming	Jan 11, 1898	Re wiring new freight shed on coal trestle wharf at Halifax, N S
13042	L A Cloutier	Nov 4, 1897	Painting buildings and bridges between Riviere du Loup and Campbellton
13043	Graham & Pickles	Jan 22, 1898	Wiring new passenger station at Moncton, N B
13054	Rhodes, Curry & Co (Ltd)	Jan 27, 1898	Construct 10 stock cars
13055		Jan 27, 1998	50 box freight cars
13062	Crossen Car Mf g Co	Jan 27, 1898	50 box freight cars
13079	City of Halifax and the Provincial Exhibition Commission	Nov 20, 1897	Construct siding about 1,500 feet long, connecting Halifax Exhibition Grounds with I C Ry. siding on Kempt Road
13080	John and Angus McDonald	Feb 21, 1898	Manufacture and supply 3 centre dump scows
13140	John McGourty	Feb 12, 1898	Unload coal into I C Ry sheds at St John, N B, and deliver it into engines at that place
13141	Ira C Hicks	Feb 14, 1898	Unload coal into I C Ry sheds at Moncton, N B.
13148	Jerome Roy	Feb 12, 1898	" " Newcastle

* Received too late for last year's Report

Department of Railways and Canals.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1898—*Continued.*

1. INTERCOLONIAL RAILWAY—*Continued.*

No. of Contract.	Contractor.	Date of Signature.	General Description.
13151	Railway Automatic Sales Co.	April 11, 1898...	Giving right and license of placing and maintaining 2 automatic selling machines in each station building of the I. C. Ry.
13161	John Kelly..	April 29, 1898...	Erect 1,240 rods fencing, I. C. Ry.
13162	A. J. Tingley	April 27, 1898 ..	" 3,030 " "
13163	Edward Crossman.	April 28, 1898..	" 3,350 " "
13174	Ross & McManus	May 28, 1898...	Extend the I. C. Ry. at North Sydney.
13179	I. Matheson & Co. (Ltd.)	April 28, 1898...	Construct 2 steel conical bridges.
13181	Ichabod Lewis.	April 28, 1898. .	Erect 3,600 rods fencing, I. C. Ry.
13182	Mrs. M. B. Bellavance.	May 3, 1898...	" 3,000 " "
13192	H. H. Cameron	Feb. 17, 1898...	Discharge and deliver coal at Spring Hill Junction.
13193	Joseph V. Auctil	May 23, 1898...	Erect 3,600 rods fencing, I. C. Ry.
13206	A. M. Peterson, *et al.*	June 17, 1898...	Applying and using "improved steam engine" and other patents on Government railways.
13271	*Intercolonial Coal Mining Co.*	June 30, 1898...	*Supply 20,000 tons of coal, of 2,240 lbs. each ton.*
13280	The Canada Coal and Railway Co.	June 30, 1898...	" 30,000 " " "

2. CHAMBLY CANAL.

13058	Julie Forget, *dit* Dépatie	Feb. 9, 1898...	Construct collecting drain in Town and Parish of St. John.

3. LACHINE CANAL.

13056	Onésime Martineau	Feb. 9, 1898...	Construction of superstructure of one swing and stationary bridge, &c., at St. Gabriel Locks, Montreal.
13063	Dominion Bridge Co. (Ltd.).	Feb. 19, 1898...	Construct swing bridge and a stationary bridge at St. Gabriel Locks, Montreal.
13152	The Royal Electric Co.	May 9, 1898...	Installation of incandescent lamps and lighting of canal tolls offices, 57, Commission St., Montreal.
13184	Brewder & McNaughton	June 4, 1898..	Deepening course of River St. Pierre at Côte St. Paul, St. Henri and St. Gabriel Ward, Montreal.
13229	James Cochrane	June 17, 1898...	Supply 800 cubic yards broken stone for syphon culvert, River St. Pierre.
13232	Drummond, McCall & Co.	May 23, 1898...	Supply and deliver iron pipes for River St. Pierre deepening.
13231	Joseph O. Labelle	June 10, 1898..	Supply building stone for syphon culvert, River St. Pierre.
13230	The Laurentian Sand and Gravel Co.	June 17, 1898...	Supply 200 cubic yards broken stone for syphon culvert, River St. Pierre.

4. RIDEAU CANAL.

12889	Thomas McLaughlin	Sept. 29, 1897...	Build masonry pivot pier, abutments and approaches thereto in connection with proposed new bridge across canal, southern end of Bank St., Ottawa.
12979	John Fleming	Feb. 28, 1898...	Construct, maintain and remove coffer dam at Chaffey's Locks.
12992	Dominion Bridge Co. (Ltd.)	Jan. 20, 1898...	Construct one new steel swing bridge at Beveridge's Bay Locks.
13060	Robert Weddell	Feb. 28, 1898 ..	Construct a steel rivetted swing bridge, end of Bank St., Ottawa.
13067	Hebron Harris	Mar. 2, 1898...	Supply 4,877 cubic feet white oak timber.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1898—*Continued.*

5. SAULT STE. MARIE CANAL.

No. of Contract.	Contractor.	Date of Signature.	General Description.
13115	Neal McDonald	June 6, 1898	Dredge or excavate on south side of channel, Lower Entrance.
13196	" "	June 10, 1898	Widening of channel on south side of channel, Lower Entrance.

6. ST. LAWRENCE RIVER NAVIGATION.

13168	Manning & McDonald	May 24, 1898	Improve channel, Lake St. Francis, 2nd Hamilton Island Section.
13170	" "	May 24, 1898	Improve channel, Lake St. Francis, 1st St. Régis Section.

7. SOULANGES CANAL.

12741	Bellhouse, Dillon & Co.	July 21, 1897	Supply 10,000 barrels "Sitting Lion" Portland Cement.
12880	J. & R. Miller.	Oct. 2, 1897	Build 16 pairs lock gates.
12957	Alex. Manning and Randolph Macdonald.	Dec. 29, 1897	Construct a guard lock, Section 13.
12961	Ryan & MacDonell	Dec. 11, 1897	Re-letting of Sections Nos. 1 and 2, Cascades Point Entrance.
12996	Charles H. Raynor	Mar. 1, 1898	Construct culverts, discharging sluices near Rivęr à la Graise, Section No. 8.
13117	C. I. de Sola	May 9, 1898	Supply 30,000 barrels Portland Cement, "Josson" Brand.
13123	W. McNally & Co	April 23, 1898	Supply 10,000 barrels Portland Cement, "Dyckerhoff" Brand, extra high grade quality.
13129	F. Hyde & Co.	April 28, 1898	Supply 35,000 barrels Portland Cement, "Germania or Hemmoor" Brand.
13142	Bellhouse, Dillon & Co.	June 18, 1898	Supply 30,000 barrels of "Ollson's" and 7,000 barrels "North's Condor" Portland Cement.
13194	Robert Weddell	June 16, 1898	Construct 2 highway swing bridges over Guard Lock No. 3.

8. TRENT WORKS.

12849	D. Conroy	Sept. 8, 1897	Construct 1 pivot pier and 1 end pier and abutments for highway bridge crossing Trent Canal at Rosedale.
12804	Central Bridge and Engineering Co.	Aug. 9, 1897	Construct 1 steel highway bridge at Rosedale.
13074	John E. Hayes	Feb. 26, 1898	Raising abutments and pier under bridge crossing Otonabee River at Lakefield.
13083	Hamilton Bridge Works Co. (Ltd.)	Mar. 15, 1898	Construct and erect 1 highway bridge of 89-ft. span over Trent Canal at Concession St., Lakefield.

Department of Railways and Canals.

STATEMENT of Contracts entered into during the Fiscal Year ended 30th June, 1898—*Concluded.*

9. WELLAND CANAL.

No. of Contract.	Contractor.	Date of Signature.	General Description.
13095	Dean Brothers.	April 14, 1898...	Supply and deliver brass and phosphor bronze castings for year 1898.
13097	Gallagher & Cunningham. ..	April 4, 1898..	Supply and deliver brass and phosphor bronze castings for year 1898.
13101	John McLean	April 16, 1898 ..	Supply timber and lumber for Welland Canal and branches for year 1898.

10. WILLIAMSBURG CANAL.

12842	Gilbert Bros. Engineering Co. (Ltd.)	Sept. 15, 1897...	Survey and remove obstructions of bottom of channel, Galops Canal.

WALTER S. DOULL
Law Clerk.

June 30th, 1898.

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
			Beauharnois Canal	
Apl 9, '98	During pleasure	Cossett & Deschenes	Pt cad lot 853	4,000 sq ft
" 30, '98	21 years, renewable	Corp Town of Valleyfield	To lay and maintain a sewer along Government Reserve and across canal	
			Intercolonial Railway	
Mch 8, '98	During pleasure	Trustees Mission Ch St John Baptist	Pt Harris property, St John, N B	3,369 sq ft
June 1, 98	1 year	F Pischette	To sell newspapers at Lewis station	
			Chambly Canal	
Mch 4 '97	During pleasure	Chambly Manufacturing Co	To lay electric cables under Chambly and Lachine Canals	
May 31, '98		Dosithe Godin	Storage on Wharf No 2, St John's, Que	2,500 sq ft.
			Lachine Canal	
1, 97		Union Cold Storage Co	To maintain an 8 in pipe from Basin No 1	
July 7, '97	1 yr, then pleasure	Pierre Letendre	Part Tait dry dock	
" 22, 97	During pleasure	Montreal Street Ry Co	To erect two iron lattice towers, St Gabriel Locks	
31, '97		Jas J Riley & Son	To lay pipe from Guy St to Basin No 4	
Sep 12, 97		Wilfrid Marsan	Reserve land, new basin, No 1	400 sq ft.
Oct 16, 97		Grand Trunk Ry Co	Spur track from main siding to Montreal Rolling Mills	
Mch 14, 98		The Wilson Co	Lot between St Gabriel Basins Nos 2 and 3	16,912 sq ft.
" 21, '98	15 years	Montreal Stock Yard Co	Lot No 323 at Point St Charles.	6 14 acres
May 21, '98	3 "	Construction & Paving Co	Lot between St Patrick St and Canal, St Gabriel	18,400 sq ft.
" 21, 98	15	Thos A Trenholm	Surplus land, 4 parcels	over 90 ar pents
			Rideau Canal	
Aug 30, 97	During pleasure	Central Canada Exhibition Association	Pt lot letter I, con C, also pt peninsula in mid stream	
Sep 15, '97		Daniel Keenan	Pt lots 35 and 36, Kingston	35 acres
" 21, '97		Deschenes Electric Co	Cable from Hull to Parliament Hill and along canal to basin	
Oct 6, '97	"	Russell House Co	Reserve land E of Russell House	
May16, '98		Corp City of Ottawa	15 in pipe across canal from Canal St	
" 25, 98	"	John Neville	Pt lot E, con D, tp Nepean, w of canal	0 66 acre
Oct 7, '97	"	Corp Town Smith's Falls	Reserve lands south side of canal	
			Sault Ste Marie Canal	
Aug 24, '9		Great North Western Telegraph Co	To lay a cable under and across canal east of movable dam	
Oct 27, '9	"	Lake Superior Power Co	To lay electric cables across canal	

3.

STATEMENT.

of Railways and Canals during the Fiscal Year ended 30th June, 1898.

For what purpose used	Amount of Water Power Leased	Date from which Lease is reckoned.	Terms of Payment			Remarks
			Annual Rental.	When due each year	When first instalment was due.	
			$ cts			
Drainage		April 1, '98 May 1, '98	70 00 1 00	April 1 May 1	April 1, '98 May 1, '98	Also agreement re leasing Her Majesty from all liability
Sunday school		July 1, '98	5 00	July 1	July 1, 98	
.. .		Jan 1, 98	520 00	Quarterly	Jan 1, '98	
Carrying electricity		May 1, 97	20 00	May 1	May 1, '97	
Storage		1, 98	24 00	" 1	" 1, '98	
For factory		" 1, '97	160 00	" 1	" 1, '97	
. .		July 1, '97	1,000 00	Jan and July 1	Jan 1, '98	
Carry feed wires		April 1, '97	Rigt to use towers			
Gas to gas buoys		Jan 1, '97	10 00	Jan 1	Jan 1, '97	
Weigh scales		Sept 1, 97	20 00	Sept 1	Sept 1, '97	
Railway		" 1, '97	5 00	" 1	" 1, '97	
Storage wood and coal		April 1, '98	169 12	April 1	April 1, '98	
Abattoir		Feb 1, 98	1,000 00	Feb 1	Feb 1, '98	
Asphalt		May 1, '98	200 00	May 1	May 1, '98	
Pasturage		1, '98	81 00	1	1, '98	
Exhibition		Aug 1, '98	5 00	Aug. 1	Aug 1, 97	
Pasturage		" 1, 98	15 00	" 1	" 1, '97	
Electrical purposes		Sept 1, 98	1 00	Sept 1	Sept 1, '97	
Access to rooms		Nov 1, '98	10 00	Nov 1	Nov 1, '97	
Water works		June 1, '98	10 00	June 1	June 1, '98	
Gardening		April 1, '98	25 00	April 1	April 1, '98	
Pile ties, cordwood, &c		Sept 1, '97	1 00	Sept 1	Sept 1, '97	
.		Sept 1, '97	5 00	" 1	" 1, '97	
Transmission of power		June 1, '97	5 00	June 1	June 1, '97	

GENERAL STATEMENT showing Water Power and other Public Property

Date of Signature.	Term of Lease.	Lessees.	Property Leased.	Area of Property Leased.
			Welland Canal.	
Sep. 29, '97	During pleasure.	Corp. Town Welland	Electric cable under canal	
Oct. 6, '97	"	O. H. Rounds	Pt. lot 26, con. 5, tp. Crowland	109 acres.
Feb. 11, '98	"	St. Catharines Elec. Light and Power Co.	Electric cable across bottom new Welland Canal.	
May 5, '98	"	Producers Oil, Gas and Mining Co.	Lay natural gas pipe along east side of canal from Humberstone to Welland.	
June 16, '98	21 years	Corp. City of St. Catharines.	Surplus water through Higgins' weir into Beaver Dam Creek, old canal.	
July 15, '97	During pleasure.	Richard Hutton	Pt. lot 21, con. 2, tp. Grantham	20·75 acres.
Oct. 8, '97	21 years	Cataract Power Co.	Construct raceway from Allanburg and use 100 cub. ft. surplus water per second.	

June 30th, 1898.

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.	When due each year.	When first instalment was due.	
			$ cts.			
Fire alarm		Sept. 1, '97	1 00	Sept. 1	Sept. 1, '97	
Marble shop and yard.		July 1, '97	28 00	July 1	July 1, '97	
Electrical purposes.		Feb. 1, '98	5 00	Feb. 1	Feb. 1, '98	
Transmit natural gas.		April 1, '98	1 00	April 1	April 1, '98	
Water works	Surplus water 50 c.ft per sec	Feb. 1, '98	500 00	Feb. 1 and Aug. 1.	Feb. 1, '98	
Pasturage		Oct. 1, '96	40 00	Oct. 1	Oct. 1, '96	
Manufacturing & mechanical purposes.	100 c. ft. per sec.	Jan. 1, '98	3,000 00	Jan. 1 and July 1.	June 1, '98	

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, 1898.

Date of Signature	Grantor	Lot.	District	County	Area, acres	Amount.	Remarks.
			Beauharnois Canal			$ cts	
Aug 18, 1897	Joseph Julien		St Thimothee	Beauharnois		275 00	Release, accumulation of snow and ice under culvert
Dec 6, 1897	Omer Payment		"	"		10 00	Release, damages to about 40 bus. of potatoes
			Chambly Canal				
July 19, 1897	Timothee Dupuis	Cad 23	St Luc	St. Jean		350 00	Release, damages.
			Cornwall Canal				
July 15, 1897	William I Sheets	Pt 7, Sheiks Island	Cornwall	Stormont	12 00	2,184 03	
Feb. 1, 1898	Emma C Keazar	Pt W ½ 31, Con 1	"	"	0 31	250 00	
May 21, 1898	John G Snetsinger		"	"		12,000 00	Release, loss of roller mill and machinery, and stoppage of same.
			C P Railway				
July 3, 1897	C Hay, *et al*	Pts 193 & 194	Parish of St Andrews		1 70 1 70	50 00	Torrens Certificate.
Nov. 11, 1897	Mrs P. Sinclair, *né* S Turner	N W. ¼, Sec 36, Tp 12, R 7 East	Pembina Branch	...	6 32 5 12 6 00		
			Cape Breton Railway				
Feb 18, 1898	Murdock McPhee		George's River	Cape Breton		148 00	and $241 costs, damages
			Intercolonial Railway				
May 11, 1898	Charles, W Drury, trustee		Portland	St John		2,099 02	Release for expropriated lands and damages (Last will and testament of Chas. Drury)
			Rideau Canal				
Aug. 28, 1897	Robert Kells, *et ux*	E. ½ 8 & W. ½ 9, Con 6	Storrington	Frontenac	2 00	23 00	Release, damages
" 20, 1897	John R Hodgson, *et al*	S ½ 5, Con. 6	"	"	2 50	32 00	" "

"	20, 1897	Edwin Makin, *et ux*	W ½ 8 & E ½ 7, Con 6	"	"	6 25	70 00	" "
"	19, 1897	C Langwith, *et ux*	11 & 12, Con 6	"	"	46 00	515 00	" "
"	19, 1897	John Toland, *et ux*	1, Con 5	"	"	3 00	33 00	" "
"	19, 1897	William Shannon, *et al*	11 & 12, Con 6	"		6 50	73 00	"
"	19, 1897	Andrew Jackson, *et al*	W ½ 7, Con 6	"	"	5 75	65 00	" "
"	20, 1897	Robert Greenlees, *et ux*	Pts 2 & 3, Con 5	"	"		23 00	" "
"	17, 1897	Richard Webb, *et ux*	4, Con. 5	"	"		45 00	" "
Sept	30, 1897	Jane Toland, *et al*	E ½ 6, Con 6.	"	"		300 00	" "
Nov	18, 1897	John Tierney	Pt 33, Con 10	Pittsburg	"	0 25	50 00	
Mch	11, 1896	John Duan	Pt sub lots 62 & 63 of Tp lot 22	Gloucester	Carleton .	0 46	1 00	Received too late for last report.
				Soulanges Canal				
July	31, 1897	Maxime Leroux	Pt 348	St Joseph de Soulanges	Soulanges	6 00	3,950 00 1,522 05	Principal. Interest
	31, 1897	Justinien Thauvette	Pt 350 & 357	" "	"	6 15 3 03	3,750 00 1,444 99	Principal Interest
"	30, 1897	Damase Seguin	Pt 143 & 144	" "	"	4 89 4 33	4,729 80 1,822 53	Principal Interest
Oct	21, 1897	Honore Leroux	Pt 107	St Ignace du Coteau du Lac	"	6 24	1,400 00 558 36	Principal Interest
Nov	24, 1897	Jean Bte Gamelin	16, 17, 18, 19 & 20	St Michel de Vaudreuil	Vaudreuil .		355 00 110 28	Principal Interest
"	24, 1897	Dme Odile Daoust	51 & 60	" "	"		950 00 298 27	Principal Interest
"	22, 1897	Gatien Seguin	Pt 7, 8 & 9	St Joseph de Soulanges	Soulanges	5 88 5 63 5 67	8,062 52 3,257 25	Principal Interest
Aug	13, 1897	Heirs P. S Avmon, *et al*	44, 45, 46, 47, 64, 65, 66 & 67	St. Michel de Vaudreuil.	Vaudreuil		446 00	
Dec.	28, 1897	Abraham Sauve	349	St Joseph de Soulanges	Soulanges.		300 00 86 70	Principal [of way Interest. Release of right
Jan	11, 1898	Paul Verronneau	Pt 352	" "	"	7 83	3,022 00 1,226 42	Principal. Interest
"	27, 1898	Zenon Lafrance	61 & 50	St Michel de Vaudreuil	Vaudreuil		5,535 90	
"	21, 1898	Leon Lefebvre, *et al*	40 & 71	" "	"		207 19	
Feb	16, 1898	P A Q V S de Beaujeu	Pt 10	St Ignace du Coteau du Lac	"	0 168	50 00	
"	16, 1898	" "	144 & 147	" "	"		500 00	Right of way
"	11, 1898	Timothee Leroux	Pts 437, 435 & 434 .	St Joseph de Soulanges	Soulanges	5 71 2 35 4 00	4,563 50 1,893 85	Principal Interest
Jan	28, 1898.	Emery Thauvette	Pts 358 & 351	" "	"	3 00 6 20	3,700 00 1,517 00	Principal Interest.
"	27, 1898.	Odile Leroux, *et al* .	407 . ..	" "	"	5 98 0 054	1,717 07 704 00	Principal. Interest. (Heirs of Emmanuel Dumesnil).
	26, 1898.	Edouard Dumesnil	Pt 360	" "	" . .	6 40	1,805 25 740 15	Principal. Interest.
May	4, 1898	David Leger, *et al*	Pts 428 & 431	" "	"	2 61 2 71	1,000 00 430 00	Principal Interest (Clement heirs)
Mch	8, 1898	P A Q V S de Beaujeu	Pt. 9 . . .	St Ignace du Coteau du Lac	" ...	0 66	80 00	

PROPERTY conveyed and damages released to the Department of Railways and Canals, &c.—*Continued.*

Sale of Signature	Grantor	Lot	District	County	Area, acres	Amount	Remarks
			Soulanges Canal—Con			$ cts	
June 28, 1898	Mrs Justine Paladeau	Pt 349	St Joseph de Soulanges	Soulanges	6 16	2,900 00 1,261 50	Principal Interest
27, 1898	François Bissonnette	Pts 145 & 146			6 32 0 91	3,179 00 1,622 82	Principal Interest
28, 1898	Zenon Lafrance	Pts 26, 27 & 41	St Michel de Vaudreuil	Vaudreuil		575 00 206 85	Principal Interest
			Trent Valley Canal				
July 31, 1897	John A McRae, *et ux*	Pt W ½ 27, Con 2	Eldon	Victoria	18 40	165 00	
31, 1897		Pt Portage Lot 13, Con 3			58 35	700 00	
Sept 6, 1897	The Wellington Loyal Orange Lodge No 457	Pt N E Corner 5, Con 11	Douro	Peterborough		450 00	Release
Oct 6 1897	Mark Curtis, *et al*	Pt 1, Plan 13 & Pt E ½ 32, Con 12	Otonabee		0 76	300 00	
Sept 28, 1897	Roland C Strickland, *et ux*	Pt 13, Con 8	Douro			2,000 00	
Nov 27, 1897	Margaret & Robert Graham	Pt F ½ 24 Con 1	Somerville	Victoria		30 00	
15, 1897	John L Brown	E ½ 21, Con 7	Fenelon			100 00	
Oct 30, 1897	George Sackett	F ½ 22, Con 7				90 00	
Nov 27, 1897	John Palmer, *et ux*	W ½ 20 & W ½ 21, Con 7				150 00	
29, 1897	Robert N Moffat	W ½ 22, Con 7				25 00	
29, 1897	Peter Moffat	W ½ 19, Con 7				75 00	
27, 1897	W H Graham	W ½ of W ½ 24 Con 1	Somerville			80 06	
27, 1897	Nancy McIntyre	29, Con 9, & Pt 30	Fenelon			30 00	
27, 1897	William Isaac, *et ux*	27 & Pt 28 Con 8				300 00	
23, 1897	Emily Jane & Wm Isaac	E ½ 23, Con 7				300 00	
Oct 12, 1897	John C Sherin, *et ux*	Block Q, except ⅛ acre	Lakefield	Peterborough		1,000 00	
29, 1897	Joseph Pearn	E ½ 26, Con 7, & Broken Lot 26, Con 8	Fenelon	Victoria		200 00	
Nov 29, 1897	Robert R Graham	E ½ of W ½ 24, Con 1	Somerville			50 00	
Dec 23, 1897		Pt E ½ 24, Con 1				50 00	
2, 1897	Jane Potts, *et al*	Broken Lot 25, Con 8	Fenelon			30 00	
7, 1897	Wm Thos Eades	Pts 26 & 27, Con 1	Somerville			75 00	
24, 1897	Landed Banking & Loan Co	Pts 22 & 23, Con 4	Eldon		82 00	1,650 00	
Mch 11, 1898	John P Strickland	9 & Pt 5	Lakefield	Peterborough	0 93	600 00	
Feb 26, 1898	William J Hurdon	Pt E ½ 2, Con 12	Douro		30 63	2,550 00	

Sept 30, 1895	Robert Nelson *et ux*	Pt 11, Con 8	"	"	7 9	210 00	Received too late for last report	
Apl 14, 1898	Margaret Girven	Pts 10 & 11, Con 9	"	'	2 86			
					6 4	300 00		
" 5, 1898	Roland C Strickland	Island 31	Smith	'		45 00	Release, damages	
Mch 30, 1898	William P Paul	Pt W ½ 26, Con 2	Eldon	Victoria	0 93	20 00		
Dec 13, 1897	Richard W Bvrnell, *et al*	23, Con 8 & 23, Con 9	Fenelon	'	65 00			
					108 00	275 00		
Nov 27, 1897	George Quinn	W ½ 22, Con 8	"	"		100 00		
May 17, 1898	John Isbister	Front of Lot 3	Lakefield	Peterborough		1,000 00		
' 19 1898	Zaccheus Burnham	Pts 26, 27, 18 & 19, and damages to 24, 69 & 70	Ashburnham	"	0 15	325 00 300 00	Conveyance and release, damages (Mark Burnham estate)	
' 19, 1898	William Beattie	17		'		100 00		
June 11, 1898	Alice J Mills	Pts of Block "W	'	'	6 21 0 12 0 67 0 85	5,500 00		
			Williamsburg Canals					
Oct 5, 1897	Charles S Ault, *et ux*	Pt 8	Osnabruck	Stormont	0 10	90 00		
Aug 14, 1897	Sarah Hannah Galbraith	8 & 9, S Elgin St and E Lower St	Cardinal	Grenville	0 13	460 00		
Sept 1, 1897	J D Reid, J Huton *et al*	W ½ Tp Lot 6, N Dundas St	'	'	5 02	2,250 00		
" 11, 1897	John Osler	W ½ 27, Con 1	Osnabruck	Stormont	0 29	25 00		
July 30, 1897	W R Prosser, *et ux*	W ½ & Pt E ½ 5	Cardinal	Grenville	2 95	2,525 00		
Sept 18, 1897	John Gilligan, *et al*	26, S Morrisson St & E West St	' '		0 02	50 00		
Oct 2, 1897	Samuel Gore, *et ux*	Pt E ½ 19, Con 1	Edwardsburgh	"	1 19	120 00		
" 23, 1897	Emily Summers, *et al*	Pt Spencer Island		"	4 25	65 00		
Nov 3, 1897	Archibald Empey, *et ux*	Pt W ½ 28	Osnabruck	Stormont	3 33	4,200 00		
' 16, 1897	John Huton	Drummond Island	Edwardsburgh	Grenville	17 00	1,025 00		
Oct 2, 1897	Silas James Webb	Pt S E Corner of W ½ 19, Con 1		"	0 37	225 00		
Dec 4, 1897	John P and R McCarthy	Pt W ½ 19, Con 1	"	"		400 00		
" 3, 1897	The Trusts Corporation of Ontario	10, W side of West St	Cardinal	'	0 10	750 00		
Sept 4, 1897	Johnson McNairn, *et ux*	53, Block 10	Iroquois	Dundas	0 80	1,000 00		
' 4, 1897	Eugene Serviss	W pt 54		'	0 20	1,100 00		
" 4, 1897	Fedelia Hess	55 & 56, Block 10	'	"	0 51	1,500 00		
" 4, 1897	Charlotte A Hartle	58, Block 10	'	"	0 25	1,200 00		
" 4, 1897	John Johnson	Pt 27, Con 1	Matilda		9 35	1,375 00		
" 4, 1897	Alexander Shaver, *et ux*	Presqu'ile		"	12 06	1,000 00		
" 20, 1897	Hannah Johnston, *et al*	Pt 26, Con 1	'	'	5 43	525 00		
" 20, 1897	George H Hanes, *et ux*	Pt E ½ 29, Con 1	'	'	2 03	600 00		
' 20 1897	Joseph O Redmond, *et ux*	Pt W ½ 29, Con 1		'	1 41	525 00		
' 28, 1897	Elizabeth C Elliot, *et al*	Pts E ½ & W ½ 26 & 25, Con 1	"	"	6 09	585 00		
" 22, 1897.	Patrick Keefe *et ux*	Pt Block 10 59 " " Pt A Carman Block	Iroquois	'	0 38 0 10 0 35	5,600 00		

PROPERTY conveyed and damages released to the Department of Railways and Canals, &c.—*Concluded.*

Date of Signature	Grantor	Lot	District	County	Area, acres	Amount	Remarks
			Williamsburg Canals—Con			$ cts	
Sept 20, 1897	Michael Shaver, *et ux*	Pt W ½ 37, Con 1	Matilda	Dundas	0 19	125 00	
June 30 1897	Sophia Bush	Pt 9 W side of West St	Cardinal	Grenville	0 066	600 00	Received too late for last report
Sept 20, 1897	James A Shaver, *et ux*	Pt W ½ 37, Con 1	Matilda	Dundas	0 34	150 00	
Oct 8, 1897	William A Feader, *et ux*	Pt 28, Con 1	"	"	6 25	2,600 00	
9, 1897	John Saver, *et al*	Pt W ½ 35, Con 1		"	4 49	1,000 00	
9, 1897	George F Benson, *et ux*	Pt 37, Con 1			0 48	300 00	
Nov 15, 1897	George N Hanes, *et ux*	Pt E ½ 29, Con 1			6 25	2,500 00	
20, 1897	Thomas A Page, *et ux*	Pt E ½ 35, Con 1			0 40	150 00	
June 7, 1897	Norman Lavere, *et ux*	16&17 N side of Elgin St; 20&21 S side of North St	Cardinal	Grenville	0 46	1,075 00	Received too late for last report
Jan 13, 1898	John F Sheedy, *et ux*	15 & 16 Block Z, S side of Morrison St	"	"	0 29	150 00	
Mch 21, 1898	John E Magee & Mary E McNairn	Pt W ½ Tp Lot 6, Con 1	Edwardsburgh		0 64	2,650 00	
3, 1898	Silas James Webb	Pt W ½ 19, Con 1			1 00	210 00	
Feb 12, 1898	Jerusha Fisher	E pt of Village Lot 54, Block 10	Iroquois	Dundas	0 20	1,025 00	
Nov 23, 1897	Charles C Brouse	Pt E ½ 25, Con 1	Matilda		2 80	280 00	
Mar 16, 1898	Trustees Methodist Episcopal Church of Cardinal	Pt Lot F, E side Victoria St	Cardinal	Grenville	0 72	1,425 00	
" 26, 1898	G A Shaver, *et ux*	Pt 12, S side Elgin St			0 004	60 00	[son
24, 1898	Helen Benson, *et al*	Pt E ½ of W ½ of Tp Lot 4	Edwardsburgh		1 21	800 00	Executors of W T Ben
Feb 1, 1898	Austin E Fetterly, *et al*	Pt 25, Con 1	Osnabruck	Stormont	0 06	55 00	Masonic Lodge 256
Apl 13, 1898	Mary E McNairn	Pt W ½ Tp Lot 6, Con 1	Edwardsburgh	Grenville		1,793 27	Release
13, 1898	John E Magee	" "	" "	"		46 38	
Mch 26, 1898	Charles C Farran	Pt front 25, Con 1	Osnabruck	Stormont	0 90	14,630 00	
Nov 15, 1897	John R Farran, *et ux*	Pt Village Lot 1, (pt 25, Con 1)			0 07	375 00	
Oct 7, 1897	Charles C Farran	Pt Village Lot 4, (pt 25, Con 1)			0 04	220 00	
7, 1897	C C & J R Farran	Pts E 27, Con 1			4 57	1,110 00	
Apl 4, 1898	Charles C Farran, *et al*	Pt W ½ 26, Con 1; Pt 25, Con 1; Pt W ½ 25, Con 1			2 09; 0 02; 0 39	1,030 00	
May 6, 1898	Thos McDonald, *et ux*	Pt 6, Blk F	Morrisburg	Dundas		300 00	
7, 1898	L & C E Cameron and wives	Pts E ½ 24, Con 1	Matilda		1 00; 0 41	16,000 00	

	17, 1898	William Dillon	Pt W ½ 9, Con 1	Edwardsburgh	Grenville	2 77	625 00	
July	31, 1897	Maria E Vancamp	28 N side Elgin St	Cardinal	"	0 13	510 00	
"	30, 1897	C J Farley, *et ux*	Pt 22, N side Lambert St		"	0 05	125 00	
	30, 1897	Margaret Kelly	Pt 11, E side Walter St, S Morrison St, Blk Z			0 11	225 00	
"	15, 1897	Ezra Lesperance, *et ux*	Pts Lots P & Q, N side Dundas St		"	0 12	425 00	
	15, 1897	Samuel Ross, *et ux*	Pt E ½ of W ½ 4 between Queen's Highway and G T Ry			1 96	1,600 00	
	15, 1897	William Clark, *et ux*	Pt Lot Letter O, N side Dundas St			0 03	150 00	
"	3, 1897	William Ramow, *et ux*	Pt W ½ Tp Lot 5, N side Morrisson St & S of Ry	"		0 16	750 00	
	30, 1897	Richard Braithwaite, *et ux*	2 & 3, S side Morrison St, W of Waddell St			0 27	1,800 00	
	30, 1897	Seth Byrnes, *et ux*	19, N side Lambert St, Blk Z			0 23	1,000 00	
"	30, 1897	Jamil Covil, *et ux*	8 & 9, W side Walter St, S Morrison St			0 20	225 00	
Sept	11, 1897	Athelia J Weaver, *et al*	Pt W ½ 25	Osnabruck	Stormont	1 95	2,725 00	
July	26, 1897	Thomas Hunter	Pts 2 & 3, Con 1	Cardinal	Grenville	5 63	2,725 00	
"	2, 1897	Mary Thompson, *et al*	Pt E ½ Tp Lot 4, S of G T Ry and N of Canal			5 44	4,250 00	
Aug	3, 1897	Thomas Hunter, *et ux*	Pt W ½ Tp Lot 3, S of pt W ¼ sold to the Queen	"	"	0 13	100 00	
Sept	23, 1897	Richard H Bradfield	20, Blk 96	Morrisburgh	Dundas		275 00	Release, damages to buildings
"	11, 1897	Samuel Johnson	Pt E ½ 26, Con 1	Osnabruck	Stormont	1 75	25 00	
July	30, 1897	G L Eustis, *et ux*	19, 27 & pt 26, N Elgin St	Cardinal	Grenville	0 53	825 00	
"	30, 1897	Samuel Marlatt	13 & pt 23, S of Morrison St and N Lambert St		"	0 18	250 00	
Sept	11, 1897	Emily Steen	Pts 27 & 28, Con 1	Osnabruck	Stormont	1 53	25 00	

OTTAWA, 30th June, 1898.

WALTER S DOULL,
Law Clerk.

No. 5.

SHOWING Properties Leased to the Department of Railways and Canals during the Fiscal Year ended 30th June, 1898.

Date of Signature.	Term of Lease.	Lessor.	Property Leased.	For what purpose used.	Date from which Lease is reckoned.	Rental.	When payable.	When first instalment was due.	Remarks.
						$ cts.			
April 22, 1897.	5 years.. .	The Royal Insurance Co.	6 rooms in their building, Montreal.	Offices..... ..	May 1, 1897.	262 50	Quarterly..	Aug. 1 1897.	
Feb. 1, 1898.	Up to June 30, '98.	Grand Trunk Ry. Co.	Their line from Ste. Rosalie station to Bonaventure station.	I.C.R. extension	Mch. 1, 1898.	140,000 00	Monthly....	Mch. 1, 1898.	
" "	"	Drummond County Ry. Co.	Their line from Ste. Rosalie to Chaudière.	"	" "	70,000 00	"	" "	
Mch. 22, 1898.	3 years.....	Montreal Board of Trade.	Rooms Nos. 113 and 114, Board of Trade building, Montreal.	Offices..	May 1, 1898.	1,500 00	Quarterly...	May 1, 1898.	
Dec. 1, 1897.	1 year	Bell Telephone Co ..	Instruments in overseer's office, Ste. Anne de Bellevue.	Telephone..	Dec. 1, 1897.	25 00	Semi annual	Dec. 1, 1897.	
Feb. 1, 1898.	10 years	Mary Enright	Houses No. 26 and 28 St. Lawrence, Lachine.	Collector's office.	May 1, 1898.	$250 for 1st 2 years and $300 thereafter.	Quarterly...	Aug. 1, 1898.	

June 30th, 1898.

WALTER S. DOULL,
Law Clerk.

PART V.

CANAL STATISTICS

CANAL STATISTICS

FOR

SEASON OF NAVIGATION 1897.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows :

For 1896	$ 350,061 03
For 1897	346,758 87

By comparing the statistics of 1896 with 1897, it will be seen that the gross revenue has decreased $3,302.16.

The increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal		$ 6,432 10
" St. Lawrence Canals	822 86	
" Chambly Canal		$ 847 21
" Ottawa Canals	3,525 72	
" Rideau Canal	1,162 13	
" St. Peter's Canal		1,854 66
" Trent Valley Canals	281 13	
" Murray Canal	49 97	
" Sault Ste. Marie Canal		10 00
Total	$5,841 81	$9,143 97
Total decrease		3,302 16

STATEMENT of the Revenue together with the increases and decreases of all the Canals for the seasons of Navigation from 1888 to 1897 inclusive.

Years.	Revenue.	Increase.	Decrease.
1888	$321,433 93	$10,951 58	
1889	381,109 31	59,675 38	
1890	348,059 51		$33,049 80
1891	350,351 97	2,292 46	
1892	358,711 04	8,359 07	
1893	348,012 00		10,699 04
1894	307,824 67		40,187 33
1895	283,211 41		24,613 26
1896	350,061 03	66,849 62	
1897	346,758 87		3,302 16

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 17th April, 1897, authorized a reduction of canal tolls, as follows :—

For the season of 1897, the canal tolls for the passage of the following food products, wheat, indian corn, pease, barley, rye, oats, flax-seed and buckwheat for passage east-

ward 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 1897

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 $76,146 90

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 sixteen 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
1897.... . .	560,254	53,257	157,756

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 of 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

*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, in 1896, 77,355 tons and in 1897, 89,659

For the year 1897 (O. C., April 17th, 1897,) the same rate of tolls was allowed as was granted for the year 1896.

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 160,358 tons in 1888 to 560,254 tons in 1897 ; and the quantity passed down the Welland Canal from United States ports to United States, has decreased from 169,664 to 157,756 tons for the same years.

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 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
1897	228,586

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 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
1897	560,254

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 1896	495,898
1897	560,254
Showing an increase of	64,356

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows: —

	Tons.
For 1896	153,717
1897	228,586
Showing an increase of	74,869

The quantity of grain arrived at tide-water by New York Canals, is reported as follows:—

	Tons.
For 1896	753,039
1897	569,362
Showing a decrease of	183,677

The quantity of grain carried to tide-water by the New York railways, is reported as follows:—

	Tons.
For 1896	3,864,760
1897	4,132,740
Showing an increase of	267,980

The increases and decreases for 1897 as compared with 1896 on the several routes, competing for the carrying trade to the sea-board, are as follows:—

—	Increase.	Decrease.	Increase per cent.	Decrease.
On the St. Lawrence Canals	64,356		12·98	
do Canadian Pacific and Grand Trunk Railways.	74,869		48·74	
do New York Canals		183,677		24·39
do do Railways	267,980		6·93	

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 234,254 tons in 1886 to 285,963 tons in 1897, and the quantity to Ontario ports, between Port Dalhousie and Cornwall, has increased from 118,127 tons in 1886 to 169,246 tons in 1897. The quantity passed down to Montreal shows an increase from 244,514 tons in 1886 to 581,047 tons in 1897.

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for fourteen 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
1897,	180	do	do	229,265

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
1897,	197	do	do	285,847

Seven vessels took cargoes of 2,324 tons through to Montreal intact in 1897, three of 1,176 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 1897 and the four previous years is given below.

The total number of grain laden vessels lightened at this port in 1897 was 147 against 238 the previous year.

The quantity of grain lightened was as follows :—

Articles.	1893.	1894.	1895.	1896.	1897.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	47,558	104,827	322,662	660,190	642,927
Corn	759,000	260,657	870,705	908,833	697,508
Rye	11,540	Nil	Nil	8,197	Nil
Oats	35,353	63,412	71,648	79,585	12,527
Barley			21,003	6,377	5,119

Welland Canal.

The total quantity of freight passed on the Welland Canal during the season of 1897 was 1,274,292 tons ; of this quantity 29,542 tons were way or local freight.

There were 1,050,093 tons of freight passed eastwards, and 224,199 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 1897 was 1,244,750 tons.

Of this quantity 1,026,458 tons were east bound and 218,292 west bound freight.

Of the east bound freight Canadian vessels carried 338,519 tons and United States vessels carried 687,939 tons ; and of the west bound freight Canadian vessels carried 7,458 tons, and United States vessels carried 210,834 tons, or a total of 345,977 tons for Canadian and 898,773 tons for American vessels.

St. Lawrence Canals.

The total quantity of freight passed through these canals during 1897 was 1,231,365 tons, of this quantity 1,043,204 tons passed eastward and 188,161 tons passed westward.

East and west bound through freight.

The total quantity of through freight was 837,469 tons ; of this quantity 813,638 tons were east bound and 23,831 tons were west bound.

Way freight.

Of the total quantity of (way) or local freight 229,566 tons were east bound and 164,330 tons west bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

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.
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
1897	584,246	4,542

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.
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
1897	353,863	210,831	564,694

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows a decrease of 88,519 tons as compared with the previous year; and an increase of 132,083 tons as compared with 1883.

The following statement shows the aggregate number of vessels, and the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the years 1867 to 1897 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
1897	2,725	1,274,292	564,694

The total quantity of freight passed through the several divisions of the canals during the season of 1897 is as follows —

	Farm Stock	Forest, Produce of Wood	Manufactures	Merchandise	Agricultural Products	Total
	Tons	Tons	Tons	Tons	Tons	Tons
Welland	49	181,817	41,943	225,998	824,485	1,274,292
St Lawrence	1 066	94,496	57,646	331,620	746,537	1,231,365
Chambly	405	237,653	11,363	95,860	6,855	352,136
Ottawa	1,220	551,790	333	4,600	4,427	562,370
Rideau	20	47,010	3,450	24,599	2,197	77,276
St Peter's	22	6,248	1,926	50,013	8,884	67,093
Murray	23	2,404	2,999	5,467	2,338	13,231
Trent Valley	123	35,294	510	104	110	36,141

The total quantity of freight moved on the Welland Canal was 1,274,292 tons, of which 824,485 tons were agricultural products

On the St Lawrence Canals the total quantity of freight moved was 1,231,365 tons, of which 741,850 were agricultural products, and 331,620 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 562,370 tons, of this quantity 551,790 tons were the produce of the forest.

STATISTICAL COMPARSION 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 tide-water, it will be observed that the quantity carried by the New York Canals was 744,575 tons in 1897, 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 1897	5,673,638	In 1887	*3,847,766
1896	5,183,540	1886	*3,802,262
1895	3,798,574	1885	4,105,594
1894	4,281,056	1884	3,639,805
1893	5,107,426	1883	4,422,461
1892 *	5,913,013	1882	3,888,557
1891	3,565,381	1880	4,732,385
1890	4,336,199	1869	1,087,809
1889	3,654,984		
1888	3,197,634		

*Flour and grain only

The following figures are an abstract of the quantities of vegetable food carried to tide-water by the canals and railways of the state of New York during twenty-nine years —

——	Canals	Railways	Total	Proportion by Canals
	Tons	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	602,505	3,798,574	4,401,079	159
1896	957,182	5,183,540	6,140,722	156
1897	744,575	5,673,638	6,418,213	116

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
1879	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	1897	8·3

The quantity of freight carried by the canals and railways was less in 1897 by 44,539 tons than the quantity carried in 1896, and an increase of 31,258,338 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
1897	43,711,512	·0828

Average freight rates, grain, Chicago to Buffalo :—(as reported by the Secretary of Merchants' Exchange, 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	1897	1·5
1887	4·1		
1888	2·7	Average twenty years.	2·7

COMPARATIVE STATEMENT of the Commerce through the United States, St. Mary's Falls Canal, and Canadian Sault Ste. Marie Canal, for the Seasons of 1896 and 1897.

		Traffic for 1897.		Total Traffic for		Increase.	Decrease.
		United States Canal.	Canadian Canal.	Season of 1897.	Season of 1896.	Amount.	Amount.
Vessels	Number.	12,812	4,268	17,080	18,577		1,497
Lockages	"	5,967	2,604	8,571	9,665		1,094
Tonnage registered	Net tons.	13,823,836	3,797,482	17,621,318	17,292,144	329,174	
Tonnage freight	"	14,039,626	4,947,063	18,986,689	17,256,423	1,730,266	
Passengers	Number.	28,705	11,745	40,450	37,096	3,354	
Coal (hard)	Net tons.	435,994	98,732	534,726	435,838	98,888	
Coal (soft)	"	2,119,502	387,547	2,507,049	2,592,525		85,476
Flour	Barrels.	7,814,745	1,093,456	8,908,201	8,870,882	37,319	
Wheat	Bushels.	38,006,977	17,924,802	55,931,779	63,463,876		7,532,097
Grain (excluding wheat)	"	21,714,731	3,253,405	24,968,136	27,715,265		2,747,129
Manufactured and pig iron	Net tons.	118,161	18,542	136,703	129,871	6,832	
Salt	Barrels.	269,189	20,825	290,014	243,875	46,139	
Copper	Net tons.	117,360	12,717	130,077	117,697	12,380	
Iron ore	"	7,048,586	3,572,854	10,621,440	7,895,071	2,726,369	
Lumber	Ft. B. M.	794,441,000	7,799,156	802,240,156	688,873,800	113,366,356	
Silver ore	Net tons.	5		5	240		235
Building stone	"	6,189	2,073	8,262	17,731		9,469
†Unclassified freight	"	483,854	104,470	583,324	520,066	68,258	

†Included in unclassfied freight for,—

1896.	Tons.	1897.	Tons.
Wool	2,358	Wool	2,905
Hides	31		

Department of Railways and Canals.

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
1897	234 do

The Canadian canal was open to navigation during the season of—

1895	87 days.
1896	218 do
1897	238 do

The average number of vessels passing per day through the two canals for the whole season of 1897 was over seventy-three.

R. DEVLIN,
Compiler of Canal Statistics.

OTTAWA, Oct. 16, 1898.

EXPORTS by Lake from the port of Chicago during 1897. (From Report of Board of Trade, Chicago.)

Commodities.	Quantity.	Value.
		$ cts.
Wheat ..... Bush.	939,156	856,442 00
Corn ..... "	6,530,398	1,835,540 00
Oats ..... "	757,087	185,604 00
Flaxseed ..... "	61,193	47,899 00
Flour ..... Bbls.	150	625 00
Corn meal ..... "	450	5,312 00
Glucose ..... "	1,305	12,360 00
Starch ..... "	150	400 00
Gluten meal ..... Sacks.	14,912	15,357 00
Sugar ..... "	15,500	20,580 00
Steel billets, rods, &c ..... Tons.	9,038	139,351 00
Steel plates ..... "	832	8,725 00
Steel rails ..... "	7,717	158,343 00
Spikes and bolts ..... "	75	2,294 00
Pig iron ..... "	2,282	19,714 00
Total value		3,308,546 00

SHIPMENTS of Grain (in Transit and Export) by Lake from Chicago during 1897.
(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	213,982		213,982					213,982
Kingston, Ont		1,951,908	1,951,908			632,471		2,584,379
Midland, Ont	1,731,800	82,542	1,814,342		147,200			1,961,542
Owen Sound, Ont	345,952	819,140	1,165,092		145,187			1,310,279
Prescott, Ont *		3,620,808	3,620,808		464,700	306,685		4,392,193
Point Edward, Ont	164,000		164,000	155,000				319,000
Sarnia, Ont	964,376		964,376	1,274,741				2,239,117
Walkerville, Ont		56,000	56,000					56,000
Totals	3,420,110	6,530,398	9,950,508	1,429,741	757,087	939,156		13,076,492

* 61,193 bushels of flaxseed were shipped for export.

GRAIN FREIGHTS BY LAKE, SEASON OF 1897.

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. (From Report of Board of Trade, Chicago.)

1897.	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 17	1¼	1½									
do 24	1¼	1½									
May 1	1¼	1½	2⅞				5¼				
do 8	1¼	1½	2½				4¾	3	2½	5⅛	4⅛
do 15	1¼	1½	2½				4¾	3	2½	5⅛	4⅛
do 22	1⅜	1¼	2¼				4⅝	2½	2½	4⅝	4¼
do 29	1⅜	1¼			2½		4¾	2½	2¼	4⅝	4
June 5	1⅜	1¼			2½		4⅝	2 to 2¼	1¾ to 1⅞	4¼ to 4⅜	3⅞ to 4
do 12	1¼	1½			2⅞		4⅝	2½	1⅝	4¼	3⅝
do 19	1	1						2½	1¼	4	3½
do 26	1	1	2¼				5	2¼	1⅜	4	3⅝
July 3	1	1	2¼				5	2½	1⅜	4	3⅝
do 10	1	1			2¼		5	2⅛ to 2¼	1⅜ to 1½	4 to 4⅛	3⅝ to 3¾
do 17	1¼	1⅛	2½		2½		4⅞	2¼ to 2⅜	1⅜ to 2¼	4⅛ to 4⅜	3¾ to 4
do 24	1¼	1¼			2¼		5	2⅜	2¼	4⅜	4
do 31	1⅜	1¼	2⅛		2⅛		4⅞	2⅜	2¼	4⅜	4
Aug. 7	1½	1⅜	2½	2⅜		5¼	5¼	2⅜	2¼	4⅞	4
do 14	1⅜	1⅜		2⅜	2½	5⅛	4⅞	2⅜	2⅛	5	4
do 21	1¼	1¼			2½		4⅞	2½	2¼	4⅝	4¼
do 28	1⅜	1⅜			2⅝		4¾	2⅞ to 3	2⅞ to 2⅝	5⅛ to 5¼	4⅝ to 4¾
Sept. 4	1¼	1⅜			2⅝		4¾	3 to 3⅛	2⅝ to 3	5⅛ to 6¼	5 to 5⅛
do 11	2	1⅝			3⅛		5⅛	3⅛	3	6⅛	5⅛
do 18	2	1⅝						3⅛ to 3⅜	2⅞ to 3	6¼ to 6⅜	5¼ to 5⅜
do 25	2	1⅝		3¼	3¼	6	5⅜	3⅜	2⅝	6¼	5⅜
Oct. 2	2	1⅝		3½		6		3 to 3¼	2½ to 2⅝	5⅞ to 6⅛	5¼ to 5⅜
do 9	2	1⅝						3	2⅝	5⅞	5⅜
do 16	2	1⅝		3¾		6¼		3	2½	5⅞	5⅜
do 23	1⅝	1⅝		4		6½		3	2½	5⅞	4⅞
do 30	1⅝	1⅝		4		6½		3⅛	3	6¼	5⅛
Nov. 6	1⅝	1½						3	2½	5⅞	4⅝
do 13	1⅝	1⅝	4⅛					3	2⅝	5⅞	4⅝
do 20	1⅝	1⅝	4⅛					3	2½	5⅞	4⅝
do 27	1⅝	1⅝	4½					3	2⅝	5⅞	4⅝
Dec. 4	2	1⅝									
do 11	3	2¼									
do 18	3	2½									

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 1897 (as reported by the Secretary of of Merchants Exchange, Buffalo.)

1897	Wheat, bush	Corn, bush	1897	Wheat, bush	Corn, bush
Opening	Cts	Cts	Opening	Cts	Cts
April 15		1⅜	Aug 14		1½
do 20		1¼	do 16		1¼
do 22	1⅝	1½	do 18	1½	1⅜
do 23	1¾	1¼	do 24	1⅝	1½
May 1	1¾ to 1⅝	1⅜	do 26	1⅜	1⅜
do 6	1⅜	1½	do 27	1½	1¼
do 14	1¼ to 1⅜	1⅛ to 1¼	do 30	2¼	2
do 15	1⅜	1¼	Sept 4		1⅞
do 25		1⅛ to 1¼	do 8		1⅜
do 26	1¼	1⅛	do 9	2	1⅜
June 3		1¼	do 10		2
do 4	1⅜	1½	do 13	1⅞ to 2	1⅜
do 5		1⅛	do 18	2	1⅝
do 10		1	Oct 1	1⅞	1⅝
do 12		⅞ to 1	do 16		1⅜
do 16		1	do 25		1⅝
do 23		1⅛	do 27		1⅜
do 26		1¼	do 29		1½
do 30		1⅛	Nov 1		1⅜
July 2		1	do 2		1¼
do 9		1⅛	do 3	1⅛	1
do 10	1¼	1⅛	do 10		1⅛
do 12		1¼	do 11		1 to 1⅛
do 19	1⅛ to 1½	1¼	do 12		1
do 27	1⅜	1¼	do 13		1¼
do 28		1⅛	do 16		1¼
Aug 3	1⅜	1¼	do 27		1½ to 1¾
do 5	1⅛	1⅛	do 29		2
do 10			do 30		2¼
do 11	1⅝	1½	Dec 1 to close		2½
do 12	1½	1⅜			

Highest, on oats 1¼, lowest, ⅞c per bushel

NOTE.—Corn from Chicago to Kingston ranged from 1⅛ to 4c, and wheat from 3¼ to 3½c, per bushel during the season

Corn to Port Huron, 1 to 1½c, and oats 1c, per bushel

Oats to Sandusky, 1½c, per bushel

Rates from Milwaukee, about the same as from Chicago

AVERAGE LAKE FREIGHTS

The following statement shows the average rates of lake freights on wheat and corn between Chicago and Buffalo during each month in the past ten years, the highest and lowest rate on wheat in each year, and the average rate on wheat each year n cents, per bushel —

(Per Report of the Secretary of Merchants' Exchange, Buffalo)

	May	June	July	August	Sept	Oct	Nov
Grain bushel	Cents	Cents	Cents	Cents	Cents	Cents	Cents
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 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, 2 1c , 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, 2¾c lowest, 1c , average for the season, 1 6c.							
1894 Wheat	1 4	1 2	0 9	1 0	1 4	1 1	1 3
1894 Corn,	1 2	1 1	0 9	0 9	1 3	1 0	1 3
Highest rate, wheat 1894, 3c , lowest ⅝c average for the season, 1 2							
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
Highest 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, 2⅜c lowest, 1¼c average for the season 1 7c							
1897 Wheat	1 3	1 2	1 3	1 5	2 0	1 8	1 5
1897 Corn	1 2	1 1	1 2	1 4	1 8	1 7	1 4
Highest rate, wheat, 1887, 2⅜c lowest, 1c , average for the season, 1 5c							

LAKE FREIGHTS FROM DULUTH TO BUFFALO ON WHEAT (AS REPORTED BY THE SEC. OF THE MERCHANTS EXCHANGE, BUFFALO, N. Y.

The following statememt shows the Lake Freight rates on Wheat from Duluth to Buffalo, during the season of 1897.

1897.	Wheat, Bushels.	1897.	Wheat, Bushels.
	Cts.		c.
April 24	1½	Aug 4	1⅝
May 1	1¼	do 12	1½
do 12	1⅛	do 18	1⅝
do 17..	1½	do 24	1½
do 23 .	1⅜	do 28	1¼
June 11	1⅛ to 1¼	Sept. 2	2¼
do 16	1½	do 7	2½
July 13 .	1¼	do 13	2¼
do 19.	1	Oct 7	2⅛
Aug. 2	1¼	do 11 to close	2

In 1885, the range of freights on wheat, Duluth to Buffalo, was 1½ to 5c., in 1886, 3¼ to 8c.; in 1887, 5 to 8c.; in 1888, 2 to 5c.; in 1889, 2 to 5c.; in 1890, 2 to 5c.; in 1891, 1¼ to 9½c., in 1892, 2¼ to 4c.; in 1893, 1¼ to 3½c., in 1894, 1¼ to 3c.; in 1895, 2 to 6c.; in 1896, 1¼ to 3c.; in 1897, 1 to 2½c. 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; in 1886, on May 7th.

Wheat was shipped at Kingston, Canada. per bushel, during the season of 1887, at 6¼ to 7¾c; in 1888, at 4 to 5c.; in 1889, at —; in 1890, 5¾, 5½, 4½, 4¼, 4c.; in 1891, during May, 3¾, 3½, 2½c., during June, 3c., and on July 25th, 2½c.; in 1892, 5c. in April, 5 to 5¼c. in May; 4c. in June. 4½c. in July. 3c in August; 6 to 6¼c. in October; in 1893, ranged from 5½ to 4½c. in April, 4½ to 4¾c in May; 4 to 3½c. in June; 2¾ to 3c. in July; 3½ to 3¾c. in September; no figures quoted after that date. In 1894, ranged from 3¼ to 3½c. in May; 3½c. in June. 2½c. in July; 2½ to 3¼c. in August; 4c. in September; and 4¼c. in October. On August 25th and November 3rd, 1894, wheat to Ogdensburgh at 3¼c. and 4½c. respectively. In 1895, wheat to Kingston from 3c to 5c. In 1896, wheat to Kingston from 3c. to 5½c.; and in 1897, wheat to Kingsthn 3c. to 3⅛, according to time of year.

LAKE FREIGHTS FROM TOLEDO TO BUFFALO ON WHEAT.

The following statement shows the ruling rates of Lake Freights, on wheat from Toledo to Buffalo, during the season of 1897, on the dates specified, as reported by the Secretary Merchants Exchange Buffalo.

Date, 1897.	Wheat. Bush.	Date, 1897.	Wheat. Bush.
	Cts.		Cts.
Opening to August 29th.....	1	August 30th to close of season ...	1¼

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.; for 1896, 1¼ to 1¾c., and for 1897, 1 to 1¼c. 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 5c. to 5⅞c. for wheat in 1889 per bushel. From Toledo, on October 8th, 1887, corn shipped to Kingston at 3½c. and on November 12th, at 4½c per bushel. In 1888, corn Toledo to Kingston at 4½c. to 3c.; and wheat at 3½ to 3c. per bushel. In 1889, wheat Toledo to Kingston, 3c.; and in 1891, rye Toledo to Kingston at 3c. per bushel. From Toledo, on June 2nd, 1887, wheat shipped to Montreal by propeller at 6½c.; on June 14th, corn at same price; but on September 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 1897, no shipments to Montreal or other laces in Canada reports.

Canal Freights from Buffalo to New York.

The following shows the changes in the ruling rates of freight to New York from Buffalo, on the days specified in 1897 (as reported by the Secretary, Merchants Exchange, Buffalo).

Date, 1897.	Wheat. Bush.	Corn. Bush.	Date, 1897.	Wheat. Bush.	Corn. Bush.
	Cts.	Cts.		Cts.	Cts.
Opening	3⅜	2⅞	July 15th	2½	2⅛
May 8th	3	2½	August 27th	2⅞	2½
" 17th	3 to 2½	2½ to 2⅛	" 28th	3	2⅝
" 18th	2½	2⅛	Sept. 3rd	3½	3
" 25th	2¼	1⅞	" 15th	3⅜	2⅞
June 5th	2	1⅜	" 20th	3¼	2⅜
" 7th	2½	1⅜	Oct. 1st	3	2½
July 7th	2⅛ to 2¼	1⅜ to 1⅛	" 25th to close	3½	3
" 8th	2¼	1⅛			

The freight on oats varied from 1⅜ to 2⅛c. per bushel.

Pine lumber per 1,000 feet, was carried from Buffalo and Tonawanda to New York as follows: Opened at $2; changed May 11th to $1.75 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 :—

(Reported by Sec. Merchants Exchange Buffalo).

Grain		May	June	July	Aug	Sept	Oct	Nov
		Cents	Cents	Cents	Cents	Cents	Cents	Cents
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, 3¼c , lowest, 2 5c , average for the season, 3 5c								
1892	Wheat	2 7	2 2	2 4	3 0	3 8	4 7	4 6
	Corn	2 4	2 0	2 2	2 6	3 4	4 4	4 3
Highest rate, wheat, 1892, 6c , lowest, 2⅛c , average for the season, 3 5c								
1893	Wheat	4 8	4 8	4 6	4 6	4 0	4 7	4 8
	Corn	4 4	4 4	4 3	4 2	3 6	4 3	4 5
Highest rate, wheat, 1893, 5c , lowest, 3 6c , average for the season, 4 6c								
1894	Wheat	3 1	2 9	3 3	3 4	3 6	2 9	3 0
	Corn	2 8	2 6	3 0	3 1	3 3	2 6	2 7
Highest rate, wheat, 1894, 4c , lowest, 2 6c ; average for the season 3 2c								
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								
1897	Wheat	2 6	2 2	2 3	2 5	3 3	3 1	3 5
	Corn	2 2	1 8	2 0	2 2	2 8	2 6	3 0
Highest rate, wheat, 1897, 3 5c ; lowest 2 1c. , average for the season 2 8c								

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	¾
1882	51,501,503	5 4	1 0	¾
1883	65,722,080	4 9	None	¾
1884*	58,011,800	4 2	do	¾
1885*	52,671,090	3 8	do	⅝
1886*	75,570,850	5 0	do	¾
1887*	87,073,570	4 6	do	¾
1888*	73 977,390	3 4	do	½
1889*	92,290,550	4 8	do	¾
1890*	91,994,680	3 8	do	¾
1891*	135,315,510	3 5	do	½
1892*	138,872 560	3 5	do	½
1893*	140,796,410	4 6	do	¾
1894*	105,435,577	3 2	do	½
1895*	121,225,497	2 2	do	⅜
1896*	161,470,745	3 7	do	½
1897*	167,842,186	2 8	do	⅜

NOTE.—Prior to 1870 tolls 6 21 cents per bushel, and the elevating charge 2 cents per bush

* 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		1475
1868	*a* 0604		3532	*a* 0802		3784
1869	*a* 0584	2355	3320	*a* 0651	2520	3557
1870	*a* 16	2220	28	*a* 0677	2250	30
1871	*a* 0754	2372	2968	*a* 0687	2542	3180
1872	*a* 1072	2660	3266	*a* 1110	2950	3499
1873	*a* 0816	2298	2893	*a* 0917	2461	3102
1874	*a* 0382	1388	2450	*a* 0400	1709	2625
1875	*a* 034	1303	2240	*a* 0378	1389	2400
1876	*b* 0875	1079	1574	*b* 0982	1136	1686
1877	*b* 0959	1406	1890	*b* 1109	1546	2050
1878	*b* 0883	1053	1652	*b* 0996	1209	1770
1879	*b* 1049	1220	1456	*b* 1187	1313	1774
1880	*b* 1341	1443	1748	*b* 1313	1580	1980
1881	*b* 0777	0942	1340	*b* 0867	1049	1440
1882	*b* 0672	1028	1350	*b* 0723	1091	1447
1883	*b* 0803	11	1512	*b* 0901	1163	1620
1884	*b* 0655	085	1232	*b* 07	10	1320
1885	*b* 063	0801	1232	*b* 0654	0902	1320
1886	*b* 0845	1120	14	*b* 0910	12	1500
1887	*b* 0850	1120	1470	*b* 0950	12	1575
1888	*b* 0671	1026	1354	*b* 0705	1114	1450
1889	*b* 0632	0819	126	*b* 0692	0897	1500
1890	*b* 0593	0732	1136	*b* 0676	0852	1430
1891	*b* 0632	0753	1400	*b* 0695	0857	1500
1892	*b* 0595	0721	1296	*b* 0645	0759	1380
1893	*b* 0718	0797	1365	*b* 0766	0848	1463
1894	*b* 0493	0650	1232	*b* 0511	0700	1320
1895	*b* 0450	0640	1029	*b* 0486	0696	1189
1896	*b* 0575	0615	1050	*b* 0619	0661	1200
1897	*b* 0453	0692	1143	*b* 0522	0742	1250

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.	1897.	1896.	1895.	1894.	1893.
		$	$	$	$	$
Liverpool	Grain	·3360	3350	·3200	·3250	·3410
do	Sacked flour	·3681	·3430	·3400	·3316	·3515
do	Provisions	·4440	·4491	·4181	·4406	·4547
Glasgow	Grain	·3523	·3422	3419	·3463	·3585
do	Sacked flour	3906	·3650	·3625	·3503	·3625
do	Provisions	·5250	·4997	·4969	·4659	·4828
London	Grain	·3400	·3348	·3329	·3288	·3760
do	Sacked flour	·3612	3528	·3513	·3493	·3794
do	Provisions	·4814	·4715	·4603	·4575	4828
Antwerp	do	·5109	·4969	·4828	·4688	·4828
Hamburg	do	·5100	·5100	·5000	·5000	5250
Amsterdam	do	·5200	·5200	·5000	·5000	·5000
Rotterdam	do	5200	5200	·4800	·5000	·5000
Copenhagen	do	·5728	5812	5531	·5531	·5531
Stockholm	do	·6853	·6937	·6656	·6656	·6656
Stettin	do	·5728	·5812	·5531	·5531	5531
Bordeaux	do	·6413	·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 1897, for the week ending on the dates specified.

1897. Week ending.	Chicago.	Milwaukee.	Duluth and Superior Ports.	Green Bay.	Gladstone.	Sheboygan.	Toledo.	Detroit.	Racine.	Saginaw.	Bay City.	Washburn.	Ashland.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
April 25	.....	25	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
May 1	25	25	20	.....	.....	.....	.....	.....	.....	40	.....	.....	.....
do 8	25	25	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do 15	25	25	20	.....	.....	.....	.....	.....	25	35	.....	.....	.....
do 22	20	20	20	25	.....	.....	.....	.....	25	35	.....	.....	.....
do 29	20	20	20	.....	.....	.....	.....	.....	25	.....	.....	.....	.....
June 5	20	20	20	.....	.....	.....	.....	.....	.....	35	.....	.....	.....
do 12	20	20	20	.....	.....	.....	20	.....	25	35	.....	.....	.....
do 19	20	20	20	.....	.....	25	.....	.....	25	.....	.....	.....	.....
do 26	20	20	20	25	.....	.....	.....	.....	25	35	25	.....	.....
July 3	20	20	20	.....	.....	.....	20	.....	25	40	20	.....	.....
do 10	20	20	20	25	.....	25	20	.....	25	35	25	.....	.....
do 17	20	20	20	25	20	.....	20	.....	25	.....	.....	.....	.....
do 24	20	20	20	25	.....	.....	20	.....	.....	35	25	.....	.....
do 31	20	20	20	25	20	.....	20	.....	.....	35	25	20	.....
Aug. 7	20	20	20	25	.....	.....	20	25	25	.....	25	.....	.....
do 14	20	20	20	25	20	.....	20	.....	.....	.....	25	20	.....
do 21	20	20	20	25	.....	.....	20	.....	25	35	25	20	.....
do 28	20	20	20	.....	.....	.....	20	.....	.....	.....	.....	20	.....
Sept. 4	20	20	20	.....	.....	.....	20	.....	.....	.....	25	.....	.....
do 11	20	20	20	25	20	.....	20	20	.....	.....	.....	.....	.....
do 18	20	20	20	25	20	.....	20	.....	.....	.....	25	.....	20
do 25	20	20	20	25	20	.....	20	20	.....	.....	25	.....	.....
Oct. 2	20 to 30	20 to 30	20	25	.....	.....	20	.....	.....	.....	.....	.....	20
do 9	30 to 40	30 to 40	20 to 25	40	.....	.....	20	.....	.....	.....	25	.....	.....
do 16	40	40	25	40	.....	.....	20	30	.....	.....	.....	.....	.....
do 23	40	40	25	40	25	.....	25	30	.....	.....	30	25	.....
do 30	40	40	25	40	25	.....	25	.....	.....	.....	30	.....	.....
Nov. 6	50	50	30	50	30	.....	30	30	50	.....	.....	.....	.....
do 13	50 to 60	50 to 60	30 to 60	50	60	.....	30	30	.....	.....	.....	.....	.....
do 20	60	60	60	.....	60	.....	30	.....	70	.....	35	.....	.....
do 27	60	60	60	60	60	.....	30	.....	.....	.....	.....	.....	.....
Dec. 3	60	60	60	60	60	.....	30	.....	.....	.....	.....	.....	.....
do 10	60	.....	.....	.....	.....	.....	30	.....	.....	.....	.....	.....	.....
do 17	60	.....	.....	.....	.....	.....	30	.....	.....	.....	.....	.....	.....

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 1897 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
1897	1,118,055	22,497,151	611,322	367,295	24,593,823	1,682,538	17,660,211	1,312,797	8,130	20,663,676

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 1897 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	29,800,295	1,155,004	248,358	757,429	40,686,283
1876	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789	11,791,200	2,958,558	24,419,888	1,129,440	600,061	1,163,508	42,062,655
1877	13,732,085	337,897	12,471,695	158,852	1,095,451	1,460,793	7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773
1878	10,084,510	378,768	12,204,058	146,822	3,041,957	1,481,033	9,577,050	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148
1879	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,153	8,175,951	2,252,572	12,889,587	330,968	174,757	1,272,032	25,095,867
1880	10,311,139	620,704	17,134,747	239,655	3,606,099	1,942,405	10,856,579	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749
1881	14,898,052	721,344	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	58,065,159
1883	20,242,222	1,149,195	29,802,820	281,309	3,126,169	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	2,946,146	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	10,46 ,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
1897	17,513,324	3,183,390	24,593,823	1,903,924	9,589,820	13,275 822	24,809,259	5,333,860	20,663,676	5,320,563	2,058,454	11,874,291	70,060,103

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 1897 inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879 inclusive,) as method of transportation of specie and merchandise cannot be separately stated.

Year ending June 30.	IMPORTS.			EXPORTS.			TOTAL IMPORTS AND EXPORTS.				Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	Total.	
	$	$	$	$	$	$	$	$	$	$	
1857	.....	259,116,170	101,773,971	.....	251,214,857	111,745,825	.....	510,331,027	213,519,796	723,850,823	70·5
1858	.....	203,700,016	78,913,134	.....	243,491,288	81,153,133	.....	447,191,304	160,066,267	607,257,571	73·7
1859	.....	216,123,428	122,644,702	.....	249,617,953	107,171,509	.....	465,741,381	229,816,211	695,557,592	66·9
1860	.....	228,164,855	134,001,399	.....	279,082,902	121,039,394	.....	507,247,757	255,040,793	762,288,550	66·5
1861	.....	201,544,055	134,106,098	.....	179,972,733	69,372,180	.....	381,516,788	203,478,278	584,995,066	65·2
1862	.....	92,274,100	113,497,629	.....	125,421,318	104,517,667	.....	217,695,418	218,015,296	435,710,714	50·0
1863	.....	109,744,580	143,175,340	.....	132,127,891	199,880,691	.....	241,872,471	343,056,031	584,928,502	41·4
1864	.....	81,212,077	248,350,818	.....	102,849,409	237,442,730	.....	184,061,486	485,793,548	669,855,034	27·5
1865	.....	74,385,116	174,170,336	.....	93,017,756	262,839,588	.....	167,402,872	437,010,124	604,412,996	27·7
1866	.....	112,040,395	333,471,763	.....	213,671,466	351,754,928	.....	325,711,861	685,226,691	1,010,938,552	32·2
1867	.....	117,209,536	300,622,035	.....	180,625,368	280,708,368	.....	297,834,904	581,330,403	879,165,307	33·9
1868	.....	122,965,225	248,659,583	.....	175,106,348	301,886,491	.....	297,981,573	550,546,074	848,527,647	35·1
1869	.....	136,802,024	309,512,231	.....	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 vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	Total.	
	$	$	$	$	$	$	$	$	$	$	
1888	32,209,459	123,525,298	568,222,357	22,147,368	67,332,175	606,474,964	54,356,827	190,857,473	1,174,697,321	1,419,911,621	13·44
1889	38,227,861	120,782,910	586,120,881	28,436,517	83,022,198	630,942,660	66,664,378	203,805,108	1,217,063,541	1,487,533,027	13·70
1890	40,621,361	124,948,948	623,740,100	32,949,902	77,502,138	747,376,644	73,576,263	202,451,086	1,371,116,744	1,647,139,093	12·29
1891	40,932,755	127,471,678	676,511,763	31,923,439	78,968,047	773,589,324	72,856,194	206,439,725	1,450,101,087	1,729,397,006	11·94
1892	39,726,595	139,139,891	648,535,976	33,220,629	81,033,844	916,023,675	72,947,224	220,173,735	1,564,559,651	1,857,680,610	11·85
1893	44,121,094	127,095,434	695,184,394	43,862,947	70,670,073	733,132,174	87,984,041	197,765,507	1,428,316,568	1,714,066,116	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
1897	35 812,620	109,133,454	619,784,338	65,082,305	79,441,823	905,969,428	100,894,925	189,075,277	1,525,753,766	1,815,723,968	11·00

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 1897.

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
1897	17,665,422	6,928,401	24,593,823	18,430,841	,232,835	20,663,676

NOTE.—This movement forms no part of the import and expert trade.

C.—TABLE showing the Tonnage of the undermentioned Articles moved on

YEARS	VEGETABLE FOOD						
	Flour.	Wheat.	Corn	Barley	Oats	Rye	Other Vegetable Food *
	Tons.	Tons	Tons	Tons	Tons	Tons.	Tons
1869	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878	5,904	844,555	734,903	89,534	85,029	64,613	88,106
1879	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880	8,266	966,052	1 156,619	106,247	20,893	26,340	86,673
1881	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887	4 089	936,840	446,617	75,458	35,365	6,717	47,678
1888	3 287	491,419	499,218	41,100	70,315	12,532	49,087
1889	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892	4,879	620,768	150,269	51,596	72,444	4,236	33,807
1893	2,367	1,093,927	252,283	49,651	24,714	6,518	20,656
1894	2,909	903,361	275,377	89,700	100,874	5,288	22,620
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
1897	3,206	180,035	312,776	100,337	50,345	66,387	31,489

* Apples, meal all kinds, pease, potatoes.

all Canals in the State of New York, during a series of twenty-nine years.

	Heavy Goods.					
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	93,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	210,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	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
744,575	5,080	71,117	66,879	646,803	76,311	866,190

D —TABLE showing the Tonnage of the undermentioned Articles, moved through

YEAR	VEGETABLE FOOD						
	Flour	Wheat	Corn	Barley	Oats	Rye	Other Articles †
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1869*	45,674	313,825	120,599	20,951		904	1,937
1872	26,651	239,998	254,902	6,035	7,752	64	2,745
1873	30,665	355,847	180,169	8,225	1,194	3	3,777
1874	24,019	413,212	181,151	18,871	5,954	513	8,677
1875	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878	9,121	191,982	185,931	10,979	3,088		2,302
1879	10,710	274,570	144,506	4,655	1,239	440	2,444
1880	12,679	242,020	163,738	17,772	477	1,016	1,480
1881	9,959	127,832	101,075	24,509		1,844	2,086
1882	12,261	215,056	54,799	20,126	611	3,226	403
1883	13,471	152,794	182,269	10,436	731	1,642	10,983
1884	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885	13,334	124,206	117,536	15,801	1,116		1,912
1886	19,474	154,169	219,442	1,595	4,911	564	14,657
1887	23,949	221,927	114,938	9,574	12,050		12,533
1888	16,983	160,963	194,886	5,906	26,629	811	13,608
1889	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894	33,628	270,993	169,233	28,353	27,962	567	60,673
1895	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897	9,065	324,743	390,615	14,173	25,161	8,483	44,674

* Fiscal † Apples, meal, all kinds, pease, potatoes

the Welland Canal, during a period of Twenty-seven Years ended 31st Dec., 1897.

	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
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261

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-nine 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	...
1897.	1,665	168,870	303,761	88,293	48,591	65,490	11,965	688,635	...	14 98

*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	126,899	....	52·61
1878	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	....	65·21
1879	734	25,740	9,268	71,693	....	16,623	3,110	127,168	.....	52·51
1880	951	17,466	15,656	82,743	....	12,598	5,996	135,410	....	49·43
1881	758	25,352	8,064	62,793	206	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
1897	.....	6,588	5,550	7,349	498	219	245	20,449	.....	92·37

*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-seven Years, ended 31st December, 1897.

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
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067

* 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-seven Years, ended 31st December, 1897.

Year.	Vegetable Food.								Heavy Goods					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles *	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons
1869	30,681	211,085	91,149	2,942		667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400		608	234,337	24,040	13,239	49,843	95,741	59,401	242,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627		5,948		5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138		1,905	525	403	162,405		5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277		341	128,361		10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401		464		11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880		30,611	16,122	1,951	296			48,580	4,743	3,515	371	65,945	18,380	92,954
1881		34,320	30,031	24			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
1897	7,237	28,919	169,057	14,173	14,969		41,887	276,242	965	15		165,143		166,123

*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-seven years, ended 31st December, 1897.

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	1,450,116	805,253	5,107,426	1,395,391	17,620	311,389
1894	1,400,129	591,409	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	788,974	5,183,540	877,144	19,623	300,407
1897	744,575	816.914	5,673.638	688,635	20,449	276,242

*Fiscal.

Department of Railways and Canals.

1.—STATEMENT showing the Quantity of Freight passed DOWN the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the season of Navigation in 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894 1895, 1896 and 1897

ARTICLES	CANADIAN VESSELS				UNITED STATES VESSELS				TOTAL	
	Steam		Sail		Steam		Sail		Steam and Sail	
	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		4,109		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	
	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	2,161		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	

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.
	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		42,819		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		174,649						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	
	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		6,607		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	.									

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
	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		13,280				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										
	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		41 719,664		31,891,456		52,313,745	
Square timber Cub ft	771,328		1,578,981						2,350,309	
Staves No										
Firewood Cords										

I —STATEMENT showing the Quantity of Freight passed DOWN the Welland Canal in Canadian and United States Vessels, &c —*Concluded*

ARTICLES	CANADIAN VESSELS				UNITED STATES VESSELS				TOTAL	
	Steam		Sail		Steam		Sail		Steam and Sail	
	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		39,723		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		320,440
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		11,997
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
	No	Tonnage	No	Tonnage	No	Tonnage	No	Tonnage	No	Tonnage
	225	131,907	163	76,760	388	382,231	144	86,675	920	677,573
1897	Tons		Tons		Tons		Tons		Tons	
Wheat		121,762		55,724		106,064		37,891		321,441
Corn		33,694		15,244		274,855		66,822		390,615
Barley						14,173				14,173
Oats		223				23,515		1,168		24,906
Pease		1,851								1,851
Rye		2,047		919		5,517				8,483
Coal		3,873		3,947		368		1,615		9,803
Miscellaneous merchandise		15,739		3,290		70,968		4,174		94,071
Shingles, woodenware, &c		1,268		5		404				1,677
Sawed lumber Ft B M		1,573,447				20,284,446		20,673,202		42,531,095
Square timber Cub ft		1 327,823		2,217,629				616,093		4,161,545
Staves No		2,577,160								2,577,160
Firewood Cords		4								4

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 1897.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	222	132,277	165	76,809	390	386,558	141	86,696	918	682,340
1897.	Tons.		Tons.		Tons.		Tons.		Tons.	
Class 3.										
Cement and water lime	765		72						837	
Fish	10				55				65	
Iron, pig	6								6	
do all other	583				15				598	
Salt	26								26	
Steel	5								5	
Articles not enumerated	341		685		1,360		3		2,389	
Class 4.										
Crockery and earthenware	37				111				148	
Manilla	1								1	
Nails	162								162	
Paint	25								25	
Pitch and tar	21								21	
Sugar	369				5,658				6,027	
Tin	360				17				377	
Merchandise not enumerated	2,690				38,449				41,139	
Class 5.										
Produce of wood	23				23				46	
Special Class.										
Coal	1,277				127,101		38,042		166,420	
Total	6,701		757		172,789		38,045		218,292	

Canadian steam vessels carried	6,701	tons
do sailing do	757	do
United States steam vessels carried	172,789	do
do sailing do	38,045	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 1897, is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	6,701	
do sail do	757	
Total quantity in Canadian vessels		7,458
In United States steam vessels	172,789	
do sail do	38,045	
Total in United States Vessels		210,834
Grand total quantity of freight passed up the Welland Canal in Canadian and United States vessels		218,292

Statement of the Quantity of Through Freight passed UP and DOWN on the Welland Canal, during the season of Navigation in 1897.

Summary.	Tons.	Tons.
In Canadian steam vessels up	6,701	
do do down	214,824	
Total in Canadian steam vessels		221,525
In Canadian sail vessels up	757	
do do down	123,695	
Total in Canadian sail vessels		124,452
Total quantity in Canadian vessels		345,977
In United States steam vessels up	172,789	
do do down	529,684	
Total in United States steam vessels		702,473
In United States sail vessels up	38,045	
do do down	158,255	
Total in United States sail vessels		196,300
Total quantity in United States vessels		898,773
Total in Canadian and United States vessels		1,244,750
	East bound.	West bound.
In Canadian vessels	338,519	7,458
In United States vessels	687,939	210,834
Total	1,026,458	218,292

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 1897.

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 Lockage per Vessel.	Time Taken through the Welland.
1897		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.	Hrs. Mins.
May 8	Rosemount	969	203	41	24 3	13 1	13	70,393	2,108									8,381				351						67,884				2,857						2,857	14	Ft. William	Kingston	0 02	2 40
do 13	Rosemount	969	203	41	24 3	13 8	13 6	76,793	2,304									13,050				416						63,743				1,893						1,893	14	do	do	0 02	3 05
do 15	Rosemount	969	203	41	24 3	13 10	13 8	76,973	2,374									13,208				438						63,317				1,813						1,813	14	do	do	0 02	3 15
do 17	Bannockburn	1,030	245	40	24 3	13 10	13 8	77,973	3,340									14,655				440						63,317				1,900						1,900	14	do	do	0 02	3 35
do 26	Rosemount	969	203	41	24 3	14 1	14 1	70,000	2,100									11,806				306						58,194				1,744						1,744	14	do	Prescott	0 02	3 10
do 31	Rosemount	977	204	35	22 6	14 1	14 1	70,000	2,370									16,422				493						62,578				1,877						1,877	14	do	Kingston	0 02	3 45
June 2	Rosemount	969	203	41	24 3	15 11	16	70,000	2,380									14,746				442						61,254				1,838						1,838	14	do	do	0 02	3 40
June 21	Rosemount	969	203	41	24 3	15 11	16	70,000	2,380									15,612				403						62,938				1,888						1,888	14	do	do	0 02	3 45
do 28	Bannockburn	1,030	245	40	24 3	15 8	15 9	76,500	2,357									17,977				531						58,623				1,759						1,759	14	do	do	0 02	4 00
July 8	Rosemount	969	203	41	24 3	16	16 3	70,000	2,380									14,080				390						63,961				1,920						1,920	14	do	do	0 02	3 00
do 9	Bannockburn	1,034	245	40	24 3	15 8	15 8	77,110	2,316									15,634				469						60,153				1,805						1,805	14 2	do	do	0 02	4 00
do 17	Rosemount	969	203	41	24 3	15 8	15 8	77,790	2,374									15,500				466						60,290				1,993						1,993	14	do	Prescott	0 02	3 50
do 20	Bannockburn	1,034	245	40	30 6	15 6	16	81,928	3,438									18,155				455						60,845				2,005						2,005	14 1	Duluth	Kingston	0 02	4 25
Sept. 6	Algonquin	1,173	245	40	30 6	15 8	15 8	81,000	3,400									16,745				469						64,441				1,994						1,994	13 10	Ft. William	do	0 02	3 50
do 20		1,173	245	40	30 6	15 7	14 10	74,186	2,196									14,708				444						60,202				1,866						1,866	14	Duluth	do	0 02	3 45
do 27	Rosedale	987	204	35	22 6	14 7	14 10	73,000	2,350									12,546				377						63,984				1,919						1,919	14	do	do	0 02	3 00
do 29	Bannockburn	969	203	41	24 3	14 8	14 6	76,500	2,357									650				19						60,360				1,436						1,436	13 11	do	Prescott	0 02	0 10
Oct. 3	Rosemount	969	203	41	24 3	13 8	14 3	73,000	2,250									13,410				373						60,035				1,817						1,817	14	Ft. William	Kingston	0 02	2 50
do 11	Oshawa	770	180	31	18 4	15 10	15 4	73,973	2,100									7,214				217						57,786				1,733						1,733	13 7	do	Prescott	0 02	1 40
do 14	Bannockburn	1,030	245	40	18 4	15 3	13 10	63,000	1,950									10,243				307						64,757				1,943						1,943	13 10	do	Kingston	0 02	2 15
do 16	Rosedale	977	204	35	22 6	14 8	15 2	73,000	2,250									7,873				237						62,627				1,878						1,878	13 9	do	do	0 02	2 05
do 21	Algonquin	1,173	245	40	30 6	14 8	15 2	76,000	2,115									11,560				347						58,776				1,913						1,913	13 8	do	Prescott	0 02	2 05
do 26	Rosemount	969	203	41	24 3	14 9	15 2	63,316	1,960									13,788				380						58,147				1,740						1,740	13 11	do	do	0 02	3 00
Nov. 2	Rosedale	977	204	35	22 6	14 7	15 2	73,000	2,120									8,403				253						62,597				1,877						1,877	13 11	do	do	0 02	2 30
do 7	Bannockburn	1,030	245	40	24 3	14 11	14 10	71,000	2,130									9,797				294						59,315				1,747						1,747	14	do	Kingston	0 02	2 30
do 13	Rosemount	969	203	41	24 3	14 9	15 3	68,012	2,041									11,187				336						59,643				1,790						1,790	13 8	do	do	0 02	2 40
do 20	Bannockburn	1,030	245	40	24 3	14 10	15	70,000	2,130									11,293				337						63,126				1,894						1,894	13 9	do	Prescott	0 02	2 55
do 27	Rosemount	969	203	40	20 6	15	15 1	74,359	2,231									13,241				391						55,651				1,670						1,670	12 6	do	do	0 02	2 10
Dec. 3	Algonquin	1,173	245	40	22 6	13 10	13 11	63,011	1,901									9,901				293						58,217				1,747						1,747	13 10	do	do	0 02	2 55
do 8	Bannockburn	1,030	245	40	18 4	13 3	14 8	63,000	2,049									9,783																										
								2,000,832	62,953									354,325				10,588						1,745,507				52,365						52,365					

CANADIAN SAILING VESSELS.

May 6	Minnedosa	1,041	240	36 3	15 2	14 8	14 8	65,142	1,955									5,197				156						59,945				1,799						1,799	13 11	Ft. William	Kingston	0 02	1 20
do 24	Minnedosa	1,041	240	36 3	15 2	14 3	14	63,000	1,900									5,413				162						59,587				1,788						1,788	13 11	do	do	0 02	1 20
Oct. 20	Malvase	740	184	34 5	14 3	14	14	52,000	1,560									4,464				44						50,536				1,516						1,516	13 8	do	do	0 02	2 05
do 26	Minnedosa	1,041	285	36 2	15 2	14	14	60,273	1,809									2,729				84						57,546				1,725						1,725	13 8	do	do	0 02	0 45
								242,417	7,274									14,803				446						227,614				6,828						6,828					

UNITED STATES STEAM VESSELS.

April 20	Samos	837	205	34 5	17 7	15 3	13 7			53,570	1,591							10,576				297						42,994				1,204						1,204	14	Chicago	Kingston	0 02	2 50
do 20	Niko	928	189	33	13	14 11	15 3			50,000	1,400							7,030				196						24,970				1,204						1,204	14	do	Prescott	0 02	2 15
do 22	J. Hill	787	170	30 9	17 1	15 6	15 4			47,550	1,332							6,562				184						40,988				1,148						1,148	14	do	do	0 02	2 00
do 23	Germanic	832	216	36 2	18 6	15	15 2			59,000	1,675							7,638				214						52,162				1,461						1,461	14	do	do	0 02	2 30
do 24	Ashland	957	218	37 8	18 6	14 6	14 6			63,150	1,825							5,958				167						59,192				1,658						1,658	13 11	do	Kingston	0 02	2 10
do 26	W. A. Haskell	1,441	265	37	25 6	14 8	15 3			60,000	1,690	120						8,743				244						51,257				1,436						1,436	129	do	Ogdensburg	0 02	2 20
do 26	John Rogee	930	216	35 1	18 7	15 10	15 11	51,000	1,428			1						1,316				36						49,685				1,393						1,393	1	do	Toledo	0 02	1 25
do 26	John Rogee	930	216	35 1	18 7	15 10	15 11	51,000	1,428									1,341				318						51,938				1,456						1,456	13 10	Chicago	Kingston	0 02	2 05
do 26	D. C. Whitney	1,013	229	40	14 7	14 11	15	63,279	1,773									3,453				97						51,967				1,357						1,357	13 11	do	do	0 02	0 40
do 26	A. McVittie	1,553	240	42	23 4	14 6	15	70,000	1,960	408								4,144				116						40,931				1,315						1,315	408			0 02	3 05
do 28	H. R. James	1,553	240	42	23 4	14 4	15	70,000	1,960	1								8,234				230						61,766				1,730						1,730	1			0 02	2 05
do 29	J. N. Glidden	1,111	221	35	19 3	15 6	15 6	53,020	1,612													547						35,468				1,065						1,065	13	do	Kingston	0 02	5 50
May 6	Elsinmere	706	190	34	21	15 1	15	46,000	1,380									6,233				186						39,767				1,194						1,194	14	Duluth	do	0 02	1 50
do 6	F. H. Prince	1,548	240	42	23 4	14 3	14 8			14,000	392			1,026	479			1,717			73		48					12,283								953	479	1,776	14	Chicago	Ogdensburg	0 02	2 15
do 6	F. H. Prince	1,548	240	42	23 4	14 3	14 8																																					
do 6	Servia	1,182	242	40	18 1	15	15	63,500	1,905									10,770				323						52,730				1,582						1,582	14	Duluth	Kingston	0 02	2 50
do 7	J. R. Langdon	1,550	240	42	23 4	14 5	15	47,000	1,200			760						10,077				302						30,923				898				760		1,658	13 8	Chicago	Ogdensburg	0 02	2 40
do 10	G. W. Morley	797	192	34	21	15 10	15 11	48,000	1,440									11,588				347						36,412				1,093						1,093	13 10	Duluth	Kingston	0 02	2 30
do 11	S. J. Murphy	1,163	239	38	14	13 11	14 9	71,000	2,130									3,691				110						67,309				2,020						2,020	14	do	do	0 02	0 40
do 25	W. A. Haskell	1,441	265	37 2	18 8	15 11	15	35,000	1,050									3,133				93						51,967				1,557						1,557				0 02	0 40
do 12	Geo. Spencer	1,083	230	37 2	23 4	14 3	14 10	25,000	700	1,119								5,316				148						19,684				552					1,119	1,671	13 11	Chicago	Ogdensburg	0 02	1 25
do 18	A. McVittie	1,553	240	42	23 4	14 3	14 10																																					
do 22	H. R. James	1,553	240	42	23 4	14 2	14	40,943	1,201	556								1,087				32						38,950				1,169						1,169	556			0 02	0 20
do 25	F. H. Prince	1,548	240	42	23 4	14 7	15 2			34,850	976	952						6,216				174						28,634				802						1,754	14	do	do	0 02	1 25
do 26	Norwalk	882	219	38 8	14	14 7	14 4	57,000	1,710									3,843				115						53,157				1,595						1,595	13 10	Duluth	do	0 02	0 55
do 26	J. R. Langdon	1,550	240	42	23 4	14 1	14 7	32,000	960			879						7,379				221						24,621				739				879		1,618	13 8	Chicago	do	0 02	1 40
do 31	J. N. Glidden	1,111	221	35	19 3	15 3	15 4	54,005	1,620									10,780				323						43,225				1,297						1,297	14	Duluth	Kingston	0 02	2 15
do 31	Gov. Smith	1,547	240	42	23 4	15 1	15			50,000	1,400	593						10,912				305						39,088				1,095				593		1,688	14	Chicago	Ogdensburg	0 02	2 30
June 2	W. J. Averill	1,425	265	36 7	25 5	14 8	14 10	25,000	700	326		720						4,482				125				87		20,518				575				633	326	1,534	14	do	do	0 02	2 00
do 5	Servia	1,182	242	40	18 1	15 11	16	70,000	2,100									16,596				497						53,404				1,603						1,603	14	Duluth	Kingston	0 02	3 40
do 4	Germanic	832	216	36 2	18 6	14 7	15	50,500	1,515									1,861				55						48,639				1,460						1,460	14	do	Ogdensburg	0 02	0 25
do 10	Mont Eagle	1,033	213	35	19 8	15 11	15 2	56,500	1,695									11,035				331						45,465				1,364						1,364	14	do	do	0 02	2 40
do 14	F. H. Prince	1,548	240	42	23 4	15	15 2																																					
do 14	J. R. Langdon	1,550	240	42	23 4	15 6	15 2			40,000	1,120	454						10,964				306						45,836				1,285						1,729	14	Chicago	do	0 02	2 15
do 18	Gov. Smith	1,547	240	42	23 4	14 8	14 8	34,713	972	685								6,672				186						33,328				934				685		1,619	13 6	do	do	0 02	1 20
do 19	W. J. Averill	1,425	265	36 7	25 5	15 1	15	64,500	1,806	615		279						7,090				198						27,623				774				615	279	1,668	14	do	do	0 02	1 40
do 23	W. A. Haskell	1,441	265	37	25 6	15 1	15 2	51,759	1,350									9,568				267						54,932				1,539						1,539	14	do	do	0 02	1 25
do 25	A. McVittie	1,553	240	42	23 4	14 7	14 8	30,850	864	364		364						9,814				275						41,945				1,175					364	1,539	14	do	do	0 02	2 35
do 28	H. R. James	1,553	240	42	23 4	15	15 10	43,400	1,215	759		759						5,465				153			15			25,386				711				744	251	1,706	14	do	do	0 02	1 45
do 29	J. R. Langdon	1,550	240	42	23 4	14 5	15 3	50,000	1,400	364		364						9,436				264						34,964				951				364	364	1,706	14	do	do	0 02	2 15
July 5	Gov. Smith	1,547	240	42	23 4	14 6	15 7	59,983	1,680	588		588						12,485				349						37,515				1,051					588	1,639	13 7	do	do	0 02	3 10
do 8	Wm. A. Haskell	1,441	265	37	25 6	15 3	15 3	55,240	1,548	304		304						10,486				294						49,497				1,386					304	1,690	14	do	do	0 02	2 45
do 12	A. McVittie	1,553	240	42	23 4	14 4	14 5	49,300	1,381	367		367						11,574				325						43,660				1,222					367	1,589	14	do	do	0 02	2 50
do 13	H. R. James	1,553	240	42	23 4	14 2	14 11	57,400	1,608	223								3,900				109						45,490				1,272						1,272	367	1,639	14	do	do	0 02	1 10
do 15	J. R. Langdon	1,550	240	42	23 4	13 5	15 3	43,000	1,204	223								3,784				106						53,616				1,502						1,502	223	1,725	14	do	do	0 02	1 40
do 19	F. H. Prince	1,548	240	42	23 4	14 10	14 10	39,000	840	320		320						6,672				186						36,329				1,018				320	298	1,626	13 7	do	do	0 02	1 30
do 19	Gov. Smith	1,547	240	42	23 4	13 9	15 4	43,000	1,204	529		524						5,663				140						24,997				709				520	524	1,744	14	do	do	0 02	1 30
do 22	W. J. Averill	1,425	265	37 7	25 5	14 10	15 4	43,000	1,204	320		320						6,059				169						36,950				1,035				320	340	1,695	14	do	do	0 02	1 30
do 27	A. McVittie	1,553	240	42	23 4	14 4	14 7	43,000	1,204	320		320						9,614				269						40,386				1,131					269	1,545	14	do	do	0 02	1 30
do 28	H. R. James	1,553	240	42	23 4	14 8	14 9	35,000	980	320		320						4,944				138						38,056				1,066				320	329	1,715	14	do	do	0 02	1 10
do 29	H. R. James	1,553	240	42	23 4	14 8	14 9	35,000	980	996								6,545				183						28,455				797					996	1,703	14	do	do	0 02	1 35
do 31	J. R. Langdon	1,550	240	42	23 4	14 5	14 10	43,000	1,204	320		320						9,614				268						32,769				918				320	320	1,656	13 6	do	do	0 02	1 55
Aug. 2	F. H. Prince	1,548	240	42	23 4	14 10	14 11	50,000	1,400									8,575				240						41,425				1,160						1,160	355	1,715	14	do	do	0 02	2 15
do 5	Gov. Smith	1,547	240	42	23 4	14 8	14 5	50,000	1,400									10,122				283						39,878				1,117						1,117	360	1,677	14	do	do	0 02	2 30
do 8	W. A. Haskell	1,441	265	37	25 6	15 3	15 3	27,500	770	541								11,755				329						15,745				441					479	1,461	13 11	do	do	0 02	3 10
do 13	A. McVittie	1,553	240	42	23 4	14 4	14 8	30,000	840	640		640						5,704				159						24,296				681				640	380	1,701	13 11	do	do	0 02	1 25
do 15	J. R. Langdon	1,550	240	42	23 4	14 11	15 4	65,000	1,820									15,662				438						49,338				1,382					217	1,599	13 6	do	do	0 02	4 50
do 16	H. R. James	1,553	240	42	23 4	14 2	15 5	65,000	1,820									8,371				234						56,629				1,586					115	1,701	13 11	do	do	0 02	2 00
do 16	F. H. Prince	1,548	240	42	23 4	14 6	15 6	65,000	1,820									10,360				290						54,640				1,530					194	1,724	14	do	do	0 02	2 20
do 27	Gov. Smith	1,547	240	42	23 4	15 1	15 5	50,000	1,400									12,831				359						37,169				1,041					627	1,668	14	do	do	0 02	3 20
do 29	W. J. Averill	1,425	265	37 7	25 5	15 1	15 3	50,883	1,425									10,854				304						40,029				1,121					402	1,523	14	do	do	0 02	2 30
do 30	W. A. Haskell	1,441	265	37	23 6	15 2	15 2	50,000	1,400									10,877				304						39,123				1,096					326	1,422	13 11	do	do	0 02	2 30
do 31	A. McVittie	1,553	240	42	23 4	14 8	15	50,000	1,400									9,134				256						40,866				1,145					536	1,681	14	do	do	0 02	2 00
Sept. 3	J. R. Langdon	1,550	240	42	23 4	14 4	15 6	50,000	1,400									13,256				370						36,764				1,030					535	1,565	13 7	do	do	0 02	3 20
do 3	Escanaba	918	201	35 6	20 1	15 1	15 1	48,000	1,440										6,070			182						41,030				1,238						1,238	14	do	do	0 02	1 45
do 6	H. R. James	1,553	240	42	23 4	15	15 6	65,000	1,820									12,490				349						52,510				1,471					235	1,706	14	do	do	0 02	4	
do 7	F. H. Prince	1,548	240	42	23 4	14 7	15 3	50,000	1,400									10,375				290						39,625				1,110					605	1,715	14	do	do	0 02	2 30
do 8	J. N. Glidden	1,111	221	35	19 3	14 9	15 3	54,019	1,513									8,846				248						45,173				1,265						1,265	14	do	do	0 02	2 15
do 11	Aragon	1,072	247	42 6	14 8	14 2	14 8	83,500	2,338									4,572				126						78,968				2,212						2,212	14	do	do	0 02	1 25
do 13	Gov. Smith	1,547	240	42	23 4	14 8	15 1	50,347	1,410	558								9,959				276						40,488				1,134				558		1,692	14	do	do	0 02	1 40
do 15	Wm. A. Haskell	1,441	265	37	25 6	14 11	15 1	50,000	1,400	410								9,450				264						40,550				1,136				410		1,546	14	do	do	0 02	2 30
do 17	A. McVittie	1,553	240	42	23 4	14 7	14 8	50,000	1,400	495								7,029				196						42,971				1,204				495		1,699	13 11	do	do	0 02	2 30
do 20	J. R. Langdon	1,550	240	42	23 4	14 5	15 4	50,000	1,400	593								12,572				352						37,428				1,048				593		1,641	13 7	do	do	0 02	4
do 21	H. R. James	1,553	240	42	23 4	15	15 1	55,040	1,540	463								9,950				278						45,050				1,262				463		1,725	14	do	do	0 02	3 05
do 22	J. J. Hill	787	170	30 9	17 1	14 5	14 2	42,500	1,190									2,015				57						40,485				1,133						1,133	14	do	Kingston	0 02	0 45
do 24	M. M. Drake	949	201	34 05	19	15 6	15 6	52,000	1,560									8,969				269						43,031				1,291						1,291	14	Duluth	Prescott	0 02	2 35
do 25	E. B. Hale	928	217	34 8	17 9	14 3	14 1			50,000	1,400							1,881

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 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896 and 1897.

Articles.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Cement and water lime												12	
Clay, lime and sand													28
Iron, pig							371			195	79	5	
do all other	7	15		418						1	1,766	2,020	7,564
Steel											394	542	375
Stone for cutting												200	
Apples	513	49	33					54		50	28	1,263	
Barley									600	258	959	240	
Corn	44,401	116,517	24,609	66,443	195,350	139,798	52,539	53,689	278,564	60,661	70,235	182,330	267,533
Flaxseed													3,293
Flour	2,874	2,934	6,140	3,865	6,841	3,065	3,324	2,874	5,514	16,503	30,916	11,964	1,029
Meal, all kinds	16	125	87	100	148	222	67	16		4	65		
Oats					320	479			9,761	175	1,654	12,373	6,847
Pease	11	608	362				390	524				3,020	2,078
Rye					1,284	1,120	64,978	9,119	3,669			8,323	8,435
Salt													216
Seeds, all kinds	42	33		12	3	2	2	75				20	
Tobacco, raw		25					1						51
Wheat	52,157	86,815	160,063	93,915	70,815	75,515	159,785	194,281	209,212	212,557	158,643	255,198	278,498
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	1
Lard and lard oil		22		54			100						
Pork	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	100,058	208,148	191,759	165,113	276,813	220,545	281,762	260,757	507,321	201,151	264,740	477,541	576,008
Class 4.													
Ashes	97	44	113	85	107	70	40	17	23	19	34	94	133
Crockery												5	

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.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1802.	1893.	1894.	1895.	1896.	1897.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.													
Furniture	5	6	9	2		1	2	1		2			1
Glass, all kinds				3		1	1					9	53
Molasses		28									100	167	9
Nails			1										
Oil	7	6	14		4	6					6	23	112
Paint		1									2		
Pitch and tar													
Rags												4	
Sugar			15									1	
Stone, wrought			12										
Turpentine													
Whisky, beer, and other spirits		8		3	20	26	105	6	1		101		46
Merchandise not enumerated	29	100	72	105	193	142	278	36	4	330	558	376	1,226
Total, Class 4	138	193	236	198	324	246	426	60	28	351	801	679	1,580
Class 5.													
Barrels, empty	128	6	88	40				1			1		
Hoops													257
Sawed lumber	19,945	18,707	7,001	5,175	6,118	3,579	3,908	1,678	667	683	1,117	657	478
Staves, pipe and barrel	856	332	184	139				8					4,716
do West India and pipe		287	131	1,623	270			200					
Timber, square, in vessels	639	1,330											
do in rafts	11,128	15,410	14,390	11,586	9,302		5,680	400				1,200	1,207
Woodenware	76	101	45	25		1				6			
Total, Class 5	32,772	36,173	21,839	18,588	15,690	3,580	9,588	2,327	667	689	1,118	1,857	6,658
Special Class.													
Coal													
Grand total	132,968	244,514	213,834	183,899	292,827	224,371	291,776	263,144	508,016	292,191	266,659	480,077	584,246

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 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896 and 1897.

Articles	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Class 3													
Bricks	44	66	3	187	84	252	469			1	24	15	70
Cement and water lime	117	498	1,740	1,177	823	62	2,380	1,570	3,169	2,281	1,859	1,686	837
Clay, lime and sand		1	134	95	3	8	206	240		253			4
Fish		1	95	1	80	26	7	426	465	512		11	10
Gypsum	13												
Iron railway	12,356	6,629	153	9,148	15,513	20,003	2,855	1,171	6,576	20		1,687	
do pig	23	10	368	573	250	20	112	74	25		56	28	6
do all other	290	76	1,997	297	290	584	595	387	543	114	1,831	727	559
Salt	1,574	5,609	4,197	3,599	4,216	7,440	4,391	2,034	995	843	932	822	25
Steel		1	423	3	3	1		269	426	248	528		
Stone for cutting	7					12		145				4	62
Flour						48			3				
Hay											124		
Meals				31						15			
Oats													
Potatoes			4										
Seeds, all kinds				24	215	100				33	25	99	121
Agricultural products not enumerated, vegetables	1			35	19		52			5	26		4
Hides and skins											26		
Horses					2							1	
Lard and lard oil	3		3			72		16			1		
Pork						33							
Wool			4			13	2	13					
All other articles not enumerated		6	4	77		1	2			10			
Total, Class 3	14,428	12,897	9,125	15,247	21,498	28,675	11,071	6,345	12,202	4,335	5,432	5,080	1,698
Class 4													
Ashes, pot and pearl	226	20				10	31	88					1
Crockery and earthenware	10	40	164	336	112	11	251	8	98	107	12	83	4
Dye woods, &c		1	4										
Furniture		9	1	1			1	3				.	2

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.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Con.													
Glass, all kinds	32	39	53	77	71	23	30	152	365	175	394	612	799
Manilla	.....	7	5	1	.....	.....	.....	.....	.....	11	.....	.....	.....
Molasses	.....	23	1	7	56	.....	.....	32	43	42	20	1	.....
Nails	205	389	147	578	736	453	560	276	472	500	1,149	409	129
Oil, in barrels	10	82	28	22	9	11	64	2	44	8	31	33	12
Paint	24	36	80	59	49	24	61	15	70	8	75	49	20
Pitch and tar	.....	5	1	.....	.....	13	22	15	26	152	67	60	20
Resin	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Soda, ash	164	975	1,116	1,196	766	554	377	352	68	94	84	74	249
Stone, wrought	.....	.....	.....	.....	.....	.....	.....	.....	14	.....	.....	17	25
Sugar	64	316	207	98	7	551	412	1,320	2,218	2,724	1,430	1,873	311
Tin	10	549	2,225	198	480	40	23	27	34	327	396	395	359
Turpentine	.....	1	1	1	1	2	.....	.....	.....	.....	.....	.....	.....
White lead	.....	3	4	2	4	19	3	6	35	2	7	10	5
Whiting	9	.....	7	.....	33	34	50	71	31	1	113	56	104
Whisky, beer, &c	259	174	287	228	124	350	294	220	26	53	77	51	93
Merchandise not enumerated	712	1,008	619	1,259	1,422	1,180	810	538	799	900	1,268	1,247	711
Total, Class 4	1,725	3,677	4,950	4,063	3,870	3,276	2,989	3,125	4,343	5,104	5,123	4,970	2,844
Class 5.													
Barrels, empty	.....	227	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....
Lumber, sawn, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Woodenware	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, Class 5	2	227	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....
Special Class.													
Coal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total	16,155	16,801	14,075	19,310	25,370	31,951	14,060	9,470	16,545	9,439	10,555	10,050	4,542

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 1885 to 1897, inclusive.

Articles.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks		41				4							845
Cement and water lime		31		4									
Fish			2				1		5	5			
Iron, railway											181		965
do all other		45			520	1	10	1	102		214		
Salt		1					494						
Steel				3				1				498	
Stone for cutting													
Apples													
Barley			1,709	2		6,519	8,113	6,433	16,751	28,095	7,904	11,128	14,173
Corn	63,229	93,503	83,431	102,974	147,045	180,842	127,494	131,222	198,777	105,329	100,512	175,094	169,057
Flour	124	7,591	11,780	8,563	5,017	9,204	6,802	11,018	6,588	17,795	10,169	16,224	7,237
Hay, pressed													301
Meal, all kinds		13,201	10,726	11,598	17,224	20,482	26,096	31,724	36,352	60,390	46,316	46,456	41,644
Oil cake										29			
Oats	882	4,790	12,050	26,510	27,492	27,030	52,823	36,935	23,870	27,621	16,442	16,137	14,969
Potatoes					1	1							
Rye				179					864			490	
Seeds, all kinds		236	44	48	151	135	256	50	16		14	78	299
Wheat	53,235	53,258	37,678	39,999	39,229	31,527	32,097	26,950	28,187	53,846	27,881	34,878	28,919
Agricultural products, vegetable		2	2			14	42						
Hides and skins, &c		414	170	39							8	41	23
Horses		1	2		1	1	3		2	4		3	3
Lard and lard oil, &c		13	14	19	32	30	10		1		6	1,348	1,444
Meats, other than pork		1	18	14	3	15	2	29			30		
Pork		106	108	19	21	88	73	1	52	56	87	390	243
Sheep													
Wool		1,125	86	18	452		1,237	70	80	1,484	1,536	900	197
Total, Class 3	117,470	174,359	157,820	189,989	237,188	275,893	255,553	244,434	311,647	294,654	211,300	303,665	280,319
Class 4.													
Agricultural implements			9										
Crockery and earthenware				1	1								
Furniture		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 1885 to 1897, inclusive — *Concluded*

Articles	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Class 4 —Con													
Glass, all kinds		2					1						
Nails		4								57			
Oil, in barrels		6	8				1				30	1,005	198
Paint						3		44					
Soda, ash													
Stone, wrought		38			2								
Sugar											59	165	31
White lead						1							
Whisky, beer and all other spirits		21	63	151	190	228	167	46	83		15		
Merchandise	2	824	469	1,453	1,679	1,822	1,865	1,331	1,693	2,976	7,656	3,990	3,591
Total, Class 4	2	916	573	1,635	1,902	2,075	2,041	1,421	1,782	3,033	7,762	5,160	3,820
Class 5													
Empty barrels									9			10	
Firewood in vessels												165	
Lumber, sawn, in vessels	44,668	43,776	29,845	28,333	55,074	38,030	45,504	54,173	68,985	62,905	41,974	75,515	68 280
Masts and spars, in vessels													403
Hoops													
Railway ties, in vessels											446		
Shingles	111	463		6	51				13				
Staves, barrel				82									
Timber, square, in vessels											500		1,040
Woodenware, &c		2	26	141	333	8	4	54				12	1
Total, Class 5	44,779	44,241	29,871	28,562	55,458	38,038	45,508	54,227	69,007	62,905	42,920	75 702	69,724
Special Class													
Coal	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	4,974	5,400	1,163	878	2,805	2,253	3,155	651	2,123	727	603	1,255	
Grand Total	167,225	224,916	189,427	221,064	297,353	318,259	306,257	300,733	384,559	361,319	262,585	385,782	353,863

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 1897

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 "Arabian'	1,230	718	512
do do	1,241	706	535
do do	1,205	676	529
do "Iowa"	405	47	358
do Sail "Melrose'	1,570	894	676
do do	1,560	885	675
do do "Selkirk'	1,512	852	660
do do "Winnipeg'	1,513	883	630
do do do	1,500	870	630
Total	11,736	6,531	5,205

Number of cargoes of wheat	9	
Quantity through Welland Canal to Kingston and Prescott	11,736	tons
do transhipped at Kingston and Prescott	6,531	do
do taken to Montreal in vessels in which it arrived at Kingston and Prescott	5,205	do

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 1897.

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 "Cuba'	686	306	380
do do	308		308
do do	336		336
do do	308		308
do do	336		336
do do	336		336
do "Lake Michigan'	365	143	222
do do "Melbourne'	336		336
do do	364		364
Total	3,375	449	2,926

Number of cargoes of corn	9	
Quantity through Welland Canal to Kingston and Prescott	3,375	tons
do transhipped at Kingston and Prescott	449	do
do taken to Montreal in vessels in which it arrived at Kingston and Prescott	2,926	do

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 1897.

	Number of Cargoes.	Total Number.
Wheat	9	
Corn	9	
Total		18
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal	11,736	
do corn do do	3,375	
Total through Welland Canal		15,111
Quantity of the above transhipped at Kingston and Prescott:—		
Wheat	6,531	
Corn	449	
Total transhipped		6,980
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston and Prescott:—		
Wheat	5,205	
Corn	2,926	
Total quantity to Montreal		8,131
Total		15,111

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 1897.

	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
	121	91,623	59	37,072	141	131,268	56	43,114	377	303,077
	Tons.		Tons.		Tons.		Tons.		Tons.	
Barley										
Corn		33,694		15,244		113,979		47,531		210,448
Oats		223				6,362		1,168		7,753
Pease						1,851				1,851
Rye		2,047		919		5,517				8,483
Wheat		121,762		55,376		78,193		31,246		286,577
Total		157,726		71,539		205.902		79,945		515,112

121 cargoes in Canadian steam vessels, total quantity ..... 157,726 tons.
59 do do sail do do ..... 71,539 do
141 do United States steam vessels, total quantity ..... 205,902 do
56 do do sail do ..... 79,945 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 1897

Summary		Tons.	Tons
Canadian steam vessels—121 cargoes of grain		157,726	
do sail do 59 do		71,539	
Total in Canadian vessels			229,265
United States steam vessels—141 cargoes of grain		205,902	
do sail do 56 do		79,945	
Total in United States vessels			285,847
Total in Canadian and United States vessels			515,112
Distributed as follows, viz —			
18 cargoes arrived at Kingston and Prescott in Canadian vessels, with an aggregate quantity of		15,111	
Transhipped at Kingston and Prescott		6,980	
Quantity taken to Montreal in vessels in which it arrived at Kingston and Prescott			8,131
Vessels arrived at Kingston and Prescott and discharged all their cargoes, as follows —			
162 cargoes in Canadian vessels	214,154		
197 do United States vessels	285,847		
Aggregate quantity discharged		500,001	
Quantity transhipped to Montreal		450,270	
Total quantity transhipped from Kingston and Prescott to Montreal			457,250
do remaining at Kingston and Prescott			49,731
Total			515,112

Q.—COMPARATIVE STATEMENT of the Quantity of Grain passed down the Welland Canal to Kingston and Prescott for the Seasons of Navigation in 1896 and 1897.

	1896.		1897.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston and Prescott in Canadian vessels	196	227,912	180	229,265
Quantity arrived at Kingston and Prescott in United States vessels	158	217,978	197	285,847
Total	354	445,890	377	515,112
Quantity transhipped at Kingston and Prescott in Canadian Vessels for Montreal	.....	378,257	.....	457,250
Quantity taken to Montreal in vessels in which it arrived at Kingston and Prescott	.....	8,982	.....	8,131
Quantity remaining at Kingston and Prescott	.....	58,651	.....	49,731
Total	.....	445,890	.....	515,112

7 vessels took their cargoes through to Montreal intact in 1897, against 3 in 1896.
11 vessels discharged part of their cargo in 1897, against 16 in 1896.
359 vessels discharged all their cargoes in 1897, against 335 in 1896.

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 Navagation in 1897.

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	134	63,632	8,186	81	974	2	1,504 46
do Lachine	3	54	31,297	3,124	1,357	770	....	678 66
do Valleyfield	2	6	3,068	99	310	87	...	48 44
Valleyfield to Lachine	1	186	21,841	2,502	1,056	212	6	155 63
Lachine to Montreal	1	329	64,031	17,364	782	337	.. .	544 92
Total	. ..	709	183,869	31,275	3,586	2,380	8	2,932 11

S —The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1897 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,?50	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
1897		4	165,143		1,277	9,799	176,223	35,244 60

NOTE—Tolls on soft coal passed down th 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, 1896 and 1897 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 1897, 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
1897	40	164,963	165,003	24,722 37

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 1886 to 1897 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
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 heading, 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
Wool			18
All other goods and merchandise not enumerated	105	34	1,435
Barrels, empty	40		133
Lumber, sawn	5,174	4,515	45,818
Staves and headings, barrel	15	7	
do pipe	124		
do West Indies	1,623	13	
do salt barrel	1	1	
Shingles			6
Timber, square, in vessels	11,586	33,669	
Woodenware	25		8
Total	183,899	113,801	238,467

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down 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 t 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 Dalhousie and Cornwall	Quantity passed down to United States ports
1892	Tons	Tons	Tons
Ashes, pot and pearl	17	2	
Apples.	54		
Barley			6,433
Corn.	53,689	7,637	131,222
Coal		14,839	651
Flour	2,874		11,018
Fish	9		
Furniture	1		7
Hides and skins	20		
Horses	2		
Iron, railway.		100	
do all other		765	1
Meal, all kinds	16		31,724
Meats, other than pork	94		29
Oats			36,935
Oil		7	
Pease	524		
Potatoes			1
Pork			44
Rye	9,119	273	
Salt		865	
Seeds, all kinds	75		50
Steel.			1
Stone for cutting		1,264	
Sugar			20
Wheat	194,281	5 373	26,950
Whisky, beer, spirits, &c	6	15	46
Wool.			70
Merchandise not enumerated	36	13	1,304
Barrels, empty	1		29
Lumber, sawn, in vessels	1,678	150	83,403
Square timber	440	42,768	440
Staves and headings, pipe	8	80	
do 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.

10—5*****

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
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, 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
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
do pig	79	1,994	
do 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 do			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 n 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	
do pig	5	1,559	
do all other	2,020	1,725	
Lard and l rd oil			1,348
Meal, all kinds		900	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 do	657	1,286	78,397
Shingles		94	40
Square timber in vessels		55,588	
do 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.—COMPARATIVE STATEMENT of the Quantities of Freight passed down the Welland Canal—*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
1897	Tons.	Tons	Tons
Agricultural products, vegetable			32
Ashes	133		
Barley			14,173
Bricks		739	845
Clay, lime and sand	38	430	
Coal		9,803	
Corn	*264,396	11,103	115,689
Flax seed	3,293	169	
Flour	1,029	211	7,237
Furniture	1	5	
Glass	53	9	
Hay, pressed			301
Horses	1	1	3
Hides and skins, &c			23
Iron, railway		6,241	965
pig		2,828	
all other	7,564	6,143	
Lard and lard oil			1,144
Meal, all kinds		699	41,644
Molasses	9		
Oats	*6,847	3,046	15,233
Oil, in barrels	112	51	198
Pease	*2,078	3	
Pork			243
Rye	8,435	48	
Salt	216		
Stone for cutting		330	
Seeds, all kinds			299
Steel	375	4,680	
Sugar			31
Spirits, beer, &c	46		
Tobacco	51		
Wheat	*278,498	†39,057	12,661
Wool			197
Merchandise, not enumerated	1,214	347	3,591
Firewood, in vessels		12	
Hoops	257	8	
Lumber sawn, in vessels	478	1,158	69,710
Masts "			403
" " rafts		5	
Railways ties, in vessels		999	
Split posts "		4	
Timber, square "	1,207	81,117	1,040
Staves and headings, salt barrel	4,716		
Woodenware			1
Total	581,047	169,246	285,963

* Of this quantity of corn 573 tons came down to Ogdensburg and Prescott in 1896, were stored there and transhipped to Montreal in 1897

* Of this quantity of oats, 50 tons came down to Prescott in 1896 and passed down to Montreal in 1897 and 170 tons passed through on St Catharines Reports, 136 tons of which passed down to Montreal

* Of this quantity of pease 230 tons were transhipped and passed through on St Catharines Reports

* Of this quantity of wheat 624 tons were transhipped and passed through on St Catharine Reports and 7,072 tons came down to Kingston and Prescott in 1896, and passed down to Montreal in 1897

† Of this quantity, 1,079 tons were transhipped and passed through on St Catharines Reports

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
1886	Tons	Tons	Tons
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
1889			
Barley			
Corn	195,350	11,200	147,045
† Oats	320		27,492
Pease			
Rye	1,284	634	
Wheat	70,815	7,241	39,229
Total grain	267,769	19,075	213,766
Other articles	25,158	111,509	99,808
Total	292,927	130,584	313,574

* There was no rebate on oats for 1887.

† There was no rebate on oats for 1888, or 1889

‡ 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
1890	Tons.	Tons	Tons
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	127,502	81,901
Total	235,972	144,301	327,833
1891			
Barley			8,113
Corn.	52,530	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
1893.			
Barley	600	1,110	16,751
Corn	278,564	5,752	156,776
Oats	9,761	1,090	20,313
Pease			
Rye	3,669	1	1
Wheat	209,212	17,602	29,117
Total grain	501,806	25,555	222,958
Other articles	6,210	68,182	170,790
Total	508,016	93,737	393,748

†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
1894	Tons	Tons	Tons
Barley	258		28,095
Corn	60,661	3,245	1 5,329
Oats	175	107	27,621
Pease			
Rye			
Wheat	212,557	13 349	42,934
Total grain	273,651	16,699	203,979
Other articles	18,540	63,982	169,091
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
1897			
Barley			14,173
Corn	264,396	11,103	115,689
Oats	6,847	3,046	15,233
Pease	2,078	3	
Rye	8,435	48	
Wheat	278,498	39,057	12,661
Total grain	‡560,254	53,257	157,756
Other articles	20,793	115,989	128 207
Total	581,047	169 246	285,963

*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

‡Of this quantity, 7,695 tons came down in 1896, and were transhipped to Montreal in 1897

CANAL

COMPARATIVE STATEMENT for years

	January	February	March	April	May
	$ cts	$ cts	$ cts	$ cts	$ cts
Welland Canal, 1896	10 00			6,793 42	31,815 72
do 1897			11 98	9,217 52	20,735 71
Increase			11 98	2,424 10	
Decrease	10 00				11,080 01
St Lawrence Canals, 1896	45 00			673 41	12,404 26
do 1897		150 00		374 61	11,955 97
Increase		150 00			
Decrease	45 00			298 80	448 29
Chambly Canal, 1896				3 71	3,867 66
do 1897				18 07	3 995 00
Increase				14 36	127 34
Decrease					
Ottawa Canals, 1896				214 53	5,594 19
do 1897				1,107 28	5,661 67
Increase				892 75	67 48
Decrease					
Rideau Canal, 1896					972 34
do 1897					580 11
Increase					
Decrease					392 23
St Peters Canal, 1896	6 72		1 24	111 15	346 90
do 1897	78		17 18	30 44	215 57
Increase			15 94		
Decrease	5 94			80 71	131 33
Trent Valley Canals, 1896				37 39	129 87
do 1897			25	38 22	76 69
Increase			25	83	
Decrease					53 18
Murray Canal, 1896				10 76	65 33
do 1897				1 79	71 81
Increase					6 48
Decrease				8 97	
Sault Ste Marie Canal, 1896					
do 1897					
Increase					
Decrease					
Total increase		150 00	28 17	2,943 56	
Total decrease	60 94				11,903 74

DEPARTMENT OF RAILWAYS AND CANALS
OTTAWA, 15th October, 1898

Department of Railways and Canals.

REVENUE.

ended 31st December, 1896 and 1897.

June	July	August	September	October	November.	December	Total
$ cts	$ cts	$ cts	$ cts	$ cts.	$ cts	$ cts	$ cts
21,976 30	23,219 71	32,789 47	27,803 99	28,309 10	19,903 30	2,462 32	195,083 33
20,598 37	27,907 44	26,773 32	31,104 78	26,720 52	21,125 73	4,455 86	188,651 23
	4,687 73		3,300 79		1,222 43	1,993 54	
1,377 93		6,016 15		1,588 58			6,432 10
12,872 88	13,722 58	13,047 00	12,831 32	14,238 48	8,976 73	53 86	88,865 52
12,749 37	13,302 41	13,392 10	13,235 20	12,764 42	11,575 80	188 50	89,688 38
		345 10	403 88		2.599 07	134 64	
123 51	420 17			1,474 06			822 86
4,107 45	4,446 08	3,555 09	2,633 83	3 561 17	1,980 30	0 25	24,155 74
4,179 83	4,035 68	3,358 46	3,174 93	2,606 66	1,939 90		23,308 53
72 38			541 10				
	410 40	196 63		954 51	40 60	0 25	847 21
5,912 36	5,541 65	4,333 95	3,834 09	3,246 53	1,837 26		30,514 56
7,846 53	5,959 58	4,566 18	3,688 72	2,607 22	2,603 10		34,040 28
1,934 17	417 93	232 23			765 84		3,525 72
			145 37	639 31			
1,099 69	992 46	832 86	557 24	410 84	297 53		5,162 96
868 14	1,308 82	1,408 85	1,020 23	891 21	247 41	0 32	6,325 09
	316 36	575 99	462 99	480 37		0 32	1,162 13
231 55					50 12		
358 26	378 64	417 59	416 76	428 96	336 26	1,908 88	4,711 36
391 63	422 98	361 49	468 54	423 10	335 21	189 78	2,856 70
33 37	44 34		51 78				
		56 10		5 86	1 05	1,719 10	1,854 66
159 46	182 08	181 98	117 92	87 35	56 47		952 52
160 67	285 30	238 98	189 33	175 61	68 60		1,233 65
1 21	103 22	57 00	71 41	88 26	12 13		281 13
80 06	101 62	133 13	87 76	57 97	67 66	0 75	605 04
73 30	115 15	148 52	93 79	79 97	70 68		655 01
	13 53	15 39	6 03	22 00	3 02	....	49 97
6 76						0 75	
	10 00						10 00
	10 00						10 00
301 38	4,742 54		4,692 61		4,510 72	408 40	
		5,043 17		4,071 69			3,302 16

Total for year 1896 350,061 03

Total for year 1897 346.758 87

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, 1896 and 1897

	Vegetable Food								Lumber	Total
	Flour	Wheat	Corn	Barley	Oats	Rye	Buck wheat	All Others		
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Welland Canal, 1896	42,425	320,563	320,444	11 36[illegible]	28,178	9 409		56,591	83,995	872,973
do 1897	9,065	324,743	390,615	14,173	25,161	8,483		44,674	72,270	889,184
Increase		4,180	70,171	2,805						16,211
Decrease	33,360				3,017	926		11,917	11,725	
St Lawrence Canals, 1896	15,605	267,845	200,971	3,925	31,535	9,795	4,118	51,197	41,644	626,635
do 1897	3,951	322,937	272,541	4,800	58,169	22,832	6,537	43,365	32,796	767,928
Increase		55,092	71,570	875	26,634	13,037	2,419			141,293
Decrease	11,654							7,832	8,848	
Chambly Canal, 1896	571			59	1,621			1,682	76,411	80 344
do 1897	552				2,666			313	53,838	57,369
Increase					1,045					
Decrease	19			59				1,369	22,573	22,975
Ottawa Canals, 1896	10	275		36	630	2	3	384	362,170	363,510
do 1897	7			5	1,623	8	189	417	399,583	401 832
Increase					993	6	186	33	37,413	38,322
Decrease	3	275		31						
Rideau Canal, 1896	396	1,550	6		20	4	101	266	28,700	31,013
do 1897	518	625	155	6	448	5	153	150	32,029	34,089
Increase	122		149	6	428	1	52		3,329	3,046
Decrease		925						116		

St Peter's Canal, 1896	2,533								6,332	8,865
do 1897	2,846	68	25	39	1,256			2 534	5,434	12,202
Increase	313	68	25	39	1,256			2,534		3,337
Decrease									898	
Trent Valley Canals, 1896		64							2,427	2,491
do 1897	20	49			8			31	1,807	1,915
Increase	20				8			31		
Decrease		15							620	576
Murray Canal, 1896			1	180		266	232	1,702	996	3,377
do 1897		243		65	43	340	70	1,268	143	2,472
Increase		243			43	74				
Decrease			1	115			162	434	553	905
Sault Ste Marie Canal, 1896	199,792	579,427	6,175	39,093	42,744	10,388		17,390	46,879	941,888
do *1897	121,526	537,775	7,213	15,991	15,277	5,698		21,629	13,015	738,124
Increase			1,038					4,239		
Decrease	78,266	41,652		23,102	27 467	4,690			33,864	203,764
Total increase		16,716	142,952			7,502	2,495			
Total decrease	122 847			19,582	77			14,831	38,339	26,011
Total for Year 1896										2,931 126
do 1897										2,905,115

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898

RICHARD DEVLIN,
Compiler of 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 1897.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl		36						97		133	133		26 60	26 60
Apples	15	227							15	227	242	2 25	5 68	7 93
Agricultural products not enumerated, vegetables	22		2					32	24	32	56	3 08	6 40	9 48
Agricultural products not enumerated, animal														
Agricultural implements	1								1		1	15		0 15
Barley						14,173				14,173	14,173		1,417 30	1,417 30
Bricks	63	4				845		739	63	1,588	1,651	4 87	317 33	322 20
Bones														
Brimstone														
Buckwheat														
Cement and water lime	31	384							31	384	415	1 71	38 40	40 11
Clay, lime and sand								718		718	718		99 85	99 85
Coal	3	4			165,143		1,277	9,799	166,423	9,803	176,226	33,284 08	1,960 60	35,244 68
Corn		224				169,057		221,334		390,615	390,615		39,061 50	39,061 50
Cattle		4								4	4		10	0 10
Cotton (raw)														
Crockery and earthenware	17		16		111				144		144	21 60		21 60
Dye wood and dye stuffs														
Fish					55				55		55	8 25		8 25
Flax and hemp					1,041				1,041		1,041	156 15		156 15
Flour	40	548				7,237		1,240	40	9,025	9,065	75	1,709 15	1,709 90
Furniture	1		9					6	10	6	16	1 60	1 20	2 80
Gypsum														
Glass (all kinds)	45	60	1		1			2	47	62	109	7 05	12 40	19 45
Hay (pressed)						301				301	301		60 20	60 20
Hogs														
Horses	19	16			5	3		2	24	21	45	1 39	1 47	2 86

Hides and skins, horns and hoofs					13	23		13	23	36	1 95	4 60	6 55
Ice													
Iron, railway						965	6,241		7,206	7,206		1,441 20	1,441 20
do pig	24						2,828	24	2,828	2,852	45	565 60	566 05
do all other	421	17			15		13,707	436	13,724	14,160	13 32	2,741 72	2,755 04
Iron ore													
Kryolite chemical ore and other ore, except iron													
Lard and lard oil						1,444			1,444	1,444		288 80	288 80
Meal, all kinds						41,644	699		42,343	42,343		8,468 60	8,468 60
Meats, other than pork	3							3		3	45		0 45
Marble													
Manilla	1							1		1	15		0 15
Molasses	5				78		9	83	9	92	12 45	1 80	14 25
Nails	42		4					46		46	5 20		5 20
Oats	34	345				14,969	9,813	34	25,127	25,161	1 70	2,519 07	2,520 77
Oil (in barrels)	46				55	198	163	101	361	462	15 15	72 20	87 35
Oil cake													
Pease		230	1				1,851	1	2,081	2,082	15	208 10	208 25
Potatoes	7							7		7	53		0 53
Pork	2					243		2	243	245	30	48 60	48 90
Paint	9							9		9	83		0 83
Pitch and tar	1							1		1	15		0 15
Rags													
Rye		364					8,119		8,483	8,483		848 30	848 30
Flax seed	2	17					3,445	2	3,462	3,464	30	346 20	346 50
Rosin													
Salt	11	72					144	11	216	227	80	43 20	44 00
Stone intended for cutting							330		330	330		66 00	66 00
do wrought													
do not suitable for cutting, unwrought	233	150						233	150	383	14 55	7 50	22 05
Seeds, all kinds	6				17	299		23	299	322	3 45	59 80	63 25
Sheep													
Soda ash													
Steel	5						5,055	5	5,055	5,060	0 75	1,011 00	1,011 75
Sugar	94		10		5,658	31		5,762	31	5,793	858 27	6 20	864 47
Spirits, beer, &c	60	26	4		38		20	102	46	148	15 30	9 20	24 50
Tobacco (raw)							51		51	51		10 20	10 20
Tallow	1				284			285		285	42 75		42 75
Tin	1				17			18		18	2 70		2 70
Turpentine													
Wheat	1,065	143,243	685	348		28,919	150,483	1,750	322,993	324,743	167 19	32,282 20	32,449 39
White lead													
Whiting													
Wool						197			197	197		39 40	39 40
All other goods and merchandise not enumerated	2,104	2,234	70	235	38,277	3,591	711	40,451	6,771	47,222	5,858 67	1,079 06	6,937 73
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	21								21		21	3 98		3 98
Boat knees														
Floats														
Firewood, in vessels	174	13,293	1,155	405					1,329	13,698	15,027	19 24	588 17	607 41
do in rafts														
Hoops		144						121		265	265		66 25	66 25
Hoop poles														
Lumber, sawn, in vessels		1,206		1,430		68,280		1,354		72,270	72,270		12,940 30	12,940 30
do in rafts														
Masts, spars and telegraph poles, in vessels						403				403	403		60 45	60 45
Masts, spars and telegraph poles, in rafts		14								14	14		2 58	2 58
Railway ties, in vessels		999								999	999		159 61	159 61
do in rafts	47								47		47	1 32		1 32
Saw logs	739	1,518	175	2,100					914	3,618	4,532	34 94	128 21	163 15
Staves and headings, barrel		1,845						3,046		4,891	4,891		226 26	226 26
do pipe														
do West India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels		4								4	4		1 60	1 60
Split posts and fence rails, in rafts														
Timber, square, in vessels		8,252				1,040		74,073		83,365	83,365		12,497 99	12,497 99
do in rafts														
Traverses														
Woodenware and wood partly manufactured	2				23	1			25	1	26	10 00	40	10 40
Total freight paying tolls	5,417	175,480	2,132	4,518	210,831	353,863	1,277	516,232	219,657	1,050,093	1,269,750	40,579 92	123,558 55	164,138 47

Articles having paid full Tolls on the St. Lawrence Canals, free :—											
Agricultural products vegetable	4								4		4
Ashes			1						1		1
Bricks	3		67						70		70
Cement and water lime	395		442						837		837
Clay, lime and sand			4						4		4
Crockery and earthenware	4								4		4
Fish			10						10		10
Furniture			2						2		2
Glass, all kinds	17		782						799		799
Iron, Pig			6						6		6
do all other	48		511						559		559
Nails	2		127						129		129
Oils	3		9						12		12
Paint	5		15						20		20
Pitch and tar	19		1						20		20
Salt			25						25		25
Seeds, all kinds	3		118						121		121
Soda, ash	56		193						249		249
Stone, for cutting			62						62		62
do wrought	25								25		25
Sugar	115		196						311		311
Tin	3		356						359		359
Whisky, &c	4		89						93		93
White lead			5						5		5
Whiting	80		24						104		104
Merchandise	275		436						711		711
Grand total freight	6,478	175,480	5,613	4,518	210,831	353,863	1,277	516,232	224,199	1,050,093	1,274,292

Total tolls on vessels	11,839 81	12,053 09	23,892 90
do passengers	191 00	209 80	400 80
do free goods $681.30			
Total tolls	52,610 73	135,821 44	188,432 17
Fines			157 00
*Damages			
Harbour Dues			62 06
Total revenue, exclusive of hydraulic rents	52,610 73	135,821 44	188,651 23

*Amount of damages not included in above, $16,602.10.

RICHARD DEVLIN,
Compiler of Canal Statistics.

Department of Railways and Canals,
Ottawa, 15th October, 1898.

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 1897.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												$ cts.	$ cts.	$ cts.
Ashes, pot and pearl		36						97		133	133		26 60	26 60
Apples	15								15		15	2 25		2 25
Agricultural products not enumerated, vegetables	18		2					32	20	32	52	3 00	6 40	9 40
Agricultural products not enumerated, animal														
Agricultural implements	1								1		1	0 15		0 15
Barley						14,173				14,173	14,173		1,417 30	1,417 30
Bricks	28					845		739	28	1,584	1,612	4 20	316 80	321 00
Bones														
Brimstone														
Buckwheat														
Cement and water lime														
Clay, lime and sand								468		468	468		93 60	93 60
Coal		4			165,143		1,277	9,799	166,420	9,803	176,223	33,284 00	1,960 60	35,244 60
Corn		224				169,057		221,334		390,615	390,615		39,061 50	39,061 50
Cattle														
Cotton (raw)														
Crockery and earthenware	17		16		111				144		144	21 60		21 60
Dye wood and dye stuffs														
Fish					55				55		55	8 25		8 25
Flax and hemp					1,041				1,041		1,041	156 15		156 15
Flour						7,237		1,240		8,477	8,477		1,695 40	1,659 40
Furniture			9					6	9	6	15	1 35	1 20	2 55
Gypsum														
Glass (all kinds)	45	60	1		1			2	47	62	109	7 05	12 40	19 45
Hay (pressed)						301				301	301		60 20	60 20
Hogs														
Horses	2				5	3		2	7	5	12	1 05	1 00	2 05

Hides and skins, horns and hoofs					13	23			13	23	36	1 95	4 60	6 55
Ice														
Iron, railway						965		6,241		7,206	7,206		1,441 20	1,441 20
do pig								2,828		2,828	2,828		565 60	565 60
do all other	24				15			13,707	39	13,707	13,746	5 85	2,741 40	2,747 25
Iron ore														
Kryolite chemical ore and other ore, except iron														
Lard and lard oil						1,444				1,444	1,444		288 80	288 80
Meal, all kinds						41,641		699		42,343	42,343		8,468 60	8,468 60
Meats, other than pork	3								3		3	0 45		0 45
Marble														
Manilla	1								1		1	0 15		0 15
Molasses	5				78			9	83	9	92	12 45	1 80	14 25
Nails	29		4						33		33	4 95		4 95
Oats		124				14,969		9,813		24,906	24,906		2,490 60	2,490 60
Oil (in barrels)	46				55	198		163	101	361	462	15 15	72 20	87 35
Oil cake														
Pease			1					1,851	1	1,851	1,852	0 15	185 10	185 25
Potatoes														
Pork	2					243			2	243	245	0 30	48 60	48 90
Paint	5								5		5	0 75		0 75
Pitch and tar	1								1		1	0 15		0 15
Rags														
Rye		364						8,119		8,483	8,483		848 30	848 30
Flax seed	2	17						3,445	2	3,462	3,464	0 30	346 20	346 50
Rosin														
Salt	1	72						144	1	216	217	0 15	43 20	43 35
Stone, intended for cutting								330		330	330		66 00	66 00
do wrought														
do not suitable for cutting, unwrought														
Seeds, all kinds	6				17	299			23	299	322	3 45	59 80	63 25
Sheep														
Soda ash														
Steel	5							5,055	5	5,055	5,060	0 75	1,011 00	1,011 75
Sugar	48		10		5,658	31			5,716	31	5,747	857 40	6 20	863 60
Spirits, beer, &c	60	26	4		38			20	102	46	148	15 30	9 20	24 50
Tobacco (raw)								51		51	51		10 20	10 20
Tallow	1				284				285		285	42 75		42 75
Tin	1				17				18		18	2 70		2 70
Turpentine														
Wheat	3	141,691	685	348		28,919		150,483	688	321,441	322,129	103 20	32,144 10	32,247 30
White lead														
Whiting														
Wool						197				197	197		39 40	39 40
All other goods and merchandise not enumerated	448	850	70		38,277	3,591		711	38,795	5,152	43,947	5,819 25	1,030 40	6,849 65
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	21								21		21	3 98		3 98
Boat knees														
Floats														
Firewood, in vessels		12								12	12		0 80	0 80
do rafts														
Hoops		144						121		265	265		66 25	66 25
Hop poles														
Lumber, sawn, in vessels		282		1,430		68,280		1,354		71,346	71,346		12,836 42	12,836 42
do do rafts														
Masts, spars and telegraph poles, in vessels						403				403	403		60 45	60 45
Masts, spars and telegraph poles, in rafts		5								5	5		1 00	1 00
Railway ties, in vessels		999								999	999		159 61	159 61
do rafts														
Saw logs														
Staves and headings, barrel														
do do pipe														
do do West India														
Staves, salt barrel		1,670						3,046		4,716	4,716		223 46	223 46
Shingles														
Split posts and fence rails, in vessels		4								4	4		1 60	1 60
Split posts and fence rails, in rafts														
Timber, square, in vessels		8,251				1,040		74,073		83,364	83,364		12,497 74	12,497 74
do do rafts														
Traverses														
Woodenware and wood partly manufactured	2				23	1			25	1	26	10 60	40	10 40
Total through freight paying tolls	840	154,835	802	1,778	210,831	353,863	1,277	515,982	213,750	1,026,458	1,240,208	40,390 58	122,423 23	162,813 81

Articles having paid full tolls on the St. Lawrence Canals, free:—														
Agricultural products, vegetable	4								4		4			
Ashes			1						1		1			
Bricks	3		67						70		70			
Cement and water lime	395		442						837		837			
Clay, lime and sand			4						4		4			
Crockery and earthenware	4								4		4			
Fish			10						10		10			
Furniture			2						2		2			
Glass, all kinds	17		782						799		799			
Iron, pig			6						6		6			
do all other	48		511						559		559			
Nails	2		127						129		129			
Oils	3		9						12		12			
Paint	5		15						20		20			
Pitch and tar	19		1						20		20			
Salt			25						25		25			
Seeds, all kinds	3		118						121		121			
Soda ash	56		193						249		249			
Stone, for cutting			62						62		62			
do wrought	25								25		25			
Sugar	115		196						311		311			
Tin	3		356						359		359			
Whisky, etc	4		89						93		93			
White lead			5						5		5			
Whiting	80		24						104		104			
Merchandise	275		436						711		711			
Grand total through freight	1,901	154,835	4,283	1,778	210,831	353,863	1,277	515,982	218,292	1,026,458	1,244,750			
Total through tolls on vessels												11,557 26	11,730 51	23,287 77
do passengers												33 75	42 90	76 65
do free goods											$ 681 30			
Total through tolls												51,981 59	134,196 64	186,178 23

RICHARD DEVLIN,
Compiler of Canal Statistics.

Department of Railways and Canals,
Ottawa, 15th October, 1898.

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 1897.

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		227								227	227		5 68	5 68
Agricultural products not enumerated, vegetables	4								4		4	0 08		0 08
Agricultural products not enumerated, animal														
Agricultural implements														
Barley														
Bricks	35	4							35	4	39	0 67	0 53	1 20
Bones														
Brimstone														
Buckwheat														
Cement and water lime	31	384							31	384	415	1 71	38 40	40 11
Clay, lime and sand								250		250	250		6 25	6 25
Coal	3								3		3	0 08		0 08
Corn														
Cattle		4								4	4		0 10	0 10
Cotton (raw)														
Crockery and earthenware														
Dye wood and dye stuffs														
Fish														
Flax and hemp														
Flour	40	548							40	548	588	75	13 75	14 50
Furniture	1								1		1	25		0 25
Gypsum														
Glass (all kinds)														
Hay (pressed														
Hogs														
Horses	17	16							17	16	33	34	0 47	0 81

| | | |

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														
Boat knees														
Floats														
Firewood in vessels	174	13,281	1,155	405					1,329	13,686	15,015	19 24	587 37	606 61
do in rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels		924								924	924		103 88	103 88
do in rafts														
Masts, spars, and telegraph poles, in vessels														
Masts, spars, and telegraph poles, in rafts		9								9	9		1 58	1 58
Railway ties, in vessels														
do in rafts														
Saw logs	739	1,518	175	2,100					914	3,618	4,532	34 94	128 21	163 15
Staves and headings, barrel														
do pipe														
do West India														
Staves, salt barrel		175								175	175		2 80	2 80
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		1								1	1		25	0 25
do in rafts	47								47		47	1 32		1 32
Traverses														

Woodenware and wood partly manufactured														
Total way freight paying tolls	4,577	20,645	1,330	2,740				250	5,907	23,635	29,542	189 34	1,135 32	1,324 66
Total way tolls on vessels												282 55	322 58	605 13
do passengers												157 25	166 90	324 15
Total way tolls												629 14	1,624 80	2,253 94

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898.

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 1897

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		30	1						1	30	31	0 20	6 00	6 20
Apples	19	3,770							19	3,770	3,789	2 34	555 34	557 68
Agricultural products not enumerated, vegetables	369	1,009							369	1,009	1,378	43 24	151 13	194 37
Agricultural products not enumerated, animal	537	1,836		221			1	1,159	538	3,216	3,754	25 15	439 77	464 92
Agricultural implements	56	5							56	5	61	7 76	0 50	8 26
Barley		4,880								4,880	4,880		386 33	386 33
Bricks	6,593	87	120				31	8	6 744	95	6,839	325 79	14 25	340 04
Bones		24		240						264	264		21 60	21 60
Brimstone	768								768		768	64 81		64 81
Buckwheat	49	6,488							49	6,488	6,53	1 24	242 47	243 71
Cement and water lime	6,294	148	553			220			6,847	368	7,215	616 71	22 64	639 35
Clay, lime and sand	10,285	11,604	4	450			2,010	353	12,299	12 40	24,70	468 2	585 79	1,054 02
Coal		22,394		10		108		153,685		176,197	176,197		25,422 32	25,422 32
Corn	699	1,973						2 286	699	4,259	4,958	17 5	383 45	401 00
Cattle	27	303							27	303	330	1 60	21 39	22 99
Cotton (raw)	2	4							2	4	6	0 15	0 30	0 45
Crockery and earthenware	86	5							86	5	91	15 65	1 00	16 65
Dye wood and dye stuffs	24	3					27		51	3	54	5 55	0 60	6 15
Fish	104	30	3						107	30	137	9 08	1 15	10 23
Flax and hemp		67								67	67		6 70	6 70
Flour	891	2,031							891	2,031	2,922	54 83	231 95	286 78
Furniture	326	992	3						329	992	1,321	59 80	143 03	202 83
Gypsum	1,098	2							1,098	2	1,100	13 74	0 12	13 86
Glass (all kinds)	1,012	57	657						1,669	57	1,726	330 63	7 55	338 18
Hay (pressed)	148	452							148	452	600	5 72	28 21	33 93
Hogs		4								4	4		0 31	0 31
Horses	184	348							184	348	532	8 77	22 17	30 94
Hides and skins, horns and hoofs	6	8						..	6	8	14	0 90	1 20	2 10
Ice														....

Iron (railway)	197	181						3	197	184	381	29 48	7 28	36 76
do (pig)	930	871	6						936	871	1,807	86 87	130 54	217 41
do (all other)	6,154	1,918	576	47			1,569		8,296	1,965	10,264	734 48	91 70	826 18
do (ore)														
Kryolite, chemical ore and other ore, except iron														
Lard and lard oil	38	162							38	162	200	4 53	20 95	25 48
Meal, all kinds	81	484							81	484	565	4 82	37 76	42 58
Meats, other than pork	5								5		5	0 45		0 45
Marble	2								2		2	0 20		0 20
Manilla	14								14		14	2 80		2 80
Molasses	1,262	142					880		2,062	142	2,204	138 13	7 10	145 23
Nails	717	594	128						845	594	1,439	164 86	30 60	195 46
Oats	1,383	49,939							1,383	49,939	51,322	34 69	1,985 83	2,020 52
Oil (in barrels)	462	421	10				45		517	421	938	85 09	69 65	154 74
Oil cake	2	38							2	38	40	0 12	2 89	3 01
Pease	404	36,509							404	36,509	36,913	10 11	1,738 49	1,748 60
Potatoes		20								20	20		1 46	1 46
Pork	231	141							231	141	372	23 06	14 77	37 83
Paint	219	121	17				57	10	293	131	424	48 49	9 55	58 04
Pitch and tar	78	16	1				185		264	16	280	24 66	0 80	25 46
Rags	128	65	6	44			18		152	109	261	19 78	18 60	38 38
Rye		14,397								14,397	14,397		750 96	750 96
Flax seed														
Rosin	10	17					2,069		2,079	17	2,096	126 69	0 85	127 54
Salt	2,897	53	25				16		2,938	53	2,991	341 64	2 00	343 64
Stone intended for cutting	170		62				264		496		496	35 92		35 92
do wrought	345	4					147		492	4	496	28 35	0 20	28 55
do not suitable for cutting, unwrought	942	76							942	76	1,018	18 60	1 50	20 10
Seeds, all kinds	798	310	121						919	310	1,229	69 96	25 62	95 58
Sheep		199								199	199		14 98	14 98
Soda ash	696	11	193				30		919	11	930	178 26	0 55	178 81
Steel	381	183						1,142	381	1,325	1,706	53 01	103 83	156 84
Sugar	4,441	65	356						4,797	65	4,862	930 65	3 40	934 05
Spirits, beer, &c	321	101	65						386	101	487	63 59	18 40	81 99
Tobacco (raw)														
Tallow	30	17							30	17	47	3 72	2 33	6 05
Tin	904	12	356						1,260	12	1,272	250 60	1 05	251 65
Turpentine	1	18					63		64	18	82	3 25	0 90	4 15
Wheat	924	40,118						3,397	924	43,515	44,439	23 11	1,937 45	1,960 56
White lead	109		5						114		114	22 44		22 44
Whiting	403		24						427		427	85 15		85 15
Wool		31								31	31		4 65	4 65
All other goods and merchandise not enumerated	6,353	3,216	574	3	128	431	467	46	7,522	3,696	11,218	1,117 05	577 63	1,694 68
Bark														
Barrels, empty	90	32	1						91	32	123	9 37	2 87	12 24
Boat knees														
Floats	70	2,325							70	2,325	2,395	1 58	40 39	41 97

No. (A) 4 —STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, &c.—*Concluded.*

Articles	From Canadian to Canadian Ports		From Canadian to United States Ports		From United States to United States Ports		From United States to Canadian Ports		Tons		Total Tons	Amount of Tolls, Up	Amount of Tolls, Down	Total Amount of Tolls
	Up	Down	Up	Down	Up	Down	Up	Down	Up.	Down				
												$ cts	$ cts	$ cts
Firewood, in vessels	5,031	6,767							5,031	6 767	11,798	83 85	130 41	214 26
do in rafts		102								102	102		2 13	2 13
Hoops														
Hop poles		17								17	17		1 00	1 00
Lumber, sawn, in vessels	16,097	14,141	250	247				337	16,347	14,725	31,072	407 26	898 75	1,306 01
do in rafts	7	656							7	656	663	0 30	29 49	29 79
Masts, spars and telegraph poles, in vessels	100	14,821							100	14,821	14,921	2 50	369 70	372 20
Masts, spars and telegraph poles, in rafts														
Railway ties, in vessels	35								35		35	0 69		0 69
do in rafts														
Saw logs		15,189								15,189	15,189		347 12	347 12
Staves and headings, barrel														
do pipe														
do W India														
Staves, salt barrel														
Shingles	1	9							1	9	10	0 19	1 98	2 17
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	1,000	670							1,000	670	1,670	35 63	8 50	44 13
do in rafts	588	5,435							588	5,435	6,023	15 70	188 25	203 95
Traverses		2,319								2,319	2,319		14 40	14 40
Woodenware and wood partly manufactured	62	4							62	4	66	20 70	0 70	21 40
Total freight paying tolls	84,692	271,491	4,117	1,262	128	759	7,799	162,426	96,736	435,938	532,674	7,422 02	38,347 23	45,769 25
Free articles having paid full tolls on the Welland Canal														
Ashes		46						87		133	133			
Clay, lime and sand								38		38	38			
Corn		197,318						70,265		267,583	267,583			
Flax Seed		2,453						840		3,293	3,293			
Flour		221						808		10,029	10,029			
Furniture								1		1	1			
Glass		53								53	53			

Horses							1		1	1	
Iron (all other)		2,793					4,771		7,564	7,564	
Merchandise		865					361		1,226	1,226	
Molasses							9		9	9	
Oats		6,422					425		6,847	6,847	
Oils							112		112	112	
Pease		2,078							2,078	2,078	
Rye		7,908					527		8,435	8,435	
Salt							216		216	216	
Steel		336					39		375	375	
Tobacco		19					32		51	51	
Wheat		244,357		547			33,594		278,498	278,498	
Whisky		26					20		46	46	
Hoops		159					98		257	257	
Lumber, sawn, in vessels		132					346		478	478	
Staves, &c , barrel		1,667					3,049		4,716	4,716	
Timber, square, in rafts		1,207							1,207	1,207	
Coal, free, per Order in Council	65,531		374			25,180		91,085		91,085	
Free articles for canal construction, O C , 1884											
Cement, &c		2,127							2,127	2,127	
Clay, lime and sand	150	10						150	10	160	
Coal		271					5,366		5,637	5,637	
Merchandise		110							110	110	
Stone wrought	100	13,514						100	13,514	13,614	
Stone unwrought (not suitable for cutting)	90							90		90	
Lumber, sawn, in vessels		227							227	227	
Timber, square do		937							937	937	
Railway ties do		457							457	457	
Split posts, &c do		1							1	1	
Grand total, freight	150,563	757,205	4,491	1,809	128	759	32,979	283,431	188,161	1,043,204	1,231,365

Total tolls on vessels		12,360 01	10,067 31	22,427 32
do passengers		662 18	1,859 34	2,521 52
do free goods	$64,899 58			
Total tolls		20,444 21	50,273 88	70,718 09
Fines				67 00
*Damages				
Wharfage and storage				2,751 22
Other receipts				16,152 07
Total revenue, exclusive of hydraulic rents				89,688 38

*Amount of damages not included in above, $398 03

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898.

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 of 1897.

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		30	1						1	30	31	0 20	6 00	6 20
Apples	11	3,661							11	3,661	3,672	1 65	549 15	550 80
Agricultural products, not enumerated, vegetables	228	1 006							228	1,006	1,234	34 50	150 90	185 40
Agricultural products, not enumerated, animal	5	1,543					1,159		5	2,702	2,707	0 75	405 30	406 05
Agricultural implements														
Barley		3,524								3,524	3,524		352 40	352 40
Bricks	385	87	120				8		505	95	600	75 75	14 25	90 00
Bones		2								2	2		0 30	0 30
Brimstone														
Buckwheat		1,059								1,059	1,059		105 90	105 90
Cement and water lime	1,907	5	553						2,460	5	2,465	369 00	0 75	369 75
Clay, lime and sand	74	581	4						78	581	659	11 70	75 90	87 60
Coal		22,045					142,918			164,963	164,963		24 722 37	24,722 37
Corn		1,405					2,174			3,579	3,579		357 90	357 90
Cattle														
Cotton (raw)														
Crockery and earthenware	48	5							48	5	53	9 60	1 00	10 60
Dye wood and dye stuffs	18	3							18	3	21	3 60	0 60	4 20
Fish	36		3						39		39	5 85		5 85
Flax and hemp		67								67	67		6 70	6 70
Flour		1,361								1 361	1,361		204 15	204 15
Furniture	241	610	3						244	610	854	48 80	122 00	170 80
Gypsum														
Glass (all kinds)	953	27	657						1 610	27	1,637	322 00	5 40	327 40
Hay (pressed)		70								70	70		10 50	10 50
Hogs														
Horses	3	53							3	53	56	0 45	7 95	8 40

Hides and skins, horns and hoofs	6	8					6	8	14	0 90	1 20	2 10
Ice												
Iron, railway	196					3	196	3	199	29 40	0 45	29 85
do pig	448	870	6				454	870	1,324	68 10	130 50	198 60
do all other	2,879	109	576				3,455	109	3,564	518 25	16 35	534 60
do ore												
Kryolite chemical ore and other ore, except iron												
Lard and lard oil	18	131					18	131	149	2 70	19 65	22 35
Meal, all kinds		149						149	149		22 35	22 35
Meats, other than pork												
Marble												
Manilla	14						14		14	2 80		2 80
Molasses	19						19		19	3 80		3 80
Nails	540	6	128				668	6	674	133 60	1 20	134 80
Oats		9 463						9,463	9,463		946 40	946 40
Oil (in barrels)	262	324	10				272	324	596	54 40	64 80	119 20
Oil cake												
Pease		10,923						10,923	10,923		1,092 45	1 092 45
Potatoes		2						2	2		0 30	0 30
Pork	8	84					8	84	92	1 20	12 60	13 80
Paint	180	10	17			10	197	20	217	39 40	4 40	43 40
Pitch and tar	66		1				67		67	13 40		13 40
Rags	47	55	6				53	55	108	10 60	11 00	21 60
Rye		5,213						5,213	5,213		521 30	521 30
Flax seed												
Rosin												
Salt	1,220		25				1,245		1,245	186 75		186 75
Stone, intended for cutting			62				62		62	9 30		9 30
do wrought	25						25		25	5 00		5 00
do not suitable for cutting, unwrought												
Seeds, all kinds	189	124	121				310	124	434	46 50	18 60	65 10
Sheep												
Soda ash	682		193				875		875	175 00		175 00
Steel	342	69				47	342	116	458	51 30	17 40	68 70
Sugar	3,745	1	356				4,101	1	4,102	820 20	0 20	820 40
Spirits, beer, &c	115	89	65				180	89	269	36 00	17 80	53 80
Tobacco (raw)												
Tallow	23	15					23	15	38	3 45	2 25	5 70
Tin	864	3	356				1,220	3	1,223	244 00	0 30	244 60
Turpentine												
Wheat		7,847				3,397		11,244	11,244		1,124 40	1,124 40
White lead	91		5				96		96	19 20		19 20
Whiting	396		24				420		420	84 00		84 00
Wool		31						31	31		4 65	4 65
All other goods and merchandise, not enumerated	3,274	2,295	569			16	3,843	2,311	6,154	768 60	462 20	1,230 80
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	26	7	1						27	7	34	4 80	1 32	6 12
Boat knees			..											
Floats														
Firewood, in vessels														
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	51	7,475	250					337	301	7,812	8,113	27 00	699 87	726 87
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		2								2	2		0 96	0 96
Split posts and fence rails in vessels														
Split posts and fence rails, in rafts		73								73	73		7 25	7 25
Timber, square, in vessels														
do rafts														
Traverses														
Woodenware, and wood partly manufactured	44								44		44	17 60		17 60
Total through freight paying tolls	19,679	82,522	4,112					150,069	23,791	232,591	256,382	4,261 10	32,301 47	36,562 57

Free articles having paid full tolls on the Welland Canal :—													
Ashes		46						87		133	133		
Clay, lime and sand								38		38	38		
Corn		195,041						69,355		264,396	264,396		
Flax seed		2,453						840		3,293	3,293		
Flour		221						808		1,029	1,029		
Furniture								1		1	1		
Glass		53								53	53		
Horses								1		1	1		
Iron, (all other)		2,793						4,771		7,564	7,564		
Merchandise		853						361		1,214	1,214		
Molasses								9		9	9		
Oats		6,422						425		6,847	6,847		
Oils								112		112	112		
Pease		2,078								2,078	2,078		
Rye		7,908						527		8,435	8,435		
Salt								216		216	216		
Steel		336						39		375	375		
Tobacco		19						32		51	51		
Wheat		244,357		547				33,594		278,498	278,498		
Whisky		26						20		46	46		
Hoops		159						98		257	257		
Lumber, sawn, in vessels		132						346		478	478		
Staves, &c., barrels		1,667						3,049		4,716	4,716		
Timber, square, in rafts		1,207								1,207	1,207		
Coal, free per Order in Council	40								40		40		
Grand total through freight	19,719	548,293	4,112	547				264,798	23,831	813,638	873,469		
Total through tolls on vessels												8,507 84	8,623 68	17,131 52
do passengers												330 40	1,281 30	1,611 70
Total through free goods											$58,524 42			
Total through tolls												13,099 34	42,206 45	55,305 79

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898.

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 1897

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	8	109							8	109	117	0 69	6 19	6 88
Agricultural products not enumerated, vegetables	141	3							141	3	144	8 74	0 23	8 97
Agricultural products not enumerated, animal	532	293		221		1			533	514	1,047	24 40	34 47	58 87
Agricultural implements	56	5							56	5	61	7 76	0 50	8 26
Barley		1,356								1,356	1,356		33 93	33 93
Bricks	6 208					31			6,239		6 239	250 04		250 04
Bones		22		240						262	262		21 30	21 30
Brimstone	768								768		768	64 81		64 81
Buckwheat	49	5,429							49	5,429	5,478	1 24	136 57	137 81
Cement and water lime	4 387	143				220			4,387	363	4,750	247 71	21 89	269 60
Clay, lime and sand	10,211	11 023		450			2,010	353	12 221	11 826	24,047	456 53	509 89	966 42
Coal		349		10		108		10,767		11,234	11 234		699 95	699 95
Corn	699	568						112	699	680	1 379	17 55	25 55	43 10
Cattle	27	303							27	303	330	160	21 39	22 99
Cotton (raw)	2	4							2	4	6	0 15	0 03	0 45
Crockery and earthenware	38								38		38	6 05		6 05
Dye wood and dye stuffs	6					27			33		33	1 95		1 95
Fish	68	30							68	30	98	3 23	1 15	4 38
Flax and hemp														
Flour	891	670							891	670	1 561	54 83	27 80	82 63
Furniture	85	382							85	382	467	11 00	21 03	32 03
Gypsum	1 098	2							1 098	2	1 100	13 74	0 12	13 86
Glass (all kinds)	59	30							59	30	89	863	2 15	10 78
Hay (pressed)	148	382							148	382	530	572	17 71	23 43
Hogs		4								4	4		0 31	0 31
Horses	181	295							181	295	476	832	14 22	22 54

Hides and skins, horns and hoofs														
Ice														
Iron, railway	1	181							1	181	182	0 08	6 83	6 91
do pig	482	1							482	1	483	18 77	0 04	18 81
do all other	3,275	1,809		47			1,569		4,844	1,856	6,700	216 23	75 35	291 58
do ore														
Kryolite, chemical ore and other ore, except iron														
Lard and lard oil	20	31							20	31	51	1 82	1 30	3 13
Meal, all kinds	81	335							81	335	416	4 82	15 41	20 23
Meats, other than pork	5								5		5	0 45		0 45
Marble	2								2		2	0 20		0 20
Manilla														
Molasses	1,243	142					800		2,043	142	2,185	134 33	7 10	141 43
Nails	177	588							177	588	765	31 26	29 40	60 66
Oats	1,383	40,476							1,383	40,476	41,859	34 69	1039 43	1074 01
Oil (in barrels)	200	97					45		245	97	342	30 69	4 85	35 54
Oil cake	2	38							2	38	40	0 12	2 89	3 01
Pease	404	25,586							404	25,586	25,990	10 11	646 04	656 15
Potatoes		18								18	18		1 16	1 16
Pork	223	57							223	57	280	21 86	2 17	24 03
Paint	39	111					57		96	111	207	9 09	5 55	14 64
Pitch and tar	12	16					185		197	16	213	1 126	0 80	12 06
Rags	81	10		44			18		99	54	153	9 18	7 60	16 78
Rye		9,184								9,184	9,184		229 66	229 66
Flax seed														
Rosin	10	17					2,069		2,079	17	2,096	126 69	0 85	127 54
Salt	1,677	53					16		1,693	53	1,746	154 89	2 00	156 89
Stone, intended for cutting	170						264		434		434	26 62		26 62
do wrought	320	4					147		467	4	471	23 35	0 20	23 55
do not suitable for cutting, unwrought	942	76							942	76	1,018	18 60	1 50	20 10
Seeds, all kinds	609	186							609	186	795	23 46	7 02	30 48
Sheep		199								199	199		14 98	14 98
Soda ash	14	11					30		44	11	55	3 26	0 55	3 81
Steel	39	114						1,095	39	1,209	1,248	1 71	86 43	88 14
Sugar	696	64							696	64	760	110 45	3 20	113 65
Spirits, beer, &c	206	12							206	12	218	27 59	0 60	28 19
Tobacco (raw)														
Tallow	7	2							7	2	9	0 27	0 08	0 35
Tin	40	9							40	9	49	6 60	0 45	7 05
Turpentine	1	18					63		64	18	82	3 25	0 90	4 15
Wheat	924	32,271							924	32,271	33,195	23 11	813 05	836 16
White lead	18								18		18	3 24		3 24
Whiting	7								7		7	1 15		1 15
Wool														
All other goods and merchandise not enumerated	3,079	921	5	3	128	431	467	30	3,679	1,385	5,064	348 45	115 43	463 88
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	64	25							64	25	89	4 57	1 55	6 12
Boat knees														
Floats	70	2,325							70	2,325	2,395	1 58	40 39	41 97
Firewood, in vessels	5,031	6,767							5,031	6,767	11,798	83 85	130 41	214 26
do in rafts		102								102	102		2 13	2 13
Hoops														
Hop poles		17								17	17		1 00	1 00
Lumber, sawn, in vessels	16,046	6,666		247					16,046	6,913	22,959	380 26	198 88	579 14
do in rafts	7	656							7	656	663	30	29 49	29 79
Masts, spars, and telegraph poles in vessels														
Masts, spars, and telegraph poles, in rafts	100	14,821							100	14,821	14,921	2 50	369 70	372 20
Railway ties, in vessels	35								35		35	69		0 69
do in rafts														
Saw logs		15,189								15,189	15,189		347 12	347 12
Staves and headings, barrel														
do do pipe														
do do W. India														
Staves, salt barrel														
Shingles	1	7							1	7	8	0 19	1 02	1 21
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	1,000	670							1,000	670	1,670	35 63	8 50	44 13
do in rafts	588	5,362							588	5,362	5,950	15 70	181 00	196 70
Traverses		2 319								2,319	2,319		14 40	14 40

Woodenware and wood partly manufactured	18	4							18	4	22	3 10	0 70	3 80
Total way freight paying tolls	65,013	188,969	5	1,262	128	759	7,799	12,357	72,945	203,347	276,292	3,160 92	6,045 76	9,206 68
Free articles having paid full tolls on the Welland Canal														
Corn		2 277						910		3,187	3,187			
Merchandise		12								12	12			
Coal, free, per Order in Council	65,491		374				25,180		91,045		91,045			
Free articles for canal construction, O C, 1884														
Cement, &c		2,127								2,127	2,127			
Clay, lime and sand	150	10							150	10	160			
Coal		271						5,366		5,637	5,637			
Merchandise		110								110	110			
Stone wrought	100	13,514							100	13,514	13,614			
Stone unwrought (not suitable for cutting)	90								90		90			
Lumber sawn, in vessels		227								227	227			
Timber square, in vessels		937								937	937			
Railway ties in vessels		457								457	457			
Split posts, &c, in vessels		1								1	1			
Grand total, way freight	130,844	208,912	379	1,262	128	759	32,979	18,633	164,330	229,566	393,896			
									Total way tolls on vessels			3,852 17	1,443 63	5,295 80
									do passengers			331 78	578 04	909 82
									do free goods		$6,375 16			
									Total way tolls			7,344 87	8,067 43	15,412 30

RICHARD DEVLIN,
Compiler of Canal Statistics

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898.

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 1897.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports		From United States to United States Ports		From United States to Canadian Ports		Tons		Total Tons.	Amount of Tolls
	Up	Down	Up	Down	Up	Down.	Up	Down	Up	Down.		
												$ cts
Ashes, pot and pearl		6								6	6	1 05
Apples		43								43	43	3 39
Agricultural products not enumerated, vegetables.		19								19	19	1 26
do do animal	1	1,854							1	1,854	1,855	166 44
Agricultural implements		11								11	11	1 55
Barley		5								5	5	0 36
Bricks												
Bones		13								13	13	0 98
Brimstone												
Buckwheat		189								189	189	18 32
Cement and water lime		158								158	158	3 78
Clay, lime and sand		3,765								3,765	3,765	93 53
Coal												
Corn												
Cattle		628								628	628	48 22
Cotton (raw)												
Crockery and earthenware		4								4	4	0 76
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	1	6							1	6	7	0 58
Furniture	2	20							2	20	22	2 95
Gypsum												
Glass (all kinds)		1								1	1	0 28
Hay (pressed)		272								272	272	26 03
Hogs		107								107	107	8 42
Horses	21	138							21	138	159	6 81
Hides and skins, horns and hoofs	1	5							1	5	6	0 58
Ice												
Iron, railway												

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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	42	351,084		47,937					42	399,021	399,063	27,858 46
do rafts		60								60	60	1 08
Masts, spars, and telegraph poles, in vessels												
do do rafts												
Railway ties, in vessels		1,315		2,986						4,301	4,301	361 14
do rafts		2,175								2,175	2,175	116 66
Saw logs		15,678								15,678	15,678	358 32
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles		28		104						132	132	105 05
Split posts and fence rails, in vessels												
do do rafts		4								4	4	23
Timber, square, in vessels		1,000								1,000	1,000	16 38
do rafts		5,500								5,500	5,500	57 75
Traverses		40								40	40	10
Woodenware and wood partly manufactured	1								1		1	13
Total freight paying tolls	81	451,525		51,027					81	502,552	502,633	30,901 29
Free articles for canal construction per Order in Council, 1884												
Timber square, in vessels		400								400	400	
Free per Order in Council, 27th June, 1890												
Floats		17,480								17,480	17,480	
Lumber, sawn, in rafts		460								460	460	
Ties, railway, in rafts		3,313								3,313	3,313	
Masts, &c , in rafts		600								600	600	

Timber, square, in rafts		9,680						9,680	9,680	
Split posts, &c., in rafts		4						4	4	
Saw logs		27,800						27,800	27,800	
Freight, grand total	81	511,262	51,027				81	562,289	562,370	

Total tolls on vessels		2,995 16
do passengers		135 83
do free goods	$737 32	
*Damages		
Other receipts		8 00
Total revenue exclusive of hydraulic rents.		34,040 28

Amount of damages not included in above $4

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898.

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 1897

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		276						16		292	292	20 89
Agricultural products, not enumerated, vegetables												
do do animal												
Agricultural implements												
Barley												
Bricks	322							440	322	140	762	56 41
Bones			192						192		192	19 20
Brimstone												
Buckwheat												
Cement and water lime	9	105						3,675	9	3 780	3,789	269 24
Clay, lime and sand	30							3,698	30	3,698	3 728	464 78
Coal	9							77,365	9	77,365	77,374	7,626 36
Corn												
Cattle	7	176							7	176	183	6 37
Cotton (raw)												
Crockery and earthenware		5								5	5	0 50
Dye wood and dye stuffs		1						15		16	16	1 60
Fish												
Flax and hemp												
Flour	549	3							549	3	552	18 63
Furniture												
Gypsum												
Glass (all kinds)												
Hay (pressed)		2,852	203					77	203	2,929	3,132	142 58
Hogs												
Horses	16	89							16	89	105	3 80
Hides and skins, horns and hoofs												
Ice												
Iron, railway												
do pig												
do all other								1,494		1,494	1,494	149 40

Iron ore											
Kryolite chemical ore and other ore, except iron											
Lard and lard oil											
Meals, all kinds											
Meats, other than pork											
Marble											
Manilla											
Molasses											
Nails											
Oats	3	2,533				130	3	2 663	2,666	99 82	
Oil (in barrels)						51		51	51	4 94	
Oil cake											
Pease		6						6	6	21	
Potatoes	15						15		15	1 50	
Pork											
Paint											
Pitch and tar						455		455	455	45 50	
Rags											
Rye											
Flax seed											
Rosin						2,163		2 163	2,163	216 30	
Salt	153					312	153	312	465	36 33	
Stone, intended for cutting						146		146	146	14 60	
do wrought											
do not suitable for cutting, unwrought						135		135	135	13 50	
Seeds, all kinds											
Sheep		117						117	117	4 13	
Soda ash						288		288	288	19 20	
Steel						52		52	52	5 20	
Sugar						2,240		2,240	2,240	224 00	
Spirits, beer, &c											
Tobacco (raw)											
Tallow											
Tin											
Turpentine						63		63	63	6 30	
Wheat											
White lead											
Whiting											
Wool											
All other goods and merchandise not enumerated	1,104	370	10,960	174		1,388	12,064	1,932	13,996	1,030 74	
Bark											
Barrels, empty		1						1	1	12	
Boat knees											
Floats											
Firewood, in vessels	248	1 194	179,672				179,920	1,194	181,114	6,012 58	
do rafts											
Hoops											
Hop poles											
Lumber, sawn, in vessels	5,544	19	48,275				53,819	19	53,838	3,149 53	
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		Total Tons	Amount of Tolls
	Up	Down	Up	Down	Up	Down	Up	Down	Up	Down		
												$ cts
Masts, spars, and telegraph poles, in vessels												
do do rafts												
Railway ties, in vessels			2,599						2,599		2,599	207 62
do rafts												
Saw logs												
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel												
Shingles	62		5						67		67	25 43
Split posts and fence rails, in vessels	35								35		35	0 47
do do rafts												
Timber, square, in vessels												
do do rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	8,106	7,747	241,906	174				94,203	250,012	102,124	352,136	19,896 28
			Total tolls on vessels									3,341 23
			do passengers									71 02
			*Damages									
			Total revenue exclusive of hydraulic rents									23,308 53

*Amount of damages not included in above $35

RICHARD DEVLIN,
Compiler of Canal Statistics

DEPARTMENT OF RAILWAYS AND CANALS
OTTAWA, 15th October, 1898

APPENDIX A—*Continued.*

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ridean Canal, and the Amount of Revenue collected during the Season of Navigation in 1897.

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							4		4		4	0 70
Apples	4	84							4	84	88	2 13
Agricultural products not enumerated, vegetables	1	8							1	8	9	0 23
do do animal	16	321							16	321	337	10 52
Agricultural implements	17	55							17	55	72	6 55
Barley									6		6	0 14
Bricks	279	706							279	706	985	39 72
Bones		2								2	2	0 10
Brimstone												
Buckwheat		153								153	153	7 00
Cement and water lime	522	13							522	13	535	13 88
Clay, lime and sand	7,057		100						7,157		7,157	167 29
Coal		1,666						11,496		13,162	13,162	539 43
Corn	4	151							4	151	155	3 86
Cattle	2	1							2	1	3	0 09
Cotton (raw)												
Crockery and earthenware	17	35							17	35	52	4 67
Dye wood and dye stuffs												
Fish	39								39		39	0 96
Flax and hemp												
Flour	250	268							250	268	518	13 21
Furniture	14	21							14	21	35	3 14
Gypsum												
Glass (all kinds)	26	3							26	3	29	2 59
Hay (pressed)	84	4							84	4	88	2 10
Hogs												
Horses	4	10							4	10	14	0 42
Hides and skins, horns and hoofs	5	3							5	3	8	0 24
Ice												
Iron, railway												
do pig	13								13		13	0 60

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 States United to Canadian Ports.		Tons.		Total Tons.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
												$ cts.
Iron, all other	561	83							561	83	644	17 32
do ore												
Kryolite, chemical ore and other ore, except iron		37								37	37	0 99
Lard and lard oil	27								27		27	0 65
Meal, all kinds		38								38	38	0 93
Meats, other than pork	1								1		1	0 03
Marble												
Manilla	7	30							7	30	37	3 22
Molasses	95								95		95	8 32
Nails	101	1							101	1	102	10 85
Oats	76	171					201		277	171	448	17 68
Oil (in barrels)	119	89							119	89	208	19 08
Oil cake												
Pease		18								18	18	0 84
Potatoes		6								6	6	0 21
Pork	153	46							153	46	199	4 90
Paint	17								17		17	1 61
Pitch and tar	8	10							8	10	18	1 60
Rags	1	14							1	14	15	1 94
Rye		5								5	5	0 19
Flax seed												
Rosin	1								1		1	0 09
Salt	1,390	342							1,390	342	1,732	47 84
Stone, intended for cutting	21	120							21	120	141	4 70
do wrought	1								1		1	0 09
do not suitable for cutting, unwrought		444								444	444	10 38
Seeds, all kinds												
Sheep	3								3		3	0 07
Soda ash	1								1		1	0 09
Steel	29								29		29	0 82
Sugar	409	61							409	61	470	43 38
Spirits, beer, etc.	18	52							18	52	70	6 21
Tobacco (raw)	3								3		3	0 07
Tallow												
Tin	11	1							11	1	12	1 26

Turpentine												
Wheat		625							625	625	14	60
White lead	19							19		19	2	07
Whiting	1							1		1	0	09
Wool	4	1						4	1	5	0	13
All other goods and merchandise not enumerated	681	474						681	478	1,159	108	66
Bark	25							25		25	0	59
Barrels empty	4	11						4	11	15	0	90
Boat knees												
Floats	660	160						660	160	820	14	35
Firewood, in vessels	9,551	1,359						9,551	1,359	10,910	194	50
do rafts												
Hoops												
Hop poles	18							18		18	2	50
Lumber, sawn, in vessels	9,192	4,918	9,454	8,393		72		18,718	13,311	32,029	2,892	05
do do rafts												
Masts, spars and telegraph poles, in vessels	35	20						35	20	55	2	81
do do rafts												
Railway ties, in vessels	1,474		125					1,599		1,599	171	14
do rafts	417	113						417	113	530	56	20
Saw logs	96	368						96	368	464	10	54
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	69	48						69	48	117	24	32
Split posts and fence rails, in vessels		3							3	3	0	23
do do rafts												
Timber square in vessels												
do rafts												
Traverses	440							440		440	2	79
Woodenware and wood partly manufactured	18	5						18	5	23	3	21
Total freight paying tolls	34,111	13,177	9,679	8,393		283	11,500	44,073	33,070	77,143	4,526	61
Coal, free per Order in Council	133							133		133		
Grand total freight	34,244	13,177	9,679	8 393		283	11,500	44,206	33,070	77,276		
Total tolls on vessels											1,510	45
do passengers											94	29
do free coal										$3 55		
Wharfage and storage											138	74
Other receipts											55	00
* Total revenue, exclusive of hydraulic rents											6,325	09

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898

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.
Ash pot and pearl												
Apples	111	4							115	4	115	1 15
Agricultural products not enumerated, vegetables	254	2							254	2	256	2 56
do do do animal												
Agricultural implements	13								13		13	0 13
Barley	39								39		39	0 39
Bricks	129								129		129	1 29
Bones												
Brimstone												
Buckwheat												
Cement and water lime	74	60							74	60	134	1 34
Clay, lime and sand	23	1,353							23	1,353	1,376	13 76
Coal	361	35,666							361	35,666	36,027	360 27
Corn	18	7							18	7	25	0 25
Cattle	11								11		11	0 11
Cotton (raw)												
Crockery and earthenware	56								56		56	0 56
Dye wood and dye stuffs												
Fish	105	1,792							105	1,792	1,897	18 97
Flax and hemp												
Flour	2,800	46							2,800	46	2,846	28 46
Furniture	47	15							47	15	62	0 62
Gypsum	13	700							13	700	713	7 13
Glass (all kinds)	45								45		45	0 45
Hay (pressed)	1,595								1,595		1,595	15 95
Hogs	6								6		6	0 06
Horses	5								5		5	0 05
Hides and skins, horns and hoofs												
Ice												
Iron, railway	60								60		60	60

| | | |

No. (A) 10—General Statement showing the quantity of each Article transported on the St Peter's Canal, &c.—*Concluded*

Articles	From Canadian to Canadian Ports		From Canadian to United States Ports		From United States to United States Ports		From United States to Canadian Ports		Tons		Total Tons	Amount of Tolls
	Up	Down	Up	Down	Up	Down	Up	Down	Up	Down		
												$ cts
Lumber, sawn, in vessels	5,374	60							5,374	60	5,434	54 34
do in rafts												
Masts, spars and telegraph poles, in vessels	31								31		31	0 31
do do do in rafts												
Railway ties, in vessels												
do in rafts												
Saw logs												
Staves and headings, barrel												
do do pipe												
do do West India												
Stave, salt barrel												
Shingles	330	3							330	3	333	3 33
Split posts and fence rails, in vessels												
do do in rafts												
Timber square, in vessels	65	4							65	4	69	0 69
do in rafts												
Traverses												
Woodenware and wood partly manufactured	12								12		12	0 12
Total freight paying tolls	18,317	48,776							1,8317	48,776	67,093	670 93
											Total tolls on vessels	2,173 77
											Total tolls	2,844 70
											Other receipts	12 00
											Total revenue	2,856 70

Department of Railways and Canals,
Ottawa, 15th October, 1898.

RICHARD DEVLIN,
Compiler of Canal Statistics.

APPENDIX A—*Continued*

No (A) 11 —GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals and the Amount of Revenue collected during the Season of Navigation in 1897

Articles	From Canadian to Canadian Ports		From Canadian to United States Ports		From United States to United States Ports		From United States to Canadian Ports		Tons		Total Tons	Amount of Tolls
	Up	Down	Up	Down	Up	Down	Up	Down	Up	Down		
												$ cts
Ashes, pot and pearl												
Apples	2								2		2	0 02
Agricultural products not enumerated, vegetables												
do do animal												
Agricultural implements												
Barley												
Bricks	18	441							18	441	459	4 61
Bones												
Brimstone												
Buckwheat												
Cement and water lime	1	5							1	5	6	0 15
Clay, lime and sand		11								11	11	0 12
Coal												
Corn												
Cattle	32	2							32	2	34	0 42
Cotton (raw)												
Crockery and earthenware												
Dye wood and dye stuffs												
Fish												
Flax and hemp												
Flour	20								20		20	0 47
Furniture												
Gypsum												
Glass (all kinds)												
Hay (pressed)	2								2		2	0 26
Hogs	87								87		87	0 87
Horses	1								1		1	0 01
Hides and skins, horns and hoofs												
Ice												
Iron, railway	40								40		40	0 40

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	5								5		5	0 05
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	8								8		8	0 34
Oil (in barrels)												
Oil cake												
Pease	13								13		13	0 13
Potatoes	16								16		16	0 16
Pork												
Paint												
Pitch and tar												
Rags												
Rye												
Flax seed												
Rosin												
Salt												
Stone, intended for cutting												
do wrought												
do not suitable for cutting, unwrought												
Seeds, all kinds												
Sheep	1								1		1	0 01
Soda ash												
Steel												
Sugar												
Spirits, beer, &c												
Tobacco (raw)												

Tallow								
Tin								
Turpentine								
Wheat	49				49		49	0 49
White lead								
Whiting								
Wool								
All other goods and merchandise not enumerated	29	64			29	64	93	2 79
Bark	35				35		35	1 30
Barrels, empty								
Boat knees								
Floats	1,437	2,649			1,437	2,649	4,086	33 55
Firewood, in vessels	21,493	2,640			21,493	2,640	24,133	258 63
do rafts								
Hoops								
Hop poles								
Lumber, sawn, in vessels	1,162	211			1,162	211	1,373	29 64
do do rafts	84	350			84	350	434	7 50
Masts, spars, and telegraph poles, in vessels	350				350		350	3 50
do do rafts		100				100	100	1 00
Railway ties, in vessels	25				25		25	0 50
do rafts	108				108		108	4 25
Saw logs	4,378	72			4,378	72	4,450	99 71
Staves and headings, barrel								
do do pipe								
do do West India								
Staves, salt barrel								
Shingles	190	10			190	10	200	17 38
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	29,586	6,555			29,586	6,555	36,141	408 26
Total tolls on vessels								538 41
do passengers								148 98
Other receipts								138 00
Total revenue exclusive of hydraulic rents								1,233 65

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898.

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 1897

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	415	216							415	216	631	12 15
Agricultural products not enumerated, vegetables	25	8							25	8	33	0 65
do do animal	182	9							182	9	191	3 63
Agricultural implements	6								6		6	0 15
Barley		65								65	65	1 22
Bricks	61		17						78		78	1 48
Bones,												
Brimstone												
Buckwheat		70								70	70	1 32
Cement and water lime	185	365	18						203	365	568	10 70
Clay, lime and sand	19		4						23		23	0 45
Coal							125			125	125	2 35
Corn												
Cattle			6						6		6	0 12
Cotton (raw)	3								3		3	0 06
Crockery and earthenware		4								4	4	0 10
Dye wood and dye stuffs												
Fish	22	2	2						24	2	26	0
Flax and hemp												
Flour												
Furniture	212	23	3				6		215	29	244	6 37
Gypsum												
Glass (all kinds)	61	16	72						133	16	149	3 79
Hay (pressed)												
Hogs												
Horses	13	4							13	4	17	0 34
Hides and skins, horns and hoofs	15		11						27		27	0 52
Ice												
Iron, railway												

do pig			6				6		6	0 12
do all other	486	63	2				488	63	551	10 39
do ore										
Kryolite chemical ore and other ore, except iron										
Lard and lard oil	2	9					2	9	11	0 22
Meal, all kinds		16						16	16	0 30
Meats other than pork										
Marble										
Manilla										
Molasses										
Nails	18		4				22		22	0 56
Oats	43						43		43	0 81
Oil (in barrels)	74	168					74	168	242	6 09
Oil cake										
Pease	215	394					215	394	609	11 45
Potatoes	1	11					1	11	12	0 23
Pork	12	7					12	7	19	0 37
Paint	50	15					50	15	65	1 66
Pitch and tar										
Rags	3						3		3	0 08
Rye	98	242					98	242	340	6 40
Flax seed										
Rosin										
Salt	20	25	8			90	28	115	143	2 75
Stone, intended for cutting										
do wrought										
do not suitable for cutting, unwrought	53						53		53	0 03
Seeds, all kinds			25				25		25	0 47
Sheep										
Soda ash	70		26				96		96	2 41
Steel										
Sugar	620	2	30				650	2	652	16 38
Spirits, beer, &c	24	18	29				53	18	71	1 79
Tobacco (raw)										
Tallow										
Tin	50	12	87				137	12	149	3 73
Turpentine		2						2	2	0 05
Wheat	45	198					45	198	243	4 58
White lead	1						1		1	0 03
Whiting	89						89		89	2 24
Wool										
All other goods and merchandise not enumerated	2,417	2 637	38			2	2,455	2 639	5,094	127 65
Bark										
Barrels, empty	4						4		4	0 10
Boat knees										
Floats										
Firewood, in vessels		300						300	300	2 00
do rafts										
Hoops										
Hop poles										

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 1897—*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	246	4	193						439	4	443	5 08
do rafts												
Masts spars and telegraph poles in vessels	10								10		10	0 07
do do rafts												
Railway ties, in vessels												
do rafts												
Saw logs												
Staves and headings, barrel												
do pipe												
do West India												
Staves salt barrel												
Shingles	26		5						31		31	0 54
Split posts and fence rails in vessels												
do do rafts												
Timber square, in vessels												
do rafts		1 620								1,620	1 620	20 25
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	5,897	6,5?0	986					223	6,483	6,748	13,231	275 75
Total tolls on vessels												226 66
do passengers												152 60
Total revenue exclusive of hydraulic rents												655 01

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898

RICHARD DEVLIN,
Compiler of Canal Statistics

APPENDIX A—*Continued*

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 1897

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	20								20		20
Agricultural products not enumerated, vegetables	4			1					4	1	5
do do do animal											
Agricultural implements	1								1		1
Barley						15,991				15,991	15,991
Bricks					30				30		30
Bones											
Brimstone											
Buckwheat											
Cement and water lime	345				250				595		595
Clay, lime and sand		548		300	3				3	848	851
Coal (soft)	1,719				345,352		40,476		387,547		387,547
do (hard)					92 704		6,028		98 732		98,732
Corn						7,213				7,213	7,213
Cattle	2								2		2
Cotton (raw)											
Crockery and earthenware											
Dye wood and dye stuffs											
Fish		333		185		21		13		552	552
Flax and hemp											
Flour	1	22 445				87,032		12,048	1	121,525	121,526
Furniture			10						10		10
Gypsum											
Glass (all kinds)	46		18						64		64
Hay (pressed)	230								230		230
Hogs											
Horses	20	77		2				1	20	80	100
Hides and skins, horns and hoofs		2			110				110	2	112
Ice											
Iron, railway	109						13,320		13,429		13,429
do pig						2,647				2,647	2,647

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	148				1,851	30	437		2,436	30	3,466
do ore						3,572,854				3,572,854	3,572,854
Copper ore						12 717				12,717	12,717
Kryolite, chemical ore and other ore, except iron						4,030				4,030	4,030
Lard and lard oil											
Meal, all kinds						21,609				21 609	21,609
Meats, other than pork	4								4		4
Marble			6						6		6
Manilla	282								282		282
Molasses	3								3		3
Nails	277		20		785				1,082		1,082
Oats	85	616		1,241		13,335			85	15,192	15,277
Oil (in barrels)	1		174		30		437		642		642
Oil cake		20				120		97		237	237
Peas											
Potatoes											
Pork											
Paint	37								37		37
Pitch and tar	20								20		20
Rags											
Rye						5,698				5,698	5,698
Flax seed		17				28,209		2,469		30,695	30,695
Rosin	39								39		39
Salt	290		86		2,602				2,978		2 978
Stone intended for cutting					2,073				2,073		2,073
do wrought		270			2,149				2,149	270	2,419
do not suitable for cutting, unwrought											
Seeds, all kinds	3								3		3
Sheep											
Soda ash	13								13		13
Steel	13								13		13
Sugar	407		49		1,144				1,600		1,600
Spirits, beer, &c	244		40						284		284
Tobacco (raw)											

Tallow											
Tin	60								60		60
Turpentine											
Wheat		154,902		119,003		231,180		32,690		537,775	537,775
White lead	12								12		12
Whiting	31								31		31
Wool						216				216	216
All other goods and merchandise not enumerated	11,076	127	434	48	7,855	50		68	19,365	293	19,658
Bark											
Barrels, empty											
Boat knees											
Floats											
Firewood, in vessels	1,850	2,450		1,100				548	1,850	4,098	5,948
do rafts	3,570	80			600		13,550		17,720	80	17,800
Hoops											
Hop poles											
Lumber, sawn, in vessels	207	962	52		9	10,648		1,137	268	12,747	13,015
do rafts											
Masts, spars and telegraph poles, in vessels											
do do rafts											
Railway ties, in vessels											
do rafts											
Saw logs	338	3,613		159	93	214			431	3,986	4,417
Staves and headings, barrel			3,776		25				3,801		3,801
do pipe											
do West India											
Staves, salt barrel	324		1,760		518				2,602		2,602
Shingles		85				878		83		1,046	1,046
Split posts, and fence rails in vessels											
do do rafts											
Timber, square, in vessels	474							13,460	474	13,460	13,934
do rafts											
Traverses											
Woodenware and wood partly manufactured	10								10		10
Total	22,315	186,547	6,425	122,039	458,183	4,014,692	74,248	62,614	561,171	4,385,892	4,947,063

RICHARD DEVLIN,
Compiler of Canal Statistics

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898

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	410,626	4,722 21	689,155	4,544 43	79,514	252 66
United States vessels, steam	770,093	11,551 91	22,102	124 88	645	5 22
Canadian vessels, sail	178,501	3,716 21	1,424,394	16,605 54	35,771	492 71
United States vessels sail	173,041	3,902 57	106,666	1,152 47	206,657	2,590 64
Total, class No 1	1,532,261	23,892 90	2,242,317	22,427 32	322,587	3,341 23
Class No 2	No		No		No	
Passengers	36,402	400 80	54,113	2,521 52	4,286	71 02
Class No 3	Tons		Tons		Tons	
Bricks	1,651	322 20	6,839	340 04	762	55 41
Brimstone			768	64 81		
Cement and water lime	415	40 11	7,215	639 35	3,789	269 24
Clay, lime and sand	718	99 85	24,706	1,054 02	3,728	464 78
Fish	55	8 25	137	10 23		
Gypsum			1,100	13 86		
Iron, railway	7,206	1,441 20	381	36 76		
do pig	2,852	566 05	1,807	217 41		
do all other	14,160	2,755 04	10,264	826 18	1,494	149 40
Salt	227	44 00	2,991	343 64	465	36 33
Steel	5,060	1,011 75	1,706	156 84	52	5 20
Stone, for cutting	330	66 00	496	35 92	146	14 60
Apples	242	7 93	3,789	557 68	292	20 39
Barley	14,173	1 417 30	4,880	386 33		
Buckwheat			6,537	243 71		
Corn	390,615	39,061 50	4,958	401 00		
Cotton, raw			6	0 45		
Flax and hemp	1 041	156 15	67	6 70		
Flour	9,065	1,709 90	2,922	286 78	552	18 63
Hay, pressed	301	60 20	600	33 93	3,132	142 58
Meals, all kinds	42,343	8,468 60	565	42 58		
Oil cake			40	3 01		
Oats	25 161	2,520 77	51,322	2,020 52	2,666	99 82
Pease	2,082	208 25	36,913	1,748 60	6	0 21
Potatoes	7	0 53	20	1 46	15	1 50
Rye	8,483	848 30	14,397	750 96		
Flax seed	3,464	346 40				
Seeds, all kinds	322	63 25	1,229	95 58		
Tobacco, raw	51	10 20				
Wheat	324,743	32,449 39	44,439	1,960 56		
All other agricultural products, vegetable	56	9 48	1,378	194 37		
Bones			264	21 60	192	19 20
Cattle	4	0 10	330	22 99	183	6 37
Hogs			4	0 31		
Hides and skins horns and hoofs	36	6 55	14	2 10		
Horses	45	2 86	532	30 94	105	3 80
Lard and lard oil	1,444	288 80	200	25 48		
Meats, other than pork	3	0 45	5	0 45		
Pork	245	48 90	372	37 83		
Sheep			199	14 98	117	4 13
Tallow	285	42 75	47	6 05		
Wool	197	39 40	31	4 65		
All other agricultural products, animal			3,754	464 92		
Total, class No 3	857,082	94,122 51	238,224	13 105 58	17,696	1,311 59

A —*Continued*

the Amount of Tolls collected during the Season of Navigation in 1897

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
181,319	192 65	140,200	606 62	105 680	739 58	30 928	618 56	57,830	360 96
188	2 00			646	12 41	587	11 74		
3,638	27 13	145,541	2,057 01	33 209	492 73	73,722	1,478 05	48,654	177 45
367	4 88	14 302	321 53	11 838	265 73	3,271	65 42		
187,512	226 66	300,048	2,995 16	151,423	1 510 45	108 508	2,173 77	106,484	538 41
No		No		No		No		No	
12,864	1 92 60	10 872	135 83	4,908	94 29			22,492	148 98
Tons		Tons		Tons		Tons		Tons	
78	1 48			985	39 72	129	1 29	459	4 61
568	10 70	158	3 78	535	13 88	134	1 34	6	0 15
23	0 45	3,765	93 53	7 157	167 29	1 376	13 76	11	0 12
26	0 52			39	0 96	1 897	18 97		
						713	7 13		
						60	0 60	40	0 40
6	0 12	1	0 06	13	0 60				
551	10 39	24	1 55	644	17 32	114	1 14	5	0 05
143	2 75			1 732	47 84	552	5 52		
				29	0 82	7	0 07		
				141	4 70	600	6 00		
631	12 15	43	3 39	88	2 13	115	1 15	2	0 02
65	1 22	5	0 36	6	0 14	39	0 39		
70	1 32	189	18 32	153	7 00				
				155	3 86	25	0 25		
3	0 06								
		7	0 58	518	13 21	2 846	28 46	20	0 47
		272	26 03	88	2 10	1 595	15 95	2	0 26
16	0 30	13	0 82	38	0 93	1,039	10 39		
43	0 81	1,623	142 18	148	17 68	1 256	12 56	8	0 34
609	11 45	225	18 33	18	0 84	64	0 64	13	0 13
12	0 23	136	8 58	6	0 21	1 316	13 16	16	0 16
340	6 40	8	0 79	5	0 19				
25	0 47								
				3	0 07	9	0 09		
243	4 58			625	14 60	68	0 68	49	0 49
33	0 65	19	1 26	9	0 23	256	2 56		
		13	0 98	2	0 10				
6	0 12	628	48 22	3	0 09	11	0 11	34	0 42
		107	8 42			6	0 06	87	0 87
27	0 52	6	0 58	8	0 24				
17	0 34	159	6 81	14	0 42	5	0 05	1	0 01
11	0 22			27	0 65	35	0 35		
		2	0 04	1	0 03	73	0 73		
19	0 37	7	0 38	199	4 90	103	1 03		
		326	28 28	3	0 07			1	0 01
		4	0 36			3	0 03		
				5	0 13				
191	3 63	1,855	166 44	337	10 52				
3,756	71 25	9,595	580 07	14,034	373 47	14,446	144 46	754	8 51

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	133	26 60	31	6 20		
Agricultural implements	1	0 15	61	8 26		
Crockery and earthenware	144	21 60	91	16 65	5	0 50
Dye wood and dye stuffs			54	6 15	16	1 60
Furniture	16	2 80	1,321	202 83		
Glass, all kinds	109	19 45	1,726	348 18		
Marble			2	0 20		
Manilla	1	0 15	14	2 80		
Molasses	92	14 25	2,204	145 23		
Nails	46	5 20	1,439	195 46		
Oil, in barrels	462	87 35	938	154 74	51	4 94
Paint	9	0 83	424	58 04		
Pitch and tar	1	0 15	280	25 46	455	45 50
Rags			261	38 38		
Rosin			2,096	127 54	2,163	216 30
Soda ash			930	178 81	288	19 20
Sugar	5,793	864 47	4,862	934 05	2,240	224 00
Stone, wrought			496	28 55		
Tin	18	2 70	1,272	251 65		
Turpentine			82	4 15	63	6 30
White lead			114	22 44		
Whiting			427	85 15		
Whisky and all other spirits	148	24 50	487	81 99		
Merchandise, not enumerated	47,222	6,937 73	11,218	1,694 68	13,996	1,030 74
Total, class No 4	54,195	8 007 93	30,830	4,607 59	19,277	1,549 08
Class No 5						
Bark						
Barrels, empty	21	3 98	123	12 24	1	0 12
Boat knees						
Floats			2,595	41 97		
Firewood, in vessels	15,027	607 41	11,798	214 26	181,114	6 012 58
do rafts			102	2 13		
Lumber sawn, in vessels	72,270	12,940 30	31,072	1,306 01	53,838	3,149 53
do do rafts			663	29 79		
Hoops	265	66 25				
Railway ties, in vessels	999	159 61	35	0 69	2,599	207 62
do do rafts						
Masts, spars and telegraph poles, in vessels	403	60 45				
Masts, spars and telegraph poles, in rafts	14	2 58	14,921	372 20		
Square timber, in vessels	83,365	12,497 99	1,670	44 13		
do do rafts	47	1 32	6 023	203 95		
Woodenware and wood partly manufactured	26	10 40	66	21 40		
Shingles			10	2 17	67	25 43
Split posts and fence rails, in vessels	4	1 60	2	0 20	35	0 47
do do rafts						...
Saw logs	4,532	163 15	15,189	347 12		
Staves and headings, barrel						
do do pipe						
do do West India						
do do salt barrel	4,891	226 26				
Traverses			2 319	14 40		
Hop poles			17	1 00		
Total, class No 5	181,864	26,741 30	86 405	2 613 66	237,654	9,395 75

Canals, and the Amount of Tolls collected, &c —*Continued*

Murray Canal		Ottawa Canals		Rideau Canal		St Peters Canal		Trent Valley Canals	
Tons	Tolls	Tons	Tolls	Tons	Tolls	Tons	Tolls	Tons	Tolls
	$ cts		$ cts		$ cts		$ cts		$ cts
		6	1 05	4	0 70				
6	0 15	11	1 55	72	6 55	13	0 13		
4	0 10	4	0 76	52	4 67	56	0 56		
244	6 37	22	2 95	35	3 14	62	0 62		
149	3 79	1	0 28	29	2 59	45	0 45		
						532	5 32		
				37	3 22	42	0 42		
				95	8 32	264	2 64		
22	0 56			102	10 85	64	0 64		
242	6 09	15	1 89	208	19 08	226	2 26		
65	1 66			17	1 61	45	0 45		
		24	4 10	18	1 60	6	0 06		
3	0 08	71	12 74	15	1 94				
				1	0 09				
96	2 41	2	0 20	1	0 09				
652	16 38	1	0 10	470	43 38	225	2 25		
				1	0 09				
149	3 73			12	1 26	54	0 54		
2	0 05								
1	0 03			19	2 07				
89	2 24			1	0 09				
71	1 79			70	6 21	278	2 78		
5 094	127 65	498	76 59	1 159	108 66	951	9 51	93	2 79
6,889	173 08	655	102 21	2 418	226 21	2,863	28 63	93	2 79
				25	0 59	4	0 04	35	1 30
4	0 10	63	5 06	15	0 90	132	1 32		
		36 350	315 73	820	14 35			4,086	33 35
300	2 50	27,477	1,003 41	10 910	194 50	353	3 53	24,133	258 63
		270	2 80						
443	5 08	399,063	27,858 46	32 029	2,892 05	5,434	54 34	1,373	29 64
		60	1 08					434	7 50
		3	0 41			24	0 24		
		4,301	361 14	1 999	171 14			25	0 50
		2 175	116 66	530	56 20			108	4 25
10	0 07			55	2 81	31	0 31	350	3 50
								100	1 00
		1 000	16 38			69	0 69		
1 620	2,025	5,500	57 75						
		1	0 13	23	3 21	12	0 12		
31	0 54	132	105 05	117	24 32	333	3 33	200	17 38
				3	0 23				
		4	0 23						
		15,678	358 32	464	10 54			4,450	39 71
		40	0 10	440	2 79				
				18	2 50				
2,408	28 54	492,117	30,205 71	47,048	3,376 13	6,392	63 92	35,294	396 96

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	176,226	35,244 68	176,197	25,422 32	77,374	7,626 36
Kryolite or chemical ore	...	...	...	...	...	...
Iron ore	...	...	...	...	...	...
Stone, unwrought, not suitable for cutting	383	22 05	1,018	20 10	135	13 50
Ice	...	...	...	...	...	...
Total special class	176,609	35,266 73	177,215	25,442 42	77,509	7,639 86
Total freight and tolls	1,269,750	188,432 17	532,674	70,718 09	352,136	23,308 53
Timber and other wood, free	...	...	8,280	489 50	...	...
Wheat, corn, flour, iron, salt, coal, etc., free	4,542	681 30	690,411	64,410 08	...	...
Grand totals, passengers and tonnage of vessels not included	1.274,292	189,113 47	1,231,365	135,617 67	352,136	23,308 53

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898.

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.
125	2 35	266	13 30	13,162 37	539 43 0 99	36,027	360 27		
53	0 53			444	10 38	7,365	73 65		
178	2 88	266	13 30	13,643	550 80	43,392	433 92		
13,231	655 01	502,633 59,737	34 032 28 737 32	77,143	6,131 35	67,093	2,844 70	36,141	1,095 65
				133	3 55				
13,231	655 01	562,370	34,769 60	77,276	6,134 90	67,093	2,844 70	36,141	1,095 65

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		1,532,261	23,892 90	2,242,317	22,427 32	322,587	3,341 23
		No		No		No	
Passengers		36,402	400 80	54,113	2,521 52	4,286	71 02
Forest, Produce of the Wood		Tons		Tons		Tons	
Bark							
Boat knees							
Floats				2,395	41 97		
do	Free						
Firewood		15,027	607 41	11,900	216 39	181,114	6,012 58
Hoops and hop poles		265	66 25	17	1 00		
do	Free			257			
Lumber, sawed		72,270	12,940 30	31,735	1,335 80	53,838	3,149 53
do	Free			1,061			
Masts spars, &c		417	63 03	14,921	372 20		
do	Free						
Railway ties		999	159 61	35	0 69	2,599	207 62
do	Free			457			
Saw logs		4,532	163 15	15,189	347 12		
do	Free	4,891	226 26				
Staves, all kinds							
do	Free			4,716			
Shingles				10	2 17	67	25 43
Split posts and rails		4	1 60	2	0 20	35	0 47
do	Free			1			
Timber, square		83,412	12,499 31	7,693	248 08		
do	Free			1,788			
Traverses				2,319	14 40		
Total		181,817	26,726 92	94,496	2,580 02	237 653	9,395 63
Farm Stock							
Cattle		4	0 10	330	22 99	183	6 37
Hogs				4	0 31		
Horses		45	2 86	532	30 94	105	3 80
do	Free			1			
Sheep				199	14 98	117	4 13
Total		49	2 96	1,066	69 22	405	14 30
Produce of Animals							
Bones				264	21 60	192	19 20
Horns and hoofs, hides and skins, raw		36	6 55	14	2 10		
Lard and lard oil		1,444	288 80	200	25 48		
Meats other than pork		3	0 45	5	0 45		
Pork		245	48 90	372	37 83		
Tallow		285	42 75	47	6 05		
Wool		197	39 40	31	4 65		
Agricultural products not enumerated, animal				3,754	464 92		
Total		2,210	426 85	4,687	563 08	192	19 20

A—*Continued*

the Season of Navigation ended 31st December, 1897, showing the Total Quantity and the Amount of Tolls collected thereon

Murray Canal		Ottawa Canals		Rideau Canal		St Peters Canal		Trent Valley Canals	
Tons	Tolls	Tons	Tolls	Tons	Tolls	Tons	Tolls	Tons	Tolls
	$ cts		$ cts		$ cts		$ cts		$ cts
187,512	226 66	300,048	2 995 16	151 423	1,510 45	108 508	2,173 77	106,484	538 41
No		No		No		No		No	
12,864	152 60	10,872	135 83	4 908	94 29			22,492	148 98
Tons		Tons		Tons		Tons		Tons	
				20	0 59	4	0 04	35	1 30
		36,350	315 73	820	14 35			4,086	33 55
		17,480							
300	2 50	27,747	1,006 21	10,910	194 50	353	3 53	24,133	258 63
		3	0 41	18	2 50	24	0 24		
443	5 08	399,123	27,859 54	32,029	2,892 05	5,434	54 34	1,807	37 14
		460							
10	0 07			0 55	2 81	31	0 31	450	4 50
		600							
		6 476	477 80	2,129	227 34			133	4 75
		3,313							
		15,678	358 32	464	10 54			4,450	39 71
		27,800							
31	0 54	132	105 05	117	24 32	333	3 33	200	17 38
		4	0 23	3	0 23				
		4							
1 620	20 25	6 500	74 13			69	0 69		
		10,080							
		40	0 10	440	2 79				
2,404	28 44	551,790	30,197 52	47,010	3 372 02	6,248	62 48	35,294	396 96
6	0 12	628	48 22	3	0 09	11	0 11	34	0 42
		107	8 42			6	0 06	87	0 87
17	0 34	159	6 81	14	0 42	5	0 05	1	0 01
		326	28 28	3	0 07			1	0 01
23	0 46	1,220	91 73	20	0 58	22	0 22	123	1 31
		13	0 98	2	0 10				
27	0 52	6	0 58	8	0 24				
11	0 22			27	0 65	35	0 35		
		2	0 04	1	0 03	73	0 73		
19	0 37	7	0 38	199	4 90	103	1 03		
		4	0 36			3	0 03		
				5	0 13				
191	3 63	1,855	166 44	337	10 52				
248	4 74	1,887	168 78	579	16 57	214	2 14		

APPENDIX

No (A) 15.—Summary Statement of Traffic on the Undermentioned

Articles	Welland Canal		St Lawrence Canal		Chambly Canal	
	Tons	Tolls	Tons	Tolls	Tons	Tolls
		$ cts		$ cts		
Agricultural Products						
Agricultural products not enumerated, vegetable	56	9 48	1,378	194 37		
do do Free	4					
Apples	242	7 93	3,789	557 68	292	20 39
Barley	14,173	1,417 30	4 880	386 33		
Buckwheat			6,537	243 71		
Cotton, raw			6	0 45		
Corn	390 615	39,061 50	4,958	401 00		
do Free			267,583			
Flax and hemp	1,041	156 15	67	6 70		
Flaxseed	3,464	346 50				
do Free			3,293			
Flour	9,065	1,709 90	2,922	286 78	552	18 63
do Free			1,029			
Hay, pressed	301	60 20	600	33 93	3,132	142 58
Meals, all kinds	42 343	8,468 60	565	42 38		
Manilla	1	0 15	14	2 80		
Oats	25,161	2,520 77	51,322	2,020 52	2,666	99 82
do Free			6,847			
Peas	2,082	208 25	36,913	1,748 60	6	0 21
do Free			2,078			
Potatoes	7	0 53	20	1 46	15	1 50
Rye	8 483	848 30	14,397	750 96		
do Free			8,435			
Seeds, all other	322	63 25	1,229	95 58		
do Free	121					
Tobacco, raw	51	10 20				
do Free			51			
Wheat	324,743	32,449 39	44,439	1,960 56		
do Free			278,498			
Total	822,275	87,338 40	741,850	8,734 01	6,663	283 13
Manufactures						
Ashes, pot and pearl	133	26 60	31	6 20		
do Free	1		133			
Agricultural implements	1	0 15	61	8 26		.
Barrels, empty	21	3 98	123	12 24	1	0 12
Bricks	1,651	322 20	6,839	340 04	762	55 41
do Free	70					
Cement and water lime	415	40 11	7,215	639 35	3,789	269 24
do Free	837		2,127			
Crockery and earthenware	144	21 60	91	16 65	5	0 50
do Free	4					
Furniture	16	2 80	1,321	202 83		.
do Free	2		1			
Glass, all kinds	109	19 45	1,726	338 18		.
do Free	799		53			
Iron, railway	7,206	1,441 20	381	36 76		
Iron, pig	2,852	566 05	1,807	217 41		
do Free	6					
do all other	14,160	2,755 04	10,264	826 18	1,494	149 40
do do Free	559		7,564			.
Molasses	92	14 25	2,204	145 23		
do Free			9			
Nails	46	5 20	1,439	195 46		
do Free	129					
Oil	462	87 35	938	154 74	51	4 94
do Free	12		112			.
Oil cake			40	3 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
33	0 65			9	0 23	256	2 56		
631	12 15	43	3 39	88	2 13	115	1 15	2	0 02
65	1 22	5	0 36	6	0 14	39	0 39		
70	1 32	189	18 32	153	7 00				
3	0 06								
				155	3 86	25	0 25		
		7	0 58	518	13 21	2,846	28 46	20	0 47
		272	26 03	88	2 10	1,595	15 95	2	0 26
16	0 30	13	0 82	38	0 93	1,039	10 39		
				37	3 22	42	0 42		
43	0 81	1,623	142 18	448	17 68	1,256	12 56	8	0 34
609	11 45	225	18 33	18	0 84	64	0 64	13	0 13
12	0 23	136	8 58	6	0 21	1,316	13 16	16	0 16
340	6 40	8	0 79	5	0 19				
25	0 47	19	1 26						
				3	0 07	9	0 09		
243	4 58			625	14 60	68	0 68	49	0 49
2,090	39 64	2,540	220 64	2 197	66 41	8,670	86 70	110	1 87
		6	1 05	4	0 70				
6	0 15	11	1 55	72	6 55	13	0 13		
4	0 10	63	8 06	15	0 90	132	1 32		
78	1 48			985	39 72	129	1 29	459	4 61
568	10 70	158	3 78	535	13 88	134	1 34	6	0 15
4	0 10	4	0 76	52	4 67	56	0 56		
244	6 37	22	2 95	35	3 14	62	0 62		
149	3 79	1	0 28	29	2 59	45	0 45		
						60	0 60	40	0 40
6	0 12	1	0 06	13	0 60				
551	10 39	24	1 55	644	17 32	114	1 14	5	0 05
				95	8 32	264	2 64		
22	0 56			102	10 85	64	0 64		
242	6 09	15	1 89	208	19 08	226	2 26		

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		9	0 83	424	58 04		.
do	Free	20					
Pitch and tar		1	0 15	280	25 46	455	45 50
do	Free	20					
Rosin				2,096	127 54	2,163	216 30
Soda ash				930	178 81	288	19 20
do	Free	249					.
Spirits, whisky, &c		148	24 50	487	81 99	.	
do	Free	93		46			.
Steel		5,060	1,011 75	1,706	156 84	52	5 20
do	Free			375			
Sugar		5,793	864 47	4,862	934 05	2,240	224 00
do	Free	311					....
Tin		18	2 70	1,272	251 65		
do	Free	359					
Turpentine				82	4 15	63	6 30
White lead				114	22 44		.
do	Free	5					
Whiting				427	85 15		....
do	Free	104					. ..
Woodenware		26	10 40	66	21 40		...
Total		41,943	7,220 78	57,646	5,090 06	11,363	996 11
Merchandise							
Brimstone (crude)				768	64 81		
Clay, lime and sand		718	99 85	24,706	1,054 02	3,728	464 78
do do	Free	4		198			
Coal		176 226	35,244 68	176,197	25,422 32	77,374	7,626 36
do	Free			96,722	.		
Dye wood and dye stuffs				54	6 15	16	1 60
Fish		55	8 25	137	10 23		...
do	Free	10					.
Gypsum				1,100	13 86		.
Ores (all kinds)							...
Marble				2	0 20		
Rags				261	38 38		
Salt		227	44 00	2,991	343 64	465	36 33
do	Free	25		216			
Stone (all kinds)		713	88 05	2,010	84 57	281	28 10
do	Free	87		13,704		.	. ..
All other goods and merchandise (not enumerated)		47,222	6,937 73	11,218	1,694 68	13,996	1,030 74
do do	Free	711		1,336			.
Total		225,998	42,422 56	331,620	28,732 86	95,860	9,187 91
Grand totals (passengers and tonnage of vessels not included)		1,274,292	188,432 17	1,231,365	70,718 09	352,136	23,308 53

Department of Railways and Canals,
Ottawa, 15th October, 1898.

and the amount of Tolls collected, &c —*Concluded*

Murray Canal		Ottawa Canals		Rideau Canal		St Peters Canal		Trent Valley Canal	
Tons	Tolls	Tons	Tolls	Tons	Tolls	Tons	Tolls	Tons	Tolls.
	$ cts		$ cts		$ cts		$ cts		$ cts.
65	1 66			17	1 61	45	0 45		-
		24	4 10	18	1 60	6	0 06		-
				1	0 09				-
96	2 41	2	0 20	1	0 09				-
71	1 79			70	6 21	278	2 78		-
				29	0 82	7	0 07		-
652	16 38	1	0 10	470	43 38	225	2 25		..
149	3 73			12	1 26	54	0 54		-
2	0 05								..
1	0 03			19	2 07				-
89	2 24			1	0 09				-
		1	0 13	23	3 21	12	0 12		..
2 919	68 14	333	26 46	3,450	188 75	1,926	19 26	510	5 21
23	0 45	3,765	93 53	7 157	167 29	1 376	13 76	11	0 12
125	2 35			13,162	339 43	36,627	360 27		-
				133					
26	0 52			39	0 96	1,897	18 97		-
						713	7 13		-
		266	13 30	37	0 99				
						532	5 32		-
3	0 08	71	12 74	15	1 94				
143	2 75			1,732	47 84	552	5 52		-
53	0 53			586	15 17	7 965	79 65		-
5,094	127 65	498	76 59	1,159	108 66	951	9 51	93	2 79
5,467	144 33	4,600	196 16	24,020	882 28	50,013	500 13	104	2 91
13,231	655 01	562,370	34,032 28	77 276	6,131 35	67,093	2,944 70	36,141	1,095 65

RICHARD DEVLIN,
Compiler of 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, 1897.

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				4 78	13 39	10 84	1 25	6 68	11 96	8 69		57 59
Colborne			6,776 65	17,506 94	14,726 21	21,857 75	19,739 73	21,775 21	17,660 46	11,012 86	3,773 29	134,829 10
Dalhousie		5 32	2,376 29	3,070 03	5,696 83	5,813 66	6,798 91	9,136 71	8,940 77	9,956 23	674 43	52,469 18
Dunnville				12 92	61 17	74 15	71 71	23 17	5 51	62 13	4 70	315 46
Maitland				27 94								27 94
St Catharines		6 46	64 58	56 92	99 91	141 50	110 62	116 55	58 50	77 86		732 90
Total Welland Canal		11 78	9,217 52	20,679 53	20,597 51	27,897 90	26,722 22	31,058 32	26,677 20	21,117 77	4,452 42	188,432 17
ST LAWRENCE CANALS												
Beauharnois				53 15	111 44	71 56	65 20	146 93	64 64	36 66		549 58
Cardinal			2 51	67 12	61 88	117 90	55 11	60 29	12 45	44 09	26 00	447 35
Cornwall				5,205 77	4,818 64	3,813 90	4,402 44	4,331 34	4,096 48	4,372 72	148 63	31,189 92
Kingston			356 11	1,240 53	643 62	1,119 18	916 27	1,396 04	1,780 70	2,016 75		9,469 20
Lachine				263 83	402 52	445 59	581 17	695 03	289 59	170 34		2,848 07
Montreal				3,567 11	3,632 50	4,390 57	4,289 50	3,572 06	3,470 11	3,282 00	10 12	26,213 97
Total St Lawrence Canals			358 62	10,397 51	9,670 60	9,958 70	10,309 69	10,201 69	9,713 97	9,922 56	184 75	70,718 09
CHAMBLY CANAL												
Chambly				1,245 80	2,624 09	2 142 61	1,851 85	1,698 54	1,176 17	844 61		11,583 67
St John				2,681 99	1,493 62	1,784 02	1,438 50	1,405 57	1,326 91	1,003 51		11,134 12
St Ours			18 07	67 21	62 12	109 05	68 11	70 82	103 58	91 78		590 74
Total Chambly Canal			18 07	3,995 00	4,179 83	4,035 68	3,358 46	3,174 93	2,606 56	1,939 90		23,308 53

Ottawa Canals												
Ottawa			1,046 21	5,202 95	6,525 55	5,165 35	3,792 32	2,988 64	2,114 72	2,013 70		28,849 44
Carillon			0 50	4 60	866 64	463 83	6 68	6 79	1 99	11 75		1,365 78
Grenville			47 19	357 59	279 90	151 20	552 34	496 94	389 32	522 13		2,796 61
Ste Anne's			5 38	96 53	174 44	179 20	214 84	196 35	98 19	55 52		1,020 45
Total Ottawa Canals			1,099 28	5,661 67	7,846 53	5,959 58	4,566 18	3,688 72	2,607 22	2,603 10		34,032 28
Rideau Canal												
Kingston Mills				123 34	203 81	238 60	225 39	157 63	76 16	25 50		1,050 43
Ottawa				299 51	556 94	919 87	1,058 06	751 16	749 37	162 00		1,496 91
Smith's Falls				65 06	85 01	117 25	106 82	103 44	60 48	45 95		584 01
Total Rideau Canal				487 91	845 76	1,275 72	1,390 27	1,012 23	886 01	233 45		6,131 35
St Peter's Canal												
St Peter's	0 78	5 18	30 44	215 57	391 63	422 98	361 49	468 54	423 10	335 21	189 78	2,844 70
Trent Valley Canals												
Bobcaygeon		0 25	1 50	20 11	63 75	92 04	76 46	77 40	71 27	26 01		428 79
Buckhorn				5 50	3 60	6 70	16 60	19 50	33 90	4 75		90 55
Burleigh				4 89	10 02	8 60	11 45	4 71	3 35	1 50		44 52
Fenelon Falls				5 50	8 12	41 83	45 78	24 48	17 00	5 52		148 23
Hastings				2 75	3 50	9 65	5 25	5 25	20 75	10 90		58 05
Peterborough			6 72	25 94	41 68	85 48	66 44	55 99	29 34	13 92		325 51
Total Trent Valley Canals		0 25	8 22	64 69	130 67	244 30	221 98	187 33	175 61	62 60		1,095 65
Murray Canal												
Brighton			1 79	71 81	73 30	115 15	148 52	93 79	79 97	70 68		655 01
Grand total	0 78	17 21	10,733 94	41,573 69	43,735 83	49,910 01	47,078 81	49,885 55	43,169 74	36,285 27	4,826 95	327,217 78

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, 1897, 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	1,062	124,285	130,917	78,485	651			2,619	73,669	205,389	205,237	410,626	4,722 21
do sail	526	44,271	41,503	43,984	1,087			196	47,463	88,448	90,053	178,501	3,716 21
Total Canadian	1,588	168,556	172,420	122,469	1,738			2,812	121,132	293,837	295,290	589,127	8,438 42
United States vessels, steam	849	2	146	98,434	115	288,424	242,840	375	139,757	387,235	382,858	770,093	11,551 91
do sail	288	1,104		41,030	156	44,672	29,217	2	56,860	86,808	86,233	173,041	3,902 57
Total United States	1,137	1,106	146	139,464	271	333,096	272,057	377	196,617	474,043	469,091	943,134	15,454 48
Grand total, Welland Canal	2,725	169,662	172,566	261,933	2,009	333,096	272,057	3,189	317,749	767,880	764,381	1,532,261	23,892 90
ST. LAWRENCE CANALS.													
Canadian vessels, steam	4,028	356,104	293,567	18,013					21,471	374,117	315,038	689,155	4,544 43
do sail	6,092	729,833	516,276	49,722	523				128,040	779,555	644,839	1,424,394	16,605 54
Total Canadian	10,120	1,085,937	809,843	67,735	523				149,511	1,153,672	959,877	2,113,549	21,149 97
United States vessels, steam	413	439	1,537	3,792	127	5,587	5,044	1,721	3,905	11,489	10,613	22,102	124 88
do sail	604	2,300	12,436	32,769	1,102	293	237	23,717	33,812	59,079	47,587	106,666	1,152 47
Total United States	1,017	2,739	13,973	36,561	1,229	5,830	5,281	25,438	37,717	70,568	58,200	128,768	1,277 35
Grand total, St. Lawrence Canals	11,137	1,088,676	823,816	104,296	1,752	5,830	5,281	25,438	187,228	1,224,240	1,018,077	2,242,317	22,427 32
CHAMBLY CANAL.													
Canadian vessels, steam	480	37,969	41,219	102					224	38,071	41,443	79,514	252 66
do sail	476	6,460	8,731	7,904					12,676	14,364	21,407	35,771	492 71
Total Canadian	956	44,429	49,950	8,006					12,900	52,435	62,850	115,285	745 37

United States vessels, steam	16			345	7		7		286	345	300	645	5 22
do sail	2,127	2,035	2,366	91,166					111,090	93,201	113,456	206,657	2,590 64
Total United States	2,143	2,035	2,366	91,511	7		7		111,376	93,546	113,756	207,302	2,595 86
Grand total, Chambly Canal	3,099	46,464	52,316	99,517	7		7		124,276	145,981	176,606	322,587	3,341 23
OTTAWA CANALS													
Canadian vessels, steam	905	42,934	97,037		234					42,934	97,271	140,205	606 62
do sail	1,148	3,724	133,082		8,735					3,724	141,817	145,541	2,057 01
Total Canadian	2,053	46,658	230,119		8,969					46,658	239 088	285,746	2,663 63
United States vessels, steam													
do sail	145	2,489	159		11,150			504		2,993	11,309	14,302	331 53
Total United States	145	2,489	159		11,150			504		2,993	11,309	14,302	331 53
Grand total, Ottawa Canals	2,198	49,147	230,278		20,119			504		49,651	250,397	300 048	2,995 16
RIDEAU CANAL													
Canadian vessels, steam	1,721	51,102	51,565	1,012	148			222	1,631	52,336	53,344	105,680	739 58
do sail	647	14,738	14,785	1,601					2,135	16,339	16,920	33,259	492 73
Total Canadian	2,368	65,840	66,350	2,613	148			222	3,766	68,675	70,264	138,939	1,232 31
United States vessels, steam	47	47	29	194					376	241	405	646	12 41
do sail	138	2,766	1,069	1,571	4,882				1,550	4,337	7,501	11,838	265 73
Total United States	185	2,813	1,098	1,765	4,882				1,926	4,578	7,906	12,484	278 14
Grand total, Rideau Canal	2,553	68,653	67,448	4,378	5,030			222	5,692	73,253	78,170	151,423	1,510 45
ST PETERS CANAL													
Canadian vessels, steam	154	18,691	12,237							18,691	12,237	30,928	618 56
do sail	1 470	37,497	36,225							37,497	36,225	73,722	1,478 05
Total Canadian	1,624	56,188	48,462							56,188	48,462	104,650	2,096 61
United States vessels, steam	2	93	494							93	494	587	11 74
do sail	7	3,271								3,271		3,271	65 42
Total United States	9	3,364	494							3,364	494	3,858	77 16
Grand total, St Peters Canal	1,633	59,552	48,956							59 552	48,956	108,508	2,173 77

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	1,348	29,139	28,691							29,139	28,691	57,830	360 96
do sail	787	23,836	24,818							23,836	24,818	48,654	177 45
Total Canadian	2,135	52,975	53,509							52,975	53,509	106,484	538 41
United States vessels, steam													
do sail													
Total United States													
Grand total, Trent Valley Canals	2,135	52,975	53,509							52,975	53,509	106,484	538 41
MURRAY CANAL													
Canadian vessels, steam	508	106,542	49,597	14,202				499	10,479	121,243	60,076	181,319	192 65
do sail	114	2,067	2,701	760					110	2,827	2,811	5,638	27 13
Total Canadian	622	108,609	52,298	14,962				499	10,589	124,070	62,887	186,957	219 78
United States vessels, steam	8	58	37		79			14		72	116	188	2 00
do sail	21	62	94	129		12		8	62	211	156	367	4 88
Total United States	29	120	131	129	79	12		22	62	283	272	555	6 88
Grand total, Murray Canal	651	108,729	52,429	15,091	79	12		521	10,651	124,353	63,159	187,512	226 66

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	1,588	168,556	172 420	122,469	1,738			2,812	121,132	293,837	295,290	589,127	8,438 42
St Lawrence	10,120	1,085,937	809,843	67,735	523				149,511	1,153,672	959,877	2,113,549	21,149 97
Chambly	956	44,429	49,950	8,006					12,900	52 435	62,850	115,285	745 37
Ottawa	2,053	46 658	230,119		8,969					46,658	239,088	285,746	2,663 63
Rideau	2,368	65,840	66,350	2,613	148			222	3,766	68,675	70,264	138,939	1,232 31
St Peters	1,624	56,188	48,462							56,188	48,462	104,650	2,096 61
Trent Valley	2,135	52,975	53,509							52,975	53,509	106,484	538 41
Murray	622	108,609	52,298	14,962				499	10,589	124 070	62,887	186,957	219 78
Total Canadian	21,466	1,629,192	1,482,951	215,785	11,378			3,533	297,898	1,848,510	1,792,227	3,640,737	37 084 50
UNITED STATES VESSELS *(Steam and Sail)*													
Welland	1,137	1,106	146	139,464	271	333,096	272,057	377	196,617	474,043	469,091	943,134	15,454 48
St Lawrence	1,017	2,739	13,973	36,561	1,229	5,830	5,281	25,438	37,717	70,568	58,200	128,768	1,277 35
Chambly	2,143	2,035	2,366	91,511	7		7		111,376	93,546	113,756	207,302	2,595 86
Ottawa	145	2 489	159		11,150			504		2,993	11,309	14,302	331 53
Rideau	185	2,813	1,098	1,765	4,882				1,926	4,578	7,906	12,484	278 14
St Peter's	9	3,364	494							3,364	494	3,858	77 16
Trent Valley													
Murray	29	120	131	129	79	12		22	62	283	272	555	6 88
Total United States	4,675	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	20,021 40
Grand total, Canadian and United States	26,141	1,643,858	1,501,318	485,215	28,996	338,938	277,345	29,874	645,596	2,497,885	2,453,255	4,951,140	57,105 90

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898

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 1896 and 1897, 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.		
1896												$ cts.
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	3,537,301	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
1897												
Welland	6,478	175,480	5,613	4,518	210,831	353,863	1,277	516,232	224,199	1,050,093	1,274,292	188,432 17
St Lawrence	150,563	757,205	4,491	1,809	128	759	32,979	283,431	188,161	1,043,204	1,231,365	70,718 09
Chambly	8,106	7,747	241,906	174				94,203	250,012	102,124	352,136	23,308 53
Ottawa	81	511,262		51,027					81	562,289	562,370	34,032 28
Rideau.	34,244	13,177	9,679	8,393			283	11,500	44,206	33,070	77,276	6,131 35
St. Peter's	18,317	48,776							18,3 7	48,776	67,093	2,844 70
Trent Valley	29,586	6,555							29,586	6,555	36,141	1,095 65
Murray	5,897	6,525	586					223	6,483	6,748	13,231	655 01
Sault Ste. Marie.	22,315	186,547	6,425	122,039	458,183	4,014,692	74,248	62,614	561,171	4,385,892	4,947,063	
Grand total	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967	327,217 78

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 15th October, 1898.

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 1897

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	18	144	21	168	8	64	12	96
10	6	60	15	150	6	60	2	20
15	2	30	4	60	9	135	4	60
20	1	20	3	60	4	80	1	20
25	5	125			1	25	2	50
30	9	270			2	60		
35	9	315			4	140	1	35
40			6	240	3	120	4	160
45	1	45	2	90	3	135		
50	2	100	1	50	1	50	4	200
55					1	55		
60	1	60	4	240	2	120	6	360
65	2	130	2	130			1	65
70	2	140						
75			1	75	3	225	3	225
85	2	170	1	85	1	85		
90	3	270	1	90				
95	1	95						
100	1	100	2	200			1	100
110			2	220	1	110	3	330
120					1	120	3	360
125			1	125	1	125		
135	1	135	1	135				
140			2	280				
145							1	145
150			5	750			3	450
160	2	320	2	320				
165	1	165	1	165				
175					1	175		
180			2	360				
190			5	950				
200	2	400	4	800			1	200
210	2	420						
220	1	220			2	440		
225	1	225	2	450				
230					1	230		
245	1	245	3	735				
260	1	260	1	260	1	260	3	780
265	1	265					2	530
270			2	540	1	270	2	540
275			2	550			1	275
280			2	560	2	560	2	560
285							2	570
290	1	290	5	1,450			1	290
295	1	295	1	295			1	295
300			2	600	1	300	1	300
305	3	945	1	305			1	305
310	1	310	2	630	1	310	3	930
315	1	315					3	945
320	1	320	2	640			2	640
325			4	1,300	2	650	1	325
330							1	330
335			4	1,440	1	335		
360	1	360					4	1,440
365			1	365	4	1,460		

APPENDIX A—*Continued.*

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
375			1	375			1	375
390					1	390	1	390
400					2	800	2	800
405	1	405						
415	1	415						
425					2	850	1	425
430					1	430	1	430
435			2	870				
440	2	880					1	440
450					1	450		
455	1	455					1	455
460			3	1,380				
465	1	465			1	465		
470							3	1,410
480	1	480	1	480	1	480	4	1 920
485	1	485	1	485			1	485
490					1	490	2	980
495					1	495		
500	2	1,000					2	1,000
505							2	1,010
510	1	510			1	510		
515	1	515					2	1,030
520			3	1,560			1	520
525					1	525	1	525
530	1	530						
540					2	1,090	2	1,090
545	2	1,090	1	545			1	
555					3	1 665	2	1 110
560	1	560			2	1,120		
570					2	1,140		
575	2	1,150						
580							3	1,740
585			1	585	1	585	2	1,170
590			1	590	1	590	2	1,180
595							1	595
600	1	600			2	1,200	4	2,400
605					1	605	2	1,210
615					2	1,230		
620					2	1 240	3	1,860
625					2	1,250	1	625
635							2	1,270
640					1	640	1	640
645					1	645		
655					2	1,310	1	655
660					1	660		
665							2	1 330
680					2	1 360	1	680
685			1	685			3	2,055
695					2	1,390	2	1,390
700					1	700	1	700
707							2	1 414
710					1		2	1,438
719			1	719				
722	1	722						
725					1	725		

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.
730							1	730
740			1	740			4	2,960
760	1	760			2	1,520		
769	1	769						
771	1	771						
775					1	775		
780					1	780	1	780
787					4	3,148	1	787
796					3	2,388	1	796
797					1	797		
802			1	802				
837					2	1,674		
838					1	838	1	838
859					1	859	2	1,718
870							2	1,740
873							1	873
882					1	882		
891							1	891
892	1	892			1	892		
898							1	898
904					1	904		
908			1	908				
911					2	1,822		
915					1	915		
917							1	917
918					1	918		
928					1	928		
929	1	929			1	929		
940					2	1,880		
944					1	944		
950					2	1,900		
960					1	960	1	960
962					1	962		
968					2	1,954		
977	1	977						
978					1	978		
985					1	985		
989	1	989						
994							4	3,976
997					2	1,994		
1,013					1	1,013		
1,014							2	2,028
1,022					1	1,022		
1,029					1	1,029	1	1,029
1,030					1	1,030		
1,035	1	1,035			1	1,035		
1,038					2	2,076		
1,040			1	1,040	1	1,040		
1,053							1	1,053
1,054					3	3,162		
1,072	1	1,072			1	1,072	1	1,072
1,075					1	1,075		
1,083					1	1,083	1	1,083
1,085							1	1,085

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.
1,103					4	4,412		
1,111					2	2,222		
1,118					1	1,118	1	1,118
1,123					3	3,369		
1,168					2	2,336	1	1,168
1 170					1	1,170		
1,172	1	1,172						
1,180					1	1,180	1	1,180
1,182					1	1,182		
1,185							1	1,185
1,203					2	2,406		
1,206					2	2,412		
1,425					3	4,275		
1,441					2	2,882	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	117	27,192	142	27,627	195	118,172	181	80,984

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 1897.

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	60	480	24	192	3	24		
10	17	170	7	70			1	10
15	18	270	4	60	3	45		
20	9	180	14	280	1	20		
25	18	390	3	75	2	50	2	50
30	17	510	10	300				
35	8	280	1	35				
40	12	480	6	240	1	40	1	40
45	4	180	3	135	1	45		
50	10	500	11	550				
55	5	275	1	55				
60	9	540	24	1,440				
65	2	130	4	260	1	65	1	65
70	2	140	10	700			1	70
75	5	375	3	225	1	75		
80	4	320	6	480				
85	5	425	5	425			3	255
90	3	270	4	360	1	90	6	540
95	2	190	12	1,140	1	95	29	2,755
100	7	700	12	1,200			45	4,500
105	5	525	9	945			14	1,470
110	3	330	10	1,100	1	110	9	990
115	2	230	10	1,150			5	575
120	3	360	8	960			4	480
125	1	125	5	625			2	250
130	2	260	3	390				
135	1	135	9	1,215				
140	1	140	7	980				
145	3	435	10	1,450				
150			20	3,000				
155	2	310	35	5 425				
160			16	2,560				
165	5	825	15	2,475				
170	1	170	5	850				
175			3	525				
180			4	720				
185			5	925				
190	2	380	5	950				
195			3	585				
200	3	600	3	600				
205			1	205			1	205
220			2	440				
230	1	230	5	1,150				
255	1	255	2	510				
260	1	260	3	680				
265	1	265	2	530				
270			2	540				
275	1	275	2	550				
285			2	570	1	285	1	285
290	1	290	2	580			1	290
300			4	1,200				
305	1	305	3	915				
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	1		3	960				
325		325	6	1,950				
330	1		2	660				
335	1	335	4	1,340				
340		340	3	1,020				
345	2	345	3	1,035			1	345
350			1	350				
360			2	720				
365	2	730	3	1,095				
370			5	1,850				
375			2	750				
390			1	390				
395	2	790	1	395				
411	1		1	411				
415			1	415				
433	1						1	433
436	1		1	436				
442	2	884	1	442				
450			3	1,350				
454	1	454						
471	1	471	1	471				
473							1	475
475			1	475				
487			2	974				
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	2	1,082				
575	1	575	1	575				
586	2	1,172	3	1 758				
590			1	590				
593	1	593						
599	1	599	1	599				
628			1	628				
678	1	678						
681			1	681				
690	1	690						
715	1	715	1	715				
771			3	2,313				
803			1	803				
989	1	989						
1,167	1	1,167						
Total	288	27,420	452	75,424	17	944	129	14,083

Department of Railways and Canals.

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 1897.

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	30	240	71	568	4	32		
10	11	110	25	250	8	80	3	30
15	6	90	4	60				
20	5	100	11	220			1	20
25	4	100	5	125				
30	1	30	4	120				
40	5	200	5	200	1	40	1	40
45	....		4	180				
50	5	250	4	200	1	50	3	150
55	3	165	1	55				
60	2	120	2	120	2	120	2	120
65			2	130			7	455
70	2	140			1	70	7	490
75	1	75	13	975			3	225
80	2	160	5	400			5	400
85	2	170	2	170			17	1,445
90	1	90	9	810	1	90	45	4,050
95	1	95	8	760			122	11,590
100	1	100	7	700			125	12,500
105	1	105	5	525			43	4,515
110			4	440			26	2,860
115	1	115	5	575			13	1,495
120			7	840			3	360
125	2	250	4	500			1	125
130			4	520			3	390
135	1	135	7	945				
140			14	1,960				
145	2	290	11	1,595			1	145
150	1	150						
155	1	155	24	3,720				
160			9	1,440				
165			9	1,485			1	165
170			5	850				
175			2	350				
180			3	540				
185			1	185				
190			1	190				
195			2	390				
200			1	200				
228	1	228	1	228				
256			1	256				
262	1	262	....					
324	1	324	1	324				
332	1	332	1	332				
397	1	397						
691	1	691						
Total	97	5,669	304	24,433	18	482	432	41,570

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 1897.

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 1,565 tons...	41	22,988	1	250 to 1,040 tons..	49	20,699	1	250 to 1,565 tons .	140	115,618	1	250 to 1,441 tons..	129	78,108
2	200 " 249 " ...	7	1,510	2	200 " 249 " ..	9	1,985	2	200 " 249 " ..	3	670	2	200 " 249 " ..	1	200
3	150 " 199 " ...	3	485	3	150 " 199 " ..	15	2,545	3	150 " 199 " ..	1	175	3	150 " 199 " ..	3	450
4	100 " 149 " ...	2	235	4	100 " 149 " ..	8	960	4	100 " 149 " ...	3	355	4	100 " 149 " ..	8	935
5	50 " 99 " ...	13	965	5	50 " 99 " ..	10	670	5	50 " 99 " ...	8	535	5	50 " 99 " ..	14	850
6	Under 50 " ...	51	1,009	6	Under 50 " ..	51	768	6	Under 50 " ...	40	819	6	Under 50 " ..	26	441
	Total..... ..	117	27,192		Total	142	27,627		Total.....	195	118,172		Total...	181	80,984

ST. LAWRENCE CANALS.

1	250 to 1,167 tons...	36	15,560	1	250 to 803 tons....	95	37,977	1	250 to 285 tons....	1	285	1	250 to 290 tons..	5	1,828
2	200 " 249 " ...	4	830	2	200 " 249 "	11	2,395	2	200 " 249 "	.....	.....	2	200 " 250 " ..	1	205
3	150 " 199 " ...	10	1,685	3	150 " 199 "	111	18,015	3	150 " 199 "	.....	.....	3	150 " 199 "	.....	.....
4	100 " 149 " ...	28	3,240	4	100 " 149 " ..	83	10,015	4	100 " 149 " ...	1	110	4	100 " 149 " ..	79	8,265
5	50 " 99 " ...	47	3,165	5	50 " 99 "	80	5,635	5	50 " 99 "	4	325	5	50 " 99 " ..	40	3,685
6	Under 50 " ...	163	2,940	6	Under 50 "	72	1,387	6	Under 50 "	11	224	6	Under 50 " ..	4	100
	Total... .. .	288	27,420		Total.....	452	75,424		Total.....	17	944		Total.....	129	14,083

1	250 to 691 tons		5	2,006	1	250 to 332 tons		3	912	1	250 to — tons			1	250 to — tons		
2	200 " 249 "		1	228	2	200 " 249 "		2	428	2	200 " 249 "			2	200 " 249 "		
3	150 " 199 "		2	305	3	150 " 199 "		56	9,150	3	150 " 199 "			3	150 " 199 "	1	165
4	100 " 149 "		8	995	4	100 " 149 "		68	8,600	4	100 " 149 "			4	100 " 149 "	215	22,390
5	50 " 99 "		19	1,265	5	50 " 99 "		46	3,620	5	50 " 99 "	5	330	5	50 " 99 "	211	18,925
6	Under 50 "		62	870	6	Under 50 "		129	1,723	6	Under 50 "	13	152	6	Under 50 "	5	98
	Total	.	97	5,669		Total		304	24,433		Total	18	482		Total	432	41,570

RICHARD DEVLIN,
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 15th October, 1898.

CANALS

CONSOLIDATED

Sec. 1.

No. 23.—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.	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	01½	0 01½	0 02½	0 00¾	0 00¾	0 01½	0 00⅝	0 01½	0 3/32
do sail and other.....	0 02¼	0 02¼	0 03¾	0 01½	0 01¼	0 02¼	0 01	0 02⅝	0 1/16
Class No. 2.									
Passengers, 21 years of age and upwards...	0 10	0 10	0 20	0 10	0 05	0 08	0 02½	0 09½	0 1¼
Passengers, under 21 years each.....	0 05	0 05	0 10	0 05	0 02	0 04	0 01¼	0 04½	0 5/8
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.). . ... 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.....	15	0 20	0 20	0 15	0 10	0 07	0 06	0 19½	0 1⅞
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, 1897.

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	0 04	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 03¾	0 00¼
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 00¾	0 01⅜	0 00 1/16
do rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02¼	0 00⅛
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in vessels	0 30	0 30	0 30	0 15	0 10	0 11¼	0 06¾	0 20	0 01⅞
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in rafts	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36½	0 03¾
Square timber, per M. cubic feet, in vessels	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69	0 12½
do do rafts	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13	0 25
Wagon stuff, woodware and wood, partly manufactured, per ton of 40 cubic feet	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55	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, per M	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75	0 12½
do do W. India, per M	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65	0 07½
do do salt barrel, sawn or cut, per M	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06	0 00½
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67½	0 06¾
Hop poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65	0 25
Special Class.									
Gypsum, crude (per O.C., 28th Oct., 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.	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 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 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 00¼	0 00¼	0 00¼	0 13	0 52	0 13
0 13	0 13	0 13	0 03	0 10	0 03
0 03	0 03	0 03	0 04	0 14	0 04
0 04	0 04	0 04	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00⅛	0 00⅛	0 00⅛	0 00⅛	0 00½	0 00⅛
0 00¼	0 00¼	0 00¼	0 00¼	0 01	0 00¼
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05½	0 05½	0 05½	0 05½	0 22	0 05½
0 00½	0 00½	0 00½	0 00½	0 02	0 00½
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03½	0 03½	0 03½	0 03½	0 14	0 03½
0 00¾	0 00¾	0 00¾	0 00¾	0 03	0 00¾
Free.	Free.	Free.	Free.	Free.	Free.

St. Peter's Canal.

Sec. 2. On each and every vessel passing through the said canal, two cents per ton on the vessel and one cent per ton on the freight, each way. O. C. June 23, 1883. Con. O. C. Oct. 26, 1889, sec. 109.

SPECIAL REGULATIONS RELATING TO 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 of any kind whatever." O.C. June 27, 1890.

Sault Ste. Marie Canal.

Sec. 6. All vessels and freight shall be permitted to pass through the Sault Ste. Marie Canal free of toll upon such vessels and freight, until otherwise ordered.

Sec. 7. (*a.*) All up bound goods on which full tolls have been paid for passage through the whole of the St. Lawrence Canals, or for passage through the Lachine Canal, the Ottawa and Rideau Canals, shall be entitled to pass free through the Welland Canal, or any portion thereof, and tolls paid for passage through the Chambly Canal, on goods thereafter so becoming entitled to the above privilege, shall be refunded at Montreal. All down bound goods on which full tolls have been paid for passage thaough the Welland Canal shall be entitled to pass free through any or all of the mentioned Canals, or through any portion thereof. O.C. May 17, 1897.

(*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. 26, 1889, sec. 86.

Sec. 11. All vessels owned or chartered by persons having contracts for the enlargement or repair of any of the canals, and employed by them in removing earth or carrying materials necessary for the prosecution of such works, shall be entitled to pass through such canals free of toll upon such vessel and cargo. O.C. April 22, 1884. Con. O.C. Oct. 26, 1889, sec. 35.

Sec. 12. Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever. O.C. May 18, 1891.

HARBOUR DUES.

Sec. 13. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents. O.C. April 18, 1873. Con. O.C. Oct. 26 1889.

WAY RATES.

Sec. **14.** The following way rates are to be levied on vessels and property passing the several subdivisions of the canals :—

Welland Canal.

	Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way	½
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.	⅝
3. From Dunnville to Port Colborne	½
4. From Thorold to St. Catharines or Port Dalhousie	½
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places	⅜
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson	⅜
7. From Port Robinson to Allanburg or Thorold	⅜
8. From Port Robinson to St. Catharines or Port Dalhousie	½
9. From St. Catharines to Port Dalhousie	⅛
10. From Dunnville to Maitland	¼
11. From Port Robinson through the Lock and Chippawa Cut	¼
12. From Port Colborne to Port Maitland	½
13. From Chippawa Cut through Lock to Port Robinson	¼
14. From Colborne, Dunnville, Maitland and Marshville to Thorold	⅝
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.	⅞
16. Through the Chippawa Cut only	⅛
17. Through the Port Robinson Lock only	⅛

St. Lawrence Canals.

Sec. **15.** The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

Chambly Canal.

	Rate.
Sec. **16.** Vessels and property passing from Sorel to Chambly, to pay	⅓
Vessels and property passing from Chambly to St. Johns, to pay	⅔

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
Biscuit 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 do W. India, 1 mille	4
Fish, 7 barrels	1	do do barrel, 1 mille	2⅕
Flour, 9 barrels	1	do do salt barrel, 1 mille	0⅕
Gypsum and manganese, 6 barrels	1	Saw-logs, standard, 1	0⅛
Horses, 2	1	Square timber, 50 cubic feet	1
Lard and tallow, 7 barrels or 22 kegs	1	Telegraph poles, 10, or 40 cubic feet	1
Liquors and spirits, 215 gallons	1	Masts and spars, 40 cubic feet	1
Liquors, all others, 215 gallons	1	Railroad ties, 16, or 50 cubic feet	1
Nuts, 9 barrels	1	All other woodenware, or partly manufactured wood, 40 cubic feet as per tariff	1
Oysters, 6 barrels	1	Traverses, 40 cubic feet, or 5 pieces	1
Pork, 7 barrels	1	Floats, 50 lineal feet	1
Salt, 7 barrels	1		
Seeds, 9 barrels	1		
Sheep, 20	1		

NOTE.—By the Weights and Measures Act, chapter 104 of the Revised Statutes of Canada, section 14, all the following named articles are to be estimated by the cental of 100 lbs.

The weight equivalent to a bushel being as follows:—Wheat, 60 lbs.; Indian corn, 56 lbs.; rye, 56 lbs.; pease, 60 lbs.; barley, 48 lbs.; oats, 34 lbs.; beans, 60 lbs.; clover seed, 60 lbs.; timothy seed, 48 lbs.; buckwheat, 48 lbs.; flax seed, 50 lbs.; blue grass seed, 14 lbs.; hemp seed, 44 lbs.; malt, 36 lbs.; castor beans, 40 lbs.; potatoes, turnips, carrots, parsnips, beets and onions, 60 lbs.; bituminous coal, 70 lbs.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 21. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal Basin:—

			Cents.
Wheat and other grain, per week,		per bushel	1
Meal	do	per barrel	4
Pork, beef, butter and lard	do	do	5
Muscovado sugar	do	per hhd., 10 cents; per brl	5
Liquors	do	per pipe, 15 cents; per pun	12
	do	per hhd., 10 cents; per qr. cask	7
Iron (bars)	do	per ton	24
Iron, pig	do	do	12
Salt, except at the St. Gabriel sheds	do	per 100 minots	36
Salt at the St. Gabriel sheds, Montreal, after the first 48 hours	do	per bag	½
Bales, crates, cases, &c.	do	per ton weight or measurement	24
Coals	do	per chaldron	12

Sec. 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 wharfs at Lachine and the Lachine Canal and basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862. Con. O.C. 1889, sec. 94.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. **26.** Whereas under existing regulations for the collection of canal tolls, eastern bound vessels having paid the charges one way in full through the Welland Canal are chargeable one Section Canal Toll if re-entering the Lachine Canal ;

And whereas vessels loaded with grain destined for the Montreal Harbour frequently unload only part of their cargoes on board sea-going vessels in 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 1 do
Fish, meat, pitch, tar	7 do 1 do
Horses	2 to 1 ton.
Neat cattle	3 to 1 do
Sheep	15 to 1 do
Swine	10 to 1 do

O. C. April 1, 1881. Con. O.C. 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 do	8	4	8
do West India, per M	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharfs in canal basin at Lachine	3	3	3

Note

Sec **31.** (*a*) No allowance shall be made for fractional parts of a month or winter season

(*b*) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintending engineer may direct

(*c*) The rates on timber to take effect upon the completion of the booms in Lachine Canal O C. June 8, 1860 Con O C Oct 26, 1889, secs 103 and 104

CHARGES ON VESSELS WINTERING IN LACHINE CANAL

Sec **32** The following rates per ton shall be charged for wintering vessels in the Lachine Canal, viz —For each boat, barge, scow or other vessels of ten tons measurement or under, seventy cents per vessel for the entire winter, and every ten tons above the first ten, an additional rate of eight cents O C Aug 22, 1879 Con O C Oct 26, 1889, sec 97

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL

Sec **33.** The winterage dues for vessels wintering in the canal basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows —

In canal basin, Ottawa,		steamers	per season	$ 8 00
do	do	barges	do	4 00
Inside locks	do	steamers	do	50 00
do	other stations	do	do	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire O C March 19, 1887 Con O C Oct 26, 1889, sec 105

CHARGES FOR WINTERING VESSELS IN THE OTTAWA RIVER CANALS AND LOCKS

Sec **34.** The charge for vessels wintering on the Ottawa River canals and locks, and the same is hereby prescribed accordingly, namely

In Carillon Canal,	steamers per season	$ 8 00
	barges do	4 00
Grenville Canal,	steamers, for season	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
15 tons and under	20 00	3 00	10 00

(O.C. Oct. 31, 1890.)

Rideau Canal.

Sec. **39.** The following tariff of tolls and regulations shall be, and the same are hereby established for the use of the dry dock on the Rideau Canal at Ottawa :—

(1) Steamers entering dock	$ 8 00
Each day or portion of a day after day of entrance	2 50
(2) Barges entering dock	5 00
Each day or portion of a day after day of entrance	2 50
(3) Steam yachts or launches	5 00
Each day or portion of a day after day of entrance	2 50
(4) Boats wintering in the dry dock from the close to the opening of navigation.	50 00
For every day such boat remains in the dock after the opening of navigation.	8 00

(5) No vessel of any class shall be in the dock over six days after notice is given in writing by the lockmaster that the dock is required for another vessel unless a satisfactory agreement between all parties interested is arrived at.

(6) All entrance and discharge of vessels are covered by entrance fee.

(7) All drying off of vessels of all classes in the locks at Ottawa or Hartwell's during the season of navigation is prohibited unless for special reasons.

The owners of vessels of all classes to render the required assistance to open and close the gate under the supervision of the superintending engineer.

Vessel owners to supply all blocks, &c., to shove their boats up to make the necessary repairs, and all refuse to be properly cleared out to the entire satisfaction of the lockmaster before leaving the dock.

(O.C. Dec. 28, 1893.)

Sec. **40.** The use of horses for towage purposes between the lower entrance of the Cornwall Canal and lock No. 20, be prohibited during the works of enlargement of that portion of the Cornwall Canal.

(O.C. Aug. 20, 1890.)

Sec. **41.** As the prohibition of the use of horses for towing purposes, between the lower entrance of the Cornwall Canal and Lock No. 20 during the progress, of the works of canal enlargement, has entailed the use of tugs and consequently expenses to the parties concerned, that all tugs, used solely for the 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 1897 ONLY.

Sec. **42.** For season of 1897 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 17th, 1897.

Sec. **43.** That for the current season of navigation of 1897, 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. May 5th, 1897.

Department of Railways and Canals.

Sec. **44**. Whereas the Canal Tolls payable for passage through the Welland and St. Lawrence Canals of barrel staves and headings, are 40 cents per 1,000 in the case of ordinary materials, such as those for sugar and flour barrels; while in the case of staves and headings for salt barrels the charge is 8 cents per 1,000 only.

And whereas application is made to have this distinction removed on the ground that sugar and flour cooperage is of the same weight as salt cooperage.

His Excellency in virtue of the provisions of chapter 38 of the Revised Statutes of Canada, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that Class 5 of the existing Tariff of tolls for passage through the Canals of the Dominion, established by the Order in Council of the 25th March, 1895, shall be and the same is hereby amended to the effect, and to that effect only, of removing the distinction between ordinary and salt barrel staves and headings, and making the tolls payable for these articles the same namely, those at present charged on salt barrel staves and headings, on all the Canals of the Dominion. (O.C. May 28th 1897.)

SPECIAL RATES ON SAND AND STONE.

Sec. **45**. On the recommendation of the Acting Minister of Railways and Canals, the rate of tolls on sand and stone used in the construction of the bridge being built at Cornwall by the Ottawa and New York Railway was reduced from 15 and 20 cents to 7½ and 10 cents respectively. O.C. August 27th, 1898.

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