

DOMINION OF CANADA

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ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR

FROM JULY 1, 1901, TO JUNE 30, 1902

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

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O T T A W A

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1903



*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 Railways and Canals, of the Dominion of Canada, for the past fiscal year from July 1, 1901, to June 30, 1902.

All of which is respectfully submitted.

ANDREW G. BLAIR,  
*Minister of Railways and Canals.*



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#### *ERRATA.*

#### Part II. Statement No. 3 (Statement of Subsidies)—

For total paid to Quebec Bridge Company, read \$242,000 instead of \$74,750.

For total paid to St. Mary River Railway Company, read \$75,000 instead of \$242,430.



## 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 June 30, 1902.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices.

In Part II. will be found statements showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing the payments made, year by year, to subsidized railways, with the aggregates of such payments.

### GENERAL SUMMARY.

The expenditures of the department for the fiscal year 1901-2, on its works of construction, operation and maintenance, both railway and canal, and in furtherance, by subsidy under authority of Parliament, of outside railway enterprises, amount as follows:—

On railways, a total of \$13,407,152.11; of which \$5,430,360.99 was chargeable to capital account, \$2,115,691.58 to income, and \$5,861,099.54 to revenue. There was paid out as subsidies to railways other than the government roads, a total of \$2,093,939.

On canals, a total of \$2,978,770.55; of which \$2,114,689.88 was chargeable to capital, \$216,703.14 to income, and \$647,377.53 to revenue (for staff and repairs).

Adding to the above a further sum of \$34,138.50 for miscellaneous expenditures, the grand total of expenditures for the year on railways and canals amounted to \$16,420,061.16.

The total revenue derived from the government works for the past fiscal year, was as follows:—

From railways, \$5,918,990.43; from canals, \$300,413.68; of which the sum of \$233,037.82 was derived from tolls, and \$57,375.86 from hydraulic rents.

The government expenditure on railways, prior to and since the date of Confederation (July 1, 1867) up to June 30, 1902, amounts, on capital account, to \$136,990,333.42,

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which includes the sum of \$25,000,000 granted to the Canadian Pacific Railway Company for its main line. In addition, there has been expended from the consolidated fund, including \$27,831,830.37\* paid as subsidies to railways other than the Canadian Pacific Railway, and \$92,991,623.19, as working expenses of the government railways, a total of \$121,870,316.68; making a total railway expenditure of \$258,860,655.11. Of this amount, the sum of \$13,881,460.65 was expended on construction works executed prior to Confederation on portions of what is now the Intercolonial Railway.

The total revenue received from the government railways from July 1, 1867, to June 30, 1902, amounts to \$84,357,753.83.

The government expenditure on canals from July 1, 1867, to June 30, 1902, amounts, on capital account, to \$83,519,103.86, and from the consolidated fund to \$18,965,441.90; making a total of \$102,484,545.76.

The total revenue derived from canals during the same period is \$13,017,756.69.

The total expenditure on railways and canals from July 1, 1867, to June 30, 1902, is, as above, \$361,345,200.87, to which must be added for miscellaneous expenditures, embracing both, \$557,634.27; making a grand total of \$361,902,835.14.

The total revenue derived from both railways and canals during the same period amounts to \$97,375,510.52.

Details of the above will be found in the statements of the accountant of the department, Part II., pages 3 to 47, inclusive.

## 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 granted or authorized.

In an appendix will be found a special statistical report, embodying returns for the fiscal year ended June 30, 1902, made by Canadian railway companies, as required by statute. This report gives detailed information as to railroad operations in Canada, including the government roads.

### SUMMARY OF RAILWAY STATISTICAL RETURNS.

Under the provisions of the Railway Act, 51 Vic., chap. 29, section 4 (1888), all railway companies, whether otherwise within the legislative authority of Parliament or not, are required to furnish certain statistical returns as defined in sections 298 to 305, inclusive, of the Act, and by the Act 63-64 Vic., chap. 23 (1900), street railways and tramways are made subject to the same requirement.

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\*This includes the annual subsidy of \$186,600 to the Atlantic and North-west Railway Company for 20 years from July 1, 1899, which is paid through the Finance Department. It does not include the annual payment of \$119,700 as 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.

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*Steam Railways.*

The number of steam railways in actual operation, including the two government roads, the Intercolonial and the Prince Edward Island Railways, at the close of the fiscal year, June 30, 1902, was 165; some of these, however, are amalgamated or leased, making the total number of controlling companies 79, not including the government railways. The number of companies absorbed by amalgamation was 49, and the number of leased lines was 36.

At that date the number of miles of completed railway was 18,868, an increase of 574 miles, besides 2,829 miles of sidings. The number of miles laid with steel rails was 18,761, of which 647 miles was double track. The number of miles in operation was 18,714.\*

The paid up capital amounted to \$1,098,852,206, an increase of \$56,066,667.† The gross earnings amounted to \$83,666,502, an increase of \$10,767,574, and the working expenses aggregated \$57,343,592, an increase of \$6,974,866, compared with those of the previous year; leaving the net earnings \$26,322,911, an increase of \$3,792,888. The number of passengers carried was 20,679,974, an increase of 2,294,252, and the freight traffic amounted to 42,376,527 tons, an increase of 5,377,156 tons. The total number of miles run by trains was 55,729,856, an increase of 2,350,402.

The rolling stock comprised: For passenger service 2,020 cars, for freight service 75,240, including 48,790 box and cattle cars, an increase of 2,886, and for operation and maintenance service 1,631; making a total of 78,891 cars. Of these, 58,111 were equipped with air-brakes, and 66,882 were fitted with automatic couplers, an increase of 5,748 over the previous year. The locomotives numbered 2,444.

The accident returns show a total of 1,328 persons injured during the year. Of these, 176 were passengers, 932 employees, and 220 others. 330 persons were killed, 19 being passengers, 146 employees, and 165 others. 42 passengers, 70 employees, and 32 other persons were injured, and 5 passengers, 11 employees, and 5 others were killed, through jumping on or off the trains or engines when in motion. 54 employees and 80 other persons were injured, and 36 employees and 106 other persons were killed, through walking or being on the track. 13 passengers, 156 employees and 9 others were injured, and 4 passengers, 21 employees and 5 others were killed, through falling from cars or engines. 2 employees and 58 other persons were injured, and 1 passenger, 1 employee and 39 other persons were killed, by being struck by engines or cars at high-way crossings. The accidents due to the work of coupling cars numbered 241 (15 being fatal), against 290, 363, 355 and 343 in the four preceding years, respectively.

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\*Of this mileage the Canadian Pacific Railway comprised 7,321 miles (4,582·50 miles owned and 2,738·50 leased); the Grand Trunk Railway, 3,157·48 miles (2,983 miles owned, and 174·42 leased); the Intercolonial, 1,333·94 miles; the Canada Atlantic, 458·60 miles (400·30 miles owned, and 58·30 leased), and the Canadian Northern, 1,248·20 miles (892·62 owned, and 355·58 leased).

†The main items of this increase are the following:—Canadian Northern, \$19,810,450; Canadian Pacific, \$9,345,156; Grand Trunk, \$2,996,558; Intercolonial, \$4,670,590·50.

*Electric Railways (including street railways and tramways).*

At the close of the fiscal year ended June 30, 1902, there were 558\* miles completed, of which 553\* miles were laid with steel rails, 169\* miles being double track. The paid up capital amounted to \$41,593,063,† of which the municipal aid amounted to \$173,000 (including \$100,000 subscription to shares, and \$40,000 loan). The number of miles in operation was 557.\* The gross earnings aggregated \$6,486,438, an increase of \$718,155, and the working expenses \$3,802,855, an increase of \$367,692, leaving the net earnings \$2,683,583, an increase of \$350,463. The number of passengers carried was 137,681,402,‡ an increase of 16,744,746, and the freight carried amounted to 266,182 tons, a decrease of 21,744 tons. The car mileage was 35,833,841, an increase of 4,083,087 miles; 8 passengers were killed. Power was supplied in 13 cases by water, and in 27 cases by steam. Ontario has 334 miles, Quebec 140, New Brunswick 12, Nova Scotia 12, Manitoba 13, and British Columbia 45 miles. Returns were received from 39 companies. One company has ceased operations.

*All Railways, Steam and Electric.*

At the close of the fiscal year ended June 30, 1902, the conjoined statistics of steam and electric roads (including street railways), show the following results:—The number of companies making returns was 118. There were 19,426 miles of railway completed, 19,271 miles being in operation. The paid up capital amounted to \$1,140,445,269. The gross earnings were \$90,152,940, and the total working expenses \$61,146,447, making the net earnings \$29,006,493; 158,361,376 passengers, and 42,642,709 tons of freight were carried; 27 passengers were killed.

## GOVERNMENT RAILWAYS IN OPERATION.

The railways 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, 1901-2, amounted to \$5,918,990.43, and compared with those of the preceding year, show an in-

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\*In the annual report for 1900-1, the figures given were 675 miles completed, 672 in operation, and 670 laid with steel rails, 158 double track. These figures are erroneous, certain companies having added the length of their second track to their mileage.

†In the statements furnished by the companies for 1900-1, some companies had included their floating debt in their paid up capital, the aggregate so included being \$1,955,176, making the total \$39,076,019. This error has now been corrected, except in the cases of four companies who have included their floating debt, the aggregate being \$354,424.17, by which amount, accordingly, the paid up capital should be reduced.

‡The city street railways carried passengers as follows:—Montreal, 48,858,373; Toronto, 41,689,258; Ottawa, 6,988,370; Quebec, 4,192,799; Hamilton, 3,845,789; Winnipeg, 3,845,668; London, 3,744,469; Halifax, 2,540,000; St. John, 1,771,522; and Vancouver, Victoria and New Westminster (operated by one company and returns amalgamated), 7,670,468.

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crease of \$705,609.23. The gross working expenses amounted to \$5,861,099.54. an increase of \$122,048.

The net gain on the operations of the year was \$57,890.89.

The Intercolonial produced a profit of \$96,822.61; the Windsor branch (one-third of total earnings), a profit of \$33,228.32, and the Prince Edward a loss of \$72,160.04.

The above figures include rental, \$140,000, paid for the extension of the Intercolonial into Montreal.

## INTERCOLONIAL RAILWAY.

On March 1, 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 now 1,314.67 miles.

The leasing agreement with the Grand Trunk Railway Company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., chap. 5 (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at \$140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Léonard to Nicolet was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

The accountant of the railway has dealt with the rental paid under the Grand Trunk Railway lease (the only one now remaining) as an addition to the ordinary working expenses, and, in his comparative statement of averages for each year, both with the rental included, and also with the rental omitted. The statements of the general manager, however, are based on figures from which the rental is omitted. This explanation will cover any seeming discrepancy of statement in the matter. The accountant of the department, in his statements (Part II.), includes the rental, and it is also included in my present report.

## CAPITAL ACCOUNT.

During the fiscal year there was an addition of \$4,670,590.80 to the capital account expenditure, making the total expenditure chargeable to 'capital' on the whole road as amalgamated under the Acts 54-55 Vic., chap. 50 (1891), and 62-63 Vic., chap. 5 and 6 (1899), up to June 30, 1902, \$68,645,852.58.

The general manager, in his present report, sets down the total cost to June 30, 1902, as \$68,310,619.55. The total cost up to that date is set down by the accountant of the department (Part II., p. 32), as \$68,645,852.58 as above stated. This agrees with the public accounts. The difference, \$335,233.03, is made up of two items, viz., expenditure on the old Montreal and European Short Line Railway between the years 1885

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and 1894, \$333,942.72, and expenditure on the Governor General's car in the year 1896, \$1,290.31.

The additions made during the year included: for increased accommodation at Halifax, \$71,928; at St. John, \$111,299; at Sydney, \$77,609; at Stellarton, \$20,488; at Pictou, \$42,661; and at Lévis, \$75,341; for increased sidings, \$157,998; for strengthening bridges, \$93,431; for engine houses, \$135,049; for additional rolling stock, including 32 locomotives and 1,302 box freight cars, \$2,066,879; for applying air-brakes to freight cars, \$23,688; for steel rails and fastenings, \$188,190; Strait of Canso ferry, \$293,000; arbitrators' awards, Eastern Extension Railway in N. S., \$671,836, and in N. B., \$280,692. Details will be found in the reports of the General Manager and other officers, Part I., pp. 59-117.

## REVENUE ACCOUNT.

The gross earnings of the year amounted to \$5,671,385.91, an increase of \$699,150.04, and the working expenses to \$5,574,563.30 (including \$140,000 rent paid for the extension into Montreal), being an increase in comparison with the previous year (when the same rental was paid) of \$114,140.66) the earnings exceeding the expenditure by \$96,822.61; whereas in the previous year, the expenditure exceeded the earnings by \$488,186.77. Of the expenditure for the past year, the item of 'locomotive power,' is answerable for \$2,030,928.40, an increase of \$59,940.70.

Comparing the earnings with those of the previous year, the passenger traffic produced \$1,770,941.13, or 31.23 per cent of the gross earnings, an increase of \$163,777.34; the freight traffic amounted to \$3,644,513.42, or 64.26 per cent of the gross earnings, an increase of \$523,507.27, and the carriage of mail and express freight produced \$255,931.36, or 4.51 per cent of the gross earnings, an increase of \$11,868.43. The earnings per mile of railway were \$4,313.92, an increase of \$531.81. The working expenses per mile (including rental of the extension to Montreal) amounted to \$4,240.25, an increase of \$86.81. The mileage of the railway was the same as in the previous year, namely, 1,314.67 miles.

## GENERAL OBSERVATIONS.

The following is a comparison of the traffic of the past fiscal year with that of the previous year:—

The number of passengers carried was 2,186,226, an increase of 160,930; of freight 2,385,816 tons were carried, an increase of 274,506 tons. The through freight decreased 6,374 tons, and the local freight increased 280,880 tons.

Of flour and meal, 1,311,707 barrels were carried, an increase of 19,601. Of grain, 2,959,761 bushels were carried, a decrease of 575,603. Lumber showed an increase of 31,192,065 superficial feet, the total quantity carried being 428,051,029 feet. There was an increase of 2,572 in the number of live stock, of which 98,495 head were carried. Five hundred and seventy-one thousand two hundred and fourteen tons of coal, an increase of 64,624 tons, were carried. Of raw sugar, 11,643 tons were carried, an increase of 11,154 tons, only 489 tons having been carried the previous year. Of refined sugar,

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29,632 tons, an increase of 3,811 tons, were carried. A total of 13,082 tons of fresh fish, an increase of 3,764 tons, and a total of 10,042 tons of salt fish, an increase of 274 tons, were carried. Of manufactured goods, 531,180 tons were carried, an increase of 54,652 tons.

Of ocean borne goods, other than deals, to and from Europe, via Halifax, the aggregate was 183,147 tons, an increase of 10,414 tons. Of this, 172,733 tons was local traffic.

The removal of snow and ice entailed an expenditure of \$80,982.47, less by \$15,872.54 than the cost of the previous year.

The permanent way and all structures and works have been kept in repair, and are in good order.

The train mileage (or number of miles run by trains) of the year was 6,067,947, an increase of 194,727 miles. The cost per train mile was 91.87 cents, 4.68 cents more than the previous year. In both years the rental of leased lines is included.

The value of stores on hand at the close of the fiscal year, including fuel, rails, and old material, was \$1,535,377.20.

The work of fitting quick action air-brakes to freight cars has been continued; these brakes have been placed on 131 cars during the year, making the total number so fitted 4,109.

Two transfer bridges at Port Mulgrave and Point Tupper, respectively, have been completed for use in connection with the ferry steamer *Scotia*, by which trains are transferred over the Strait of Canso between Cape Breton and the mainland.

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 year 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.

The 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 December 13, 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) credited to this branch, amounted to \$49,604.59, an increase of \$2,342.70. The expenses of maintenance amounted to \$16,376.27, a decrease of \$486.39, leaving a profit to the government of \$33,228.32.

The road has been maintained in good order. Details will be found in the appendices.

### PRINCE EDWARD ISLAND RAILWAY.

The mileage of this railway in operation was the same as in the previous year, namely, 209 miles.

#### CAPITAL ACCOUNT.

The total cost of the road and equipment chargeable to capital account at the close of the past fiscal year was \$4,599,825.15; there being an addition during the year of \$475,997.94; the principal items being an expenditure of \$272,404.47, on the branch to Murray Harbour, and \$177,595.53 for a combined railway and carriage bridge over the River Hillsborough, Charlottetown.

#### REVENUE ACCOUNT.

The gross earnings amounted to \$197,999.93, and the working expenses to \$270,159.97, the expenditure in excess being \$72,160.04.

Compared with the previous year, the gross earnings show an increase of \$4,116.45, and the working expenses an increase of \$8,393.73. The railway carried 184,748 passengers, an increase of 26,955, producing \$85,086.44, an increase of \$6,396.71. Of freight, there were carried 75,381 tons, an increase of 1,685 tons, producing \$95,577.79, a decrease of \$1,848.06. The earnings from mails and sundries amounted to \$16,335.70, a decrease of \$1,432.20.

The train mileage (the number of miles run by trains) was 273,832, an increase of 3,577 miles.

The cost per mile run by trains was 98.65 cents, an increase of 1.77 cents; and the cost per mile of railway \$1,292.63, an increase of \$46.13.

The value of stores on hand at the close of the fiscal year was \$66,978.94.

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

Details of operation will be found in the appendices (Part I.), including the reports of the superintendent and other officers.

### SURVEY FOR A RAILWAY TO GIVE ACCESS TO THE YUKON DISTRICT.

In the annual report for the fiscal year 1900-1, will be found a full report from the engineer in charge on this subject, and also (on p. XV.) a summary of the work done, and the conclusions arrived at.

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## RAILWAY SUBSIDIES.

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 July 1, 1901.

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

The several subsidy Acts passed in each year from 1882 will be found in Part III. No subsidies were authorized in the sessions of 1895, 1896, 1898 and 1902.

Information has been brought down to the end of the fiscal year 1901-1902 only, but, in supplement, the following list shows also the additional contracts entered into, and the payments made, between that date and December 1, 1902.

## SUBSIDY CONTRACTS DURING 1901-1902 TO JUNE 30, 1902.

Atlantic and Lake Superior Railway Company.—From Caplin to Paspebiac, 30 miles; contract dated July 25, 1901.

Algoma Central and Hudson Bay Railway Company.—From Sault Ste. Marie, Ontario, towards Michipicoten river and harbour, and towards main line of the Canadian Pacific Railway, 40 miles; contract dated September 28, 1901.

Bruce Mines and Algoma Railway Company.—From a point on Algoma branch of the Canadian Pacific Railway at or near Bruce Lake station, northerly to a point at, or near Rock lake, 9 miles; contract dated November 19, 1901.

Kootenay and Arrowhead Railway Company.—From Duncan lake towards Lardo or Arrow lake, B.C., or from Lardo to Arrow lake, 30 miles; contract dated August 26, 1901.

Montreal and Province Line Railway Company.—From Farnham, Quebec, to Frelighsburg, 19 miles; contract dated August 2, 1901.

Red Deer Valley Railway and Coal Company.—From Calgary to a point in township 29, range 23, 4th meridian, 55 miles; contract dated July 30, 1901.

Tilsonburg, Lake Erie and Pacific Railway Company.—From Tilsonburg to Ingersoll or Woodstock, Ontario, 28 miles; contract dated October 15, 1901.

Canadian Pacific Railway Company.—From westerly end of Waskada Branch, further westward 20 miles; contract dated December 28, 1901.

Canadian Pacific Railway Company.—From Stonewall Branch or Selkirk Branch to Icelandic river, via Gimli, 35 miles; contract dated February 8, 1902.

Middleton and Victoria Beach Railway Company.—From Bridgetown to Victoria Beach, N.S., 30 miles; contract dated May 5, 1902.

Middleton and Victoria Beach Railway Company.—From Bridgetown to Middleton, N.S., 11 miles; contract dated May 5, 1902.

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Ottawa Northern and Western Railway Company.—For their line in and through Hull, P.Q., 4 miles; contract dated February 15, 1902.

Schomberg and Aurora Railway Company.—From G. T. R. between Ling and Newmarket, Ont., to Schomberg, 15 miles; contract dated February 3, 1902.

ADDITIONAL SUBSIDY CONTRACTS FROM JUNE 30, 1902, TO DECEMBER 1, 1902.

Algoma Central and Hudson Bay Railway Company.—From Sault Ste. Marie to a point on C. P. R. at or near White river, 135 miles; contract dated October 15, 1902.

La Compagnie du Chemin de fer de Colonisation du Nord.—From Labelle, P.Q., to Nomingue, 22 miles; contract dated July 8, 1902.

Canadian Pacific Railway Company.—From Dymont to New Klondyke Mining District, Ont., 7 miles; contract dated August 28, 1902.

Montfort and Gatineau Colonization Railway Company.—From Arundel to a point in Townships of Preston and Hartwell, P.Q., 30 miles; contract dated July 30, 1902.

Quebec and New Brunswick Railway Company.—Extension of St. Francis Branch of Temiscouata Railway to mouth of St. Francis river, 3 miles; contract dated August 25, 1902.

Schomberg and Aurora Railway Company.—Extension from its easterly terminus to a point at or near Bond's Lake, Ont., 4 miles; contract dated July 30, 1902.

SUBSIDIES PAID DURING THE FISCAL YEAR ENDED JUNE 30, 1902.

Atlantic and Lake Superior Railway.. . . . . .	\$ 14,800 00
Canadian Northern Railway... . . . . .	939,891 00
Thousand Islands Railway... . . . . .	5,440 00
Ottawa Northern and Western Railway.. . . . . .	8,192 00
Canadian Pacific Railway (Crow's Nest Pass)... . . . .	22,946 00
Canadian Pacific Railway (Pipestone Branch) . . . . .	67,200 00
Inverness and Richmond Railway . . . . .	86,800 00
Quebec Bridge..... . . . . .	167,430 00
Montreal and Province Line Railway.. . . . . .	58,560 00
York and Carleton Railway, N.B. . . . . .	18,336 00
Algoma Central and Hudson Bay Railway.. . . . . .	380,624 00
Lake Erie and Detroit River Railway. . . . . . .	137,120 00
Atlantic and North-western Railway.. . . . . .	186,600 00

Total.. . . . . \$2,093,939 00

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## ADDITIONAL SUBSIDY PAYMENTS FROM JULY 1, 1902, TO DECEMBER 1, 1902.

Great Northern Railway . . . . .	\$ 37,777 20
Canadian Pacific Railway (Crow's Nest Pass) . . . . .	60,000 00
Canadian Pacific Railway (West Selkirk Branch) . . . . .	81,650 00
Canadian Pacific Railway (Dyment Branch) . . . . .	22,336 00
Inverness and Richmond Railway. . . . .	55,000 00
Quebec Bridge. . . . .	108,840 00
Atlantic and Lake Superior Railway. . . . .	46,500 00
Algoma Central and Hudson Bay Railway. . . . .	202,912 00
Cape Breton Railway. . . . .	65,280 00
	\$680,295 20

## 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.

The following shows the aggregate of the payments made on subsidy account:—

For the fiscal year 1883-84, ended on June 30, 1884	\$ 208,000 00
do 1884-85	do 1885 403,245 00
do 1885-86	do 1886 2,171,249 00
do 1886-87	do 1887 1,406,533 00
do 1887-88	do 1888 1,027,041 92
do 1888-89 <sup>*</sup>	do 1889 846,721 83
do 1889-90	do 1890 1,678,195 72*
do 1890-91	do 1891 1,265,705 87*
do 1891-92	do 1892 1,248,215 93*
do 1892-93	do 1893 811,394 07*
do 1893-94	do 1894 1,229,885 10*
do 1894-95	do 1895 1,310,549 10*
do 1895-96	do 1896 834,745 49*
do 1896-97	do 1897 416,955 30*
do 1897-98	do 1898 1,414,934 78*
do 1898-99	do 1899 3,201,220 05*
do 1899-1900	do 1900 725,720 35*
do 1900-01	do 1901 2,512,328 86*
do 1901-02	do 1902 2,093,939 00*
	\$24,806,580 37

\*In these amounts the subsidy of \$186,600 a year payable to the Atlantic and North-west Railway Company, for 20 years from July 1, 1889, is included. Payment is made by the Finance Department.

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

The Canada Central Railway, paid between 1878-83. . . . .	1,525,250 00
The Canadian Pacific Railway extension from St. Martin's Junction to Quebec, paid in 1885 . . . . .	1,500,000 00
<hr/>	
Total subsidies paid from 'Consolidated Fund' up to June 30, 1902. . . . .	\$27,831,830 37
The main line subsidy to the Canadian Pacific Railway was paid from 'Capital,' amounting to. . . . .	25,000,000 00
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Total paid as subsidies. . . . .	\$52,831,830 37

The above does not include the amount \$2,394,000, due to the province of Quebec for the railway between Ottawa and Quebec, which has been transferred to the public debt, and on which interest at 5 per cent is paid, amounting to \$119,700 a year. (See note on page 46 of the accountant's statement, Part II.)

#### Albert Southern Railway Company.

(See Annual Report of 1891-92.)

#### Algoma Central and Hudson Bay Railway Company.

(See Nos. 437 and 479.)

This company was incorporated as 'The Algoma Central Railway Company' by the Act 62-63 Vic., chap. 50 (1899), with powers to construct a line of railway from the town of Sault Ste. Marie to a point on the Canadian Pacific Railway at or near Dalton Station, and thence south-westerly to Michipicoten Harbour, Lake Superior.

These powers were amended by the Act 63-64 Vic., chap. 49 (1900), and the company were empowered to build a railway from Sault Ste. Marie to a point between the rivers Magpie and Michipicoten, and thence to the main line of the Canadian Pacific Railway, and southerly to Michipicoten Harbour.

By the Act I. Ed. VII., chap. 46 (1901), the name of the company was changed as above, and they were empowered to build an extension of their railway from a point on the Canadian Pacific Railway northerly to some point on James bay, not further north than Equam river.

By the Railway Subsidy Act of 1899, 62-63 Vic., chap. 7, item 23, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on expenditure in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile, was authorized for 40 miles of a railway from Sault Ste. Marie towards Michipicoten river and harbour, and towards the Canadian Pacific Railway.

The company having applied for this subsidy, a contract was entered into with them, accordingly, on September 28, 1901, under authority of orders in council dated May 30 and August 10, 1901, the work to be completed by May 1, 1902.

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By the Railway Subsidy Act of 1900, 63-64 Vic., chap. 8, item 4, the grant of a similar subsidy to the company was authorized for an extension of 25 miles from the end of the 40 miles section above mentioned, and also for 25 miles from Michipicoten harbour towards the main line of the Canadian Pacific Railway.

Under authority of an order in council, dated January 6, 1902, a contract was entered into with the company on February 5, 1902, for the work so subsidized, the works to be completed by October 1, 1903, on the Michipicoten branch, and by May 1, 1902, on the 25 miles of the main line.

During the past fiscal year, payments have been made to the company for work done under these two contracts as follows:—For the first 40 miles of their main line, \$240,624; for the portion from the 40th to the 65th mile, \$63,200, and for the Michipicoten branch, \$76,800; making the total payments \$380,624 up to June 30, 1902.

### Atlantic and Lake Superior Railway Company.

(See No. 524.)

This company was incorporated by the Act 56 Vic., chap. 39 (1893), with powers to construct or acquire a line of railway from a point at or near Gaspé bay in the province of Quebec, to a point at or near the St. Mary river in the district of Algoma, in the province of Ontario, and was authorized to enter into agreement with certain companies named for the purchase or lease of their railways, in whole or in part, and their franchises, between the points named.

Agreements were made by the company, and were confirmed by Parliament by the Act 57-58 Vic., chap. 63 (1894), as follows:—

(1) For the purchase of the Baie des Chaleurs Railway Company's railway and appurtenances and their franchises. (2) For the use of a bridge to be constructed across the River St. Lawrence, opposite the city of Montreal, to be built by the Montreal Bridge Company. (3) For the purchase of the Great Eastern Railway between Yamaska and St. Gregoire, in the province of Quebec. (4) For the purchase from the Ottawa Valley Railway Company of their railway between Lachute and St. Andrews in the province of Quebec, and their franchises. The Act provided that the railways named should be completed within three years, and the bridge within five years.

Difficulties, however, arose; the property of the Atlantic and Lake Superior Railway Company was ultimately vested in trustees of the bondholders, who, by the Act 1 Ed. VII., chap. 48, 1901, were authorized, notwithstanding anything contained in any Act of Parliament, to repair and renew the road-bed and bridges of the railway between Metapedia and Caplin, and to construct the railway from Caplin to a point near Paspébiac; such powers of construction to be exercised before December 31, 1902; also to operate the railway between Metapedia and Paspébiac, the Baie des Chaleurs division.

By the Subsidy Act of 1901, 1 Ed. VII., chap. 7, item 9, the grant of a subsidy was authorized for the 30 miles between Caplin and Paspébiac, namely, of \$3,200 a mile, with a further subsidy of 50 per cent of cost in excess of \$15,000 a mile; in all, not exceeding \$6,400 a mile; the subsidy contract to be made 'with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company.' The Act

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provided for payment out of the subsidy, 1st, for certain bridge superstructures, the amount being limited to \$35,000; 2nd, for the completion of the road-bed; 3rd, towards payment of claims for labour, materials, and supplies in that connection.

Under date July 25, 1901, a subsidy contract was entered into accordingly, and up to June 30, 1902, payment has been made to the extent of \$14,800, namely, for one of the bridge structures, in accordance with the provisions of the Act.

It has to be observed that, as stated in the annual report of the department for the year 1894-95, subsidy has been paid to the Baie des Chaleurs Railway Company for this railway, namely, from Metapedia eastwardly towards Paspébiac, 70 miles, to the extent of \$620,000.

**Atlantic and North-west Railway Company.**

(See Annual Report of 1899-1900.)

**Baie des Chaleurs Railway Company.**

(See Annual Report of 1895-96.)

(See also Atlantic and Lake Superior Railway Company.)

**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.)

**Bruce Mines and Algoma Railway Company.**

(See No. 539.)

This company was incorporated by the Act of Ontario 62 Vic. (2) chap. 93 (1899), with power to construct a railway, to be operated either by steam or electricity, from a point in or near the village of Bruce Mines, in the district of Algoma; thence across the Algoma branch of the Canadian Pacific Railway to the Rock Lake Copper Mines, in the townships of Plummer and Coffin; thence northerly a distance of 30 miles, passing through the townships of McMahan and Gillmor.

By the Subsidy Act of 1901, chap. 7, item 24, a subsidy was authorized for 9 miles of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile.

Under authority of an order in council of November 5, 1901, a contract was entered into with the company for the work, accordingly, the road to be completed by December 15, 1901.

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The road is understood to have been practically completed during the fiscal year, but no portion of the subsidy was paid up to June 30, 1902.

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

(See Annual Report of 1895-96.)

**Buctouche and Moncton Railway Company.**

(See Annual Report of 1893-94.)

**Canada Atlantic Railway Company.**

(See Annual Report of 1888-89; also see in present report under head of Ottawa, Arnprior and Parry Sound Railway Company.)

**Canada Eastern Railway Co. (formerly Northern and Western Railway Company of New Brunswick).**

(See Annual Reports of 1894-95 and 1899-1900.)

**Canadian Northern Railway Company.**

(See Ontario and Rainy River Railway Company.)

**Canadian Pacific Railway Company.**

Revelstoke to Arrow Lake.

(See Annual Report of 1896-97.)

**Canadian Pacific Railway Company.**

(Gimli Branch.)

(See No. 541.)

By the Railway Subsidy Act of 1901, 1 Ed. VII., chap. 7, item 26, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from a point on the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic river, by way of Gimli, not exceeding 35 miles.

That company having applied, a contract was entered into with them on February 8, 1902, under authority of orders in council of November 30, 1901, and January 25, 1902; the work to be completed by December 31, 1902.

Up to the close of the fiscal year June 30, 1902, no portion of the subsidy has been paid.

**Canadian Pacific Railway Company.**

(Waskada Branch.)

(See No. 494.)

By the Railway Subsidy Act of 1900, 62-64 Vic., chap. 8, item 19, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, for 20 miles further.

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That company having applied for the said subsidy, a contract was entered into with them for the work on December 28, 1901, under authority of orders in council, dated July 6, September 11, October 3, and November 30, 1901, the work to be completed by October 1, 1902. No portion of the subsidy was paid up to June 30, 1902.

**Canadian Pacific Railway Company.**

(Pipestone Branch—Antler Station to Moose Mountain.)

(See No. 447.)

By the Subsidy Act 62-63 Vic., chap. 7 (1899), a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 per mile, but not exceeding in all \$6,400 a mile, was authorized for a railway from some point near Antler Station to a point near Moose Mountain, Man., not exceeding 50 miles.

The Canadian Pacific Railway Company having applied, were admitted to contract for this work on December 18, 1899. During the fiscal year 1900-1. there was paid the sum of \$92,800. The further sum of \$67,200 was paid during the past fiscal year, making the total payments \$160,000 up to June 30, 1902.

**Canadian Pacific Railway Company.**

(Crow's Nest Pass Railway.)

(See No. 415.)

By the special Act 60-61 Vic., chap. 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 September 6, 1897. The total distance is 342.75 miles. The road has been built and is in operation from Lethbridge to the south end of Lake Kootenay, a distance of 288.75 miles, except that at one point a temporary way will be replaced by a permanent straightened line. Of the remaining 54 miles to Nelson, the 20 miles between Nelson and Proctor are completed. During the past fiscal year the further sum of \$22,946 was paid from the subsidy, making the total payments up to June 30, 1902, \$3,344,720.

**Cap de la Madeleine Railway Company.**

(See Annual Report of 1896-97.)

**Cape Breton Railway Extension Company.**

(See Annual Report of 1895-96.)

(See No. 420.)

By the Subsidy Act of 1899, 62-63 Vic., chap. 7, 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, in all not exceeding \$6,400 a mile, was authorized in aid of a railway from Port Hawkesbury, on the Strait of Canso, N.S., to St. Peter's, 30 miles.

The above company, having applied, were admitted to contract for the work on September 15, 1900. No portion of the subsidy has been paid up to the close of the fiscal year, June 30, 1902.

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**Caraquet Railway Company.**

(See Annual Report of 1888-89.)

**Central Railway Company of New Brunswick.**

(See Nos. 40, 143, 156, 205, 353, 382 and 445.)

By the Act of 1884, 47 Vic., chap. 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 June 5, 1886, a contract was made with the Central Railway Company, on July 7, 1886, for a line from Salmon river, at the head of Grand lake, to Norton, on the Intercolonial Railway; work to be completed by July 1, 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., chap. 3 (1889).

On December 1, 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  $4\frac{1}{2}$  miles, the limit of which was \$14,400, authorized by the Act 53 Vic., chap. 2, making a total subsidy of \$142,400; the total length of road subsidized being  $44\frac{1}{2}$  miles. The date for completion was fixed as December 1, 1891.

By the Act 51 Vic., chap. 3, a grant as a subsidy to this company was authorized of used iron rails to the value \$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 November 15, 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 October 18, 1889 authorized the transfer of the rails to the company.

By the Subsidy Act of 1894, 57-58 Vic., chap. 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 September 7, 1895.

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

The Subsidy Act 62-63 Vic., chap. 7 (1899), authorized the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent of cost over \$15,000 a mile, the total subsidy not to exceed \$6,400 a mile, for an extension from Newcastle coal fields to Gibson, 30 miles. An agreement was entered into with the company for this work on February 8, 1900.

Up to the end of the fiscal year 1898-99 there had been paid, including the value of the said rails, the sum of \$226,012.54. No further payments have been made up to June 30, 1902.

**Central Ontario Railway Company.**

(See Annual Report for 1900-01.)

**Chateauguay and Northern Railway Company.**

(See Nos. 507, 508, 509.)

This company was incorporated by the Quebec Act of 1895 (1), chap. 64, its powers of construction being modified by the Act, chap. 75 of 1896.

By the Dominion Subsidy Act of 1900, 63-64 Vic., chap. 8, the grant to this company 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 42 miles of a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway in or near the town of Joliette, with a spur into the town.

The company were admitted to contract for this work on January 19, 1901.

On the same date they were admitted to contract for two other works, specially subsidized by the same Act, viz., for a railway, vehicular, and foot-passenger bridge from Bout de L'Isle to Charlemagne, at the junction of the Rivers Ottawa and St. Lawrence, \$150,000, and for a bridge across the Lac Ouareau river, \$15,000. No portion of these three subsidies has been paid during the past fiscal year.

**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., chap. 154 (1893), to build a line of railway from Yarmouth to Lockeport; a subsequent Act, 59 Vic., chap. 103 (1896), extending its powers.

By the Dominion Subsidy Act, 60-61 Vic., chap. 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 August 26, 1897, the road to be completed by September 1, 1899.

During the year 1897-98 they were paid the sum of \$90,400. No further payments have been made during the past fiscal year.

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

(See Annual Report for 1900-01.)

**Columbia and Kootenay Railway and Navigation Company.***(Leased to the Canadian Pacific Railway Company.)*

(See Annual Report for 1891-92.)

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**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.**

(See Annual Report for 1900-01.)

**Dominion Lime Company.**

(See Annual Report for 1888-89.)

**Dominion Coal Company.**

(See Annual Report for 1895-96.)

**Drummond County Railway Company.**

(See Annual Report of 1900-01.)

**East Richelieu Valley Railway Company.**

(See Annual Report of 1888-89.)

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

(See Annual Reports for 1885-86 and 1890-91.)

**Erie and Huron Railway Company.**

(See Annual Reports for 1886-87.)

**Esquimalt and Nanaimo Railway Company.**

(See Annual Reports 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 Annual Report of 1900-01.)

**Great Eastern Railway Company.**

(See Annual Report for 1896-97.)

**Great Northern Railway of Canada (formerly the Great Northern Railway Company).**

(Name changed by the Act 62-63 Vic., ch. 67, 1899.)

(See Nos. 33, 37, 72, 79, 154, 215, 231, 308, 309, 346, 371, 380, 405, 407, 413, 416.)

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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 ten miles.

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

The line was duly completed and inspected. Under an Order in Council of March 2, 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 July 18, 1887, which also approved of the location. The contract was made on August 19, 1887, the road to be completed by August 1, 1890.

By the Act 49 Vic., ch. 10, a subsidy not exceeding \$22,400 was granted for a line from St. Andrews to Lachute, Que., 7 miles. For this subsidy the above-named company applied, but no contract was made. The same subsidy was again voted by the Act of 1889, 52 Vic., ch. 3, and under date October 8, 1890, a contract was entered into with them for the work, calling for completion by August 1, 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, 15 miles.

By the Act 54-55 Vic., ch. 2 (1891), the unpaid balance \$28,100 of the subsidy granted in 1886, was revoked.

By the Act 56 Vic., ch. 8 (1893), the unpaid balance, \$25,600 of the subsidy granted in 1891, was revoked, and a new contract for this work was entered into with the company on June 16, 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 revoked, and a contract for this work was entered into with them on June 16, 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 September 16, 1895, the railway to be completed by November 30, 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 Hawkes-

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bury. 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. Under this Act, an agreement was entered into with the company on September 5, 1898, for the construction of the 67 miles and the 9 miles mentioned, and an agreement under the same Act was made with them on October 12, 1899, for the construction of the 35 miles from St. Jérôme to Hawkesbury.

By the Subsidy Act, 62-63 Vic., ch. 7 (1899), the grant of a subsidy for 53½ miles of the company's railway between Montcalm and St. Tite Junction was authorized; also for a branch from their main line to Shawenegan Falls, 6½ miles, such subsidies being of \$3,200 a mile with an addition of 50 per cent of cost in excess of \$15,000 a mile, the whole subsidy not to exceed \$6,400 a mile.

The company were admitted to contract for the above by two separate agreements, that for the branch being dated July 4, 1900, and that for the railway between Montcalm and St. Tite Junction on the 26th of that month.

By the Subsidy Act, 62-63 Vic., ch. 7 (1899), authority was given for the grant of aid to this company towards the construction of three bridges to the extent of 15 per cent of the amount expended; such subsidies being limited as follows:—

For the bridge across River St. Maurice.....	\$16,425
“                  “          du Loup.....	15,000
“                  “          Maskinongé.....	15,000

Contracts in respect of all three bridges were made with the company under date December 21, 1899.

Under date February 28, 1900, a subsidy contract was made with the company for the construction of a bridge across the River Ottawa at Hawkesbury, the subsidy, limited to \$52,500, being that authorized by the Act 60-61 Vic., ch. 4 (1897). The line as subsidized and either built or under construction extends from Hawkesbury to St. Tite Junction with the Lower Laurentian Railway, a distance of 225 miles, passing through Grenville, Lachute, St. Jérôme, New Glasgow, Montcalm, Joliette and St. Boniface. The section between St. Jérôme and Montcalm, 27.84 miles, and 20 miles westward from St. Tite to St. Boniface, on all of which the subsidy was \$3,200 a mile, making a total of \$153,088, have been built and paid for; also a short line, 6.75 miles from Lachute to St. Andrews, the subsidy for which amounted to \$21,600.

During the year 1900-01 a subsidy was paid to the extent of \$345,323.11, making the total payments to the company \$520,011.11. No further payments have been made up to June 30, 1902.

**Gulf Shore Railway Company of New Brunswick.**

(See Annual Report for 1899-1900.)

**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 November 23, 1894.

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 was admitted to contract thereunder on April 29, 1898.

During the past fiscal year the sum of \$86,800 has been paid, making the total subsidy paid \$219,600 up to June 30, 1902.

**Irondale, Bancroft and Ottawa Railway Company.**

(See Annual Report for 1900-01.)

**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.)

**Kootenay and Arrowhead Railway Company.**

(See No. 543.)

This company was incorporated by the Act 1 Ed. VII., chap. 70 (1901), with powers to construct a railway from a point at or near Lardo, near the head of Kootenay Lake, to a point at or near Duncan; thence north-westerly to Arrowhead on Arrow Lake, B.C., together with such branch lines, none to exceed 30 miles, as may

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be authorized by the Governor in Council. The company were empowered to lease or sell their works to certain companies named, including the Canadian Pacific Railway Company.

By the Subsidy Act of 1901, chap. 7, item 28, the grant of a subsidy of \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, limited to \$6,400 in all, was authorized for a railway from Duncan Lake towards Lardo or Arrow Lake, B.C., or from Lardo to Arrow Lake, not exceeding 30 miles.

The company having applied for this subsidy, a contract was entered into with them for the work on August 26, 1901, under authority of orders in council of June 8 and July 6, 1901; the time for completion being fixed as August 1, 1903. The road was built from Lardo to Trout Lake, 33 miles, and was inspected in June, 1902, with a view to its being opened for public traffic.

No portion of the subsidy had been paid up to the close of the fiscal year, June 30, 1902.

**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 Reports for 1889-90 and 1893-94.)

(See No. 463.)

Up to the end of the fiscal year 1893-94, this company had received subsidies to the extent of \$338,731.

By the Subsidy Act, 62-63 Vic., ch. 7 (1899), the grant of a subsidy to this company was authorized, namely, for a line from Ridgetown, Ont., to St. Thomas, 44 miles, the subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway being granted them on terms to be approved by the Railway Committee of the Privy Council.

The matter came before the Railway Committee, who decided that such rights could not be assured on terms that they could approve, and advised that a subsidy contract should be granted to the company.

On June 23, 1900, the company were admitted to contract accordingly.

During the past fiscal year subsidy to the extent of \$137,120 has been paid, making the total subsidy payments \$475,851 up to June 30, 1902.

**L'Assomption Railway Company.**

(See Annual Report of 1886-7.)

**Leamington and St. Clair Railway Company.**

(See Annual Report of 1888-9.)

**Lake Temiscamingue Colonization Railway Company.**

(See Annual Report of 1896-7.)

**Laurentian Railway Company.**

(See St. Lawrence, Lower Laurentian and Saguenay Railway Company.)

**Lotbinière and Megantic Railway Company.**

(See Annual Report of 1896-7.)

**Massawippi Valley Railway Company.**

(See Annual Report for 1900-1.)

**Middleton and Victoria Beach Railway Company.**

(See Nos. 503 and 536.)

This company was incorporated by the statute of Nova Scotia, 60 Vic., ch. 82 (1897), as 'the Granville and Victoria Beach Railway and Development Company,' with powers to build a line of railway from some point on the Dominion and Atlantic Railway at or near Bridgetown, through Granville, to some point at or near Victoria Beach on the Annapolis Basin, with approved branches, &c. This Act was revived by the Act of 1899, ch. 129. It was further revived by the Act of 1901, ch. 160, and extended for six years; the name being changed to the 'Middleton and Victoria Beach Company.'

By the Railway Subsidy Act of Canada, 63-64 Vic., ch. 8, item 28, the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for 30 miles of a railway from Bridgetown to Victoria Beach, Nova Scotia.

The above company having applied, they were admitted to contract for the work on May 5, 1902, under authority of an order in council of April 1, the railway to be completed by December 1, 1903.

No portion of the subsidy has been paid up to June 30, 1902.

By the Subsidy Act of 1901, chap. 7, item 21, a similar subsidy was authorized to be granted for an extension from Bridgetown to Middleton, not exceeding 11 miles, and the company having applied for it, a contract was made with them, accordingly, on May 5, 1902, under authority of an order in council of April 1, the work to be completed by December 1, 1903.

No portion of the subsidy has been paid up to June 30, 1902.

**Midland Railway Company.**

(See Nos. 336, 421, 427.)

This company was incorporated by the Act of the province of Nova Scotia, 59 Vic., ch. 85 (1896), with power 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

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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 July 30, 1896.

By the Subsidy Act, 62-63 Vic., ch. 7 (1899), in lieu of the foregoing, there was authorized a grant of \$3,200 per mile, with a further grant of 50 per cent on cost in excess of \$15,000 per mile, up to a limit of \$6,400 per mile, for a railway from Windsor, N.S., to Truro via Clifton; and the Midland Railway Company having applied for it they were admitted to contract on December 7, 1899.

During the fiscal year 1900-1, subsidy was paid to the extent of \$170,264. No further payments have been made up to June 30, 1902.

**Montfort Colonization Railway Company.**

(See Annual Report for 1900-1.)

**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 58 Vic., ch. 58.)*

(See Annual Report for 1898-99.)

**Montreal and Province Line Railway Company.**

(See No. 518.)

This company was incorporated by the Act of Canada, 59 Vic., ch. 26 (1896), which vested it with the franchise, railway and property of the Montreal, Portland and Boston Railway Company, which had been sold by the sheriff, under an execution. The said Act empowered the company to build a railway from St. Lambert by way of Chambly, Farnham, and Frelighsburg, to the Province Line, with an extension to the River St. Lawrence at the town of Longueuil, and a branch from St. Marie to St. Cesaire.

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By the Railway Subsidy Act of 1901, chap. 7, item 3, a subsidy to this company (in lieu of one granted the previous year) was authorized for 19 miles of railway from Farnham to Frelighsburg, \$3,200 a mile, with an addition of 50 per cent on expenditure in excess of \$15,000 a mile; the whole not exceeding \$6,400 a mile.

A contract was made with the company, accordingly, on August 2, 1901, under authority of an order in council of June 29; the time for completion being fixed as September, 1901.

The railway between Farnham and Frelighsburg, 18.3 miles, was completed according to contract during the past fiscal year, and the subsidy, \$58,560, was paid.

**Napanee, Tamworth and Quebec Railway Company.**

(Name changed to the **Kingston, Napanee and Western Railway Company** by the Act 58 Vic., ch. 62.)

(See Annual Report for 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 of 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 the head 'Canada Eastern Railway' in Annual Report of 1894-95.)

**Nova Scotia Central Railway Company.**

(See Annual Report for 1898-99.)

**Nova Scotia Southern Railway Company.**

(See Annual Report for 1896-97.)

(See No. 431 and 432.)

No payments were made to this company under the subsidies previously granted, which lapsed; and in 1899, by the Subsidy Act of that year, 62-63 Vic., ch. 7, the grants of the following were authorized, viz.: For a railway from a point on the Central Railway in the County of Lunenburg, N.S., 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; also for a railway from Indian Gardens, Queen's County, N.S., to Shelburne, 35 miles. In each case the subsidy was \$3,200 a mile, with an addition of 50 per cent of cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile.

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The above company having applied, were admitted to contract under both subsidies, the two agreements being dated January 27, 1900.

No payments have been made up to June 30, 1902.

**Ontario and Pacific Railway Company.**

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

(See Annual Report for 1900-01.)

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 December 4, 1897.

At the close of the year 1898-99 they had been paid \$172,384.

By the Subsidy Act, 63-64 Vic., ch. 8 (1900), the grant of aid to the extent of \$90,000 was authorized for the company's bridge over the River St. Lawrence at Cornwall, and on October 10, 1900, they were admitted to contract for the work; for which, being completed, they have been paid during the past fiscal year the said sum of \$90,000, making the total payments to this company, \$262,384, up to June 30, 1902.

**Ontario and Quebec Railway Company.**

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

**Ontario and Rainy River Railway Company.**

(Amalgamated with and under the name of the **Canadian Northern Railway Company** under the Act 62-63 Vic., ch. 80.)

(See Nos. 390, 433, 444 and 466.)

This company, incorporated by the Ontario Act, 49 Vic., ch. 75, with powers to construct a railway from the town of Port Arthur to Rainy River and certain branches, was declared to be a work for the general advantage of Canada by the Dominion Act, 54-55 Vic., ch. 82 (1891), which also extended the time for completion to August, 1898, and ratified agreements made by the company for running powers over the line of the Port Arthur, Duluth and Western Railway Company; it further gave powers for the construction of a bridge across Rainy river. By the Act 61 Vic., ch. 81, the company were empowered to construct their railway either from Port Arthur or from a point on the Port Arthur, Duluth and Western Railway to a point on the boundary between the provinces of Ontario and Manitoba, and the time for completion of their works was extended.

By the Subsidy Act, 60-61 Vic., ch. 4 (1897), a subsidy to this company was authorized towards the construction of 80 miles of their railway from the Port Arthur, Duluth and Western Railway to Rainy lake, namely, \$3,200 a mile, with an addition of 50 per cent, limited to \$3,200 a mile, on the cost in excess of \$15,000 a mile. This subsidy was definitely increased to \$6,400 a mile by the Subsidy Act, 62-63 Vic., ch. 7 (1899).

The company were admitted to contract under these two subsidies by agreements dated July 29, 1899, and April 21, 1900, respectively.

By the Subsidy Act, 62-63 Vic., ch. 7 (1899), authority was given for the grant to this company of a subsidy of \$6,400 a mile, for 140 miles of railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances. The company were admitted to contract thereunder on February 14, 1900.

By the same Act the grant of a subsidy was authorized for 70 miles of railway from Fort Frances to or near the mouth of Rainy river. This company applied and were admitted to contract thereunder on February 14, 1900. By a special covenant in this contract they waived claim to any subsidy for this 70 miles in excess of \$3,200 a mile.

Under authority of the Act 62-63 Vic., ch. 80 (1899), the company was amalgamated with, and under the name of, the Canadian Northern Railway Company, the agreement in this regard being approved by an order in council of May 4, 1900. The Canadian Northern Railway Company was formed by the amalgamation of the Winnipeg Great Northern Railway Company and the Lake Manitoba Railway and Canal Company under the Act 61 Vic., ch. 70 (1898), the agreement for that purpose being approved by an order in council of January 13, 1899. With the same company there is also amalgamated the Manitoba and South Eastern Railway Company under the Act 62-63 Vic., ch. 75 (1899), the agreement to that effect being approved by an order in council of May 2, 1900. The above railways are comprised in the Canadian Northern Railway system and under the name of that company.

During the past fiscal year payments of subsidies have been made to the extent of \$939,891, making the total amount paid up to June 30, 1902, \$1,477, 491.

#### **Ontario, Belmont and Northern Railway 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 and Pacific Railway Company.)

#### **Ottawa, Arnprior and Parry Sound Railway Company.**

(Now the Canada Atlantic Railway Company, by amalgamation, under the Act 62-63 Vic., ch. 81, 1899.)

(See Annual Report for 1898-99.)

#### **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.)

(Name further changed to the Ottawa Northern and Western Railway Company, by the Act 1 Edw. VII., ch. 80.)

(See Nos. 8, 26, 58, 151, 305, 349, 379, 409, 414, 492 and 453.)

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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 year), 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 revoked by the Act 52 Vic., ch. 3 (1889).

Under authority of an order in council of July 10, 1889, a contract with the company for the work in question, 62 miles, was signed on August 19, 1889.

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

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 October 7, 1895.

By the Subsidy Act, 60-61 Vic., ch. 4 (1897), in lieu of this subsidy, the said 20 miles was 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.

The company were admitted to contract under this subsidy on July 29, 1899.

By the Subsidy Act, 60-61 Vic., ch. 4 (1897), the unpaid balance, \$35,872, of the vote of 1893 was revoked, and a contract was made with the company thereunder on July 29, 1899.

The total payments up to June 30, 1894, amounted to \$284,128.

Under dates September 21, 1899, and November 26, 1900, contracts were entered into for the construction, under subsidy, of a bridge across the River Ottawa at Ottawa, being made with this company conjointly with the Pontiac Pacific Junction Railway Company. This bridge was completed, and payment of the full amount of the subsidy was made during the fiscal year 1900-01. (See Pontiac Pacific Junction Railway in Annual Report for 1900-01.)

By the Subsidy Act of 1899, chap. 7, item 39, the grant of aid to the extent of \$3,200 a mile, with 50 per cent additional on excess cost over \$15,000 a mile, was authorized for the company's railway through Hull, not exceeding 4 miles.

A contract for the work was made on February 15, 1902, and the road being built the subsidy for the actual distance, 1.28 miles, connecting the old Gatineau Valley Railway with the approach to the bridge across the River Ottawa, was paid during the fiscal year, namely, \$8,192, making the total payments to this company on subsidy account, \$292,320, up to June 30, 1902.

#### Ottawa Northern and Western Railway Company.

(See Ottawa and Gatineau Valley Railway Company, and Pontiac Pacific Junction Railway Company.)

#### 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.)

**Pembroke Southern Railway Company.**

(See Annual Report for 1899-1900.)

**Philipsburg Junction Railway and Quarry Company.**

(See Annual Report for 1894-95.)

*(Now the Philipsburg Railway and Quarry Company. Name changed by 58 Vic., ch. 65, 1895.)*

(See Annual Report for 1899-1900.)

**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 1899-1900.)

**Pontiac Pacific Junction Railway Company.**

(See Annual Report for 1900-01.)

**Quebec Bridge Company.**

(See No. 467.)

This company was incorporated by the Dominion Act, 50-51 Vic., ch. 98 (1887), with powers to construct a railway bridge over the River St. Lawrence near Quebec, and to arrange the same for the use of foot passengers and vehicles, and to construct and operate lines of railway to connect with existing or future lines of railway on each side of the river.

By the Act 60-61 Vic., ch. 69 (1897), the powers of the company were revised, and the time for construction was extended to June 29, 1902.

By the Act 63-64 Vic., ch. 115 (1900), the time for completion was extended to June 14, 1905, and the company were further empowered to arrange for the placing of electric wires on the bridge and connecting railways, and for the passage of electric street railway or tram cars.

By the Railway Subsidy Act, 62-63 Vic., ch. 7 (1899), the grant of a subsidy to this company of \$1,000,000 was authorized for a railway bridge over the River St. Lawrence at Chaudière basin, and by the Act of 1900, ch. 8, clause 10, it was made applicable, one-third to the substructure and approaches, and two-thirds to the superstructure.

On November 12, 1900, the company were admitted to contract for this subsidy work.

The site and plans of the bridge were approved by the Railway Committee of the Privy Council, and by an order in council dated May 16, 1898.

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The structure is to be a cantilever bridge, composed of two approach spans of 220 feet each, two anchor spans of 500 feet each, and a centre span of 1,800 feet from centre to centre of the piers. The under side of the bridge will give a height of 150 feet above high water. The pneumatic system is adopted in the construction of the piers. When completed, it will comprise a double track railroad, two lines for electric tramways, and two ordinary roads for vehicles and foot passengers.

During the past fiscal year subsidy to the extent of \$167,430 was paid, making a total of \$242,000 up to June 30, 1902.

**Quebec Central Railway Company.**

(See Annual Report of 1895-96.)

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

(See Annual Report of 1895-96.)

**Quebec, Montmorency and Charlevoix Railway Company.**

(See Annual Report for 1894-95.)

**Red Deer Valley Railway and Coal Company.**

(See Land Subsidies No. 26.)

This company was incorporated by the Act 52 Vic., chap. 52 (1889), with powers to build a railway from a point near the town of Calgary, in the district of Alberta, N.W.T., in a north-easterly direction to a point on Red Deer river in Township 32, Range 21 west of the 4th principal meridian; also from, at or near Cheadle station, on the Canadian Pacific Railway, in a northerly direction to a point of junction with the line from Calgary, in or near Township 26, Range 25, west of the 4th principal meridian, together with certain branches. By the Company's Act of 1897, chap. 60, time was extended, and they were permitted to build from a point on the Calgary and Edmonton Railway in place of from Cheadle. By their Act of 1900, chap. 77, the company were allowed till January 1, 1902, to build the first 50 miles from Calgary, and to July 1, 1903, to complete their railway, and were empowered, on such completion, to build an extension from Red Deer river to the River Saskatchewan, at a point between Fort Pitt and Battleford; this extension to be commenced within two, and completed within seven, years from the date of the completion of the railway to Red Deer river in Township 32, Range 21, west of the 4th principal meridian.

By the Land Subsidy Act of 1891, chap. 9, a subsidy of 6,400 acres of land had been authorized to be granted to this company for a railway from the town of Calgary to a point in or near Township 29, Range 23, west of the 4th meridian, a distance of about 55 miles, and a contract was made with them on June 17, 1893, accordingly; the work to be completed by November 1, 1894.

By an order in council, dated June 29, 1901, authority was given for admission of the company to a new contract under this subsidy; and such contract was entered into on July 30, 1901; the 55 miles in question to be completed by July 1, 1903. The same order also approved the location of the road, namely, from a point on the Calgary and Edmonton Railway to the Kneehill mines.

**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 December 24, 1897. The total payment up to June 30, 1900, amounted to \$46,930; no further payment has been made up to June 30, 1902.

**Schomberg and Aurora Railway Company.**

(See No. 386.)

This company was incorporated by the Dominion Act, 59 Vic., ch. 34 (1896), with powers to build a line of railway from a point on the Grand Trunk Railway between King and Newmarket to the village of Schomberg.

By the Subsidy Act, 60-61 Vic., ch. 4 (1897), the grant of a subsidy of \$3,200 a mile for 15 miles between the points named above, with addition of 50 per cent of the cost in excess of \$15,000 a mile, but not exceeding in all \$6,400 a mile was authorized.

A subsidy agreement was entered into with the company accordingly on July 29, 1899.

By the Subsidy Act 1 Ed. VII., chap. 7, item 10 (1901), this subsidy was, in effect, revoked, and a new contract was made with this company on February 3, 1902; the road to be completed by October 31, 1903.

No payments have been made up to June 30, 1902.

**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.)

**South Shore Railway Company, Quebec.**

(See Nos. 441, 468, 469 and 513.)

This company was incorporated by the Quebec Act of 1894, ch. 72, and the undertaking was declared to be a work for the general advantage of Canada by the Dominion Act, 60 Vic., ch. 10 (1896), which authorized the construction of a line of railway from

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a point in the town of Lévis to a point on the Canada Atlantic Railway at or near Valleyfield.

By the Subsidy Act, 62-63 Vic., ch. 7 (1899), the grant of a subsidy to this company for 82 miles of railway from Sorel Junction to Lotbinière was authorized, \$3,200 a mile, with an addition of 50 per cent of cost in excess of \$15,000 a mile, but not exceeding in the whole \$6,400 a mile. The company were admitted to contract for this work on May 9, 1900.

By the same Act the grant of a subsidy was authorized towards the construction of a bridge over the River Richelieu at Sorel, not exceeding \$35,000. The company were admitted to contract for this work on December 23, 1899.

By the same Act the grant of a subsidy to this company was authorized towards the renewal of the railway bridge over the River Yamaska at Yamaska, the amount being \$50,000. They were admitted to contract for the work on May 9, 1900.

By the Subsidy Act, 63-64 Vic., ch. 8 (1900), the grant of subsidy to the extent of \$50,000 was authorized for a railway bridge over the River St. Francis, such bridge to be free to foot passengers and vehicles. A contract was entered into with the company for the work on June 29, 1901.

The total of payments up to June 30, 1901, was \$119,290.19. This includes the sum of \$16,164.63 for completing the Montreal and Sorel Railway (see report of 1899-1900.) No further payments have been made up to June 30, 1902.

**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. Gabriel de Brandon and Ste. Emélie de l'Energie Railway Company.**

(See No. 381.)

By the Subsidy Act, 60-61 Vic., ch. 4 (1897), in lieu of a previous subsidy authorized in 1894, a subsidy of \$3,200 a mile, with an addition, not exceeding \$3,200 a mile, of 50 per cent of cost in excess of \$15,000 a mile, was authorized to be granted to this company for 15 miles of railway from St. Gabriel to Ste. Emélie de l'Energie, and for 5 miles from a point on the main line to St. Jean de Matha.

A subsidy agreement for this work was entered into with the company on July 29, 1899.

No portion of the subsidy has been paid up to June 30, 1902.

**St. John Valley and Rivière du Loup Railway Company.**

(See Annual Report for 1893-94.)

**St. Stephen and Milltown Railway Company.**

(See Annual Reports for 1895-96 and 1900-01.)

**Stewiacke Valley and Lansdowne Railway Company.**

(See Annual Report for 1895-96.)

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

(See Annual Reports for 1893-94 and 1900-01.)

**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 for 1891-92.)

**St. Louis and Richibucto Railway Company.**

(See Annual Report for 1884-85.)

**St. Mary's River Railway Company.**

(See Annual Report of 1900-01.)

**Témiscouata Railway Company—Rivière du Loup to Edmundston.**

(See Annual Report for 1892-93.)

**Thousand Islands Railway Company.**

(See Annual Report for 1895-96.)

(See No. 486.)

By the Subsidy Act 63-64 Vic., ch. 8 (1900), a further subsidy was authorized for 2 miles of an extension from the present northerly terminus, \$3,200 a mile, with an addition of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile.

A contract was made with the company accordingly on March 15, 1901. During the past fiscal year the subsidy applicable, \$5,440, was paid, making the total \$29,840.

**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 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, December 4, 1897, the company were admitted to contract. During the fiscal year 1898-99 the sum of \$10,912 was paid, and in the fiscal year 1900-01 the sum of \$7,159.48 was paid from this subsidy, making, with their previous subsidy of \$51,200, paid in 1895-96, a total of \$69,271.48.

By the Subsidy Act, 62-63 Vic., chap. 7, item 26 (1899), a subsidy of \$3,200 per mile, with a further subsidy of 50 per cent on cost in excess of \$15,000 a mile, not exceeding in all \$6,400 a mile, was authorized for an extension from Tilsonburg to Ingersoll or Woodstock, not exceeding 28 miles.

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Under authority of an order in council of September 11, 1901, a contract was made with the company, accordingly, on October 15, 1901; the road to be completed by October 1, 1902.

No subsidy payments have been made during the past fiscal year.

**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 Annual Report for 1900-01.)

**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 *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*.)

**York and Carleton Railway Company.**

(See No. 423.)

This company was incorporated by the Act of New Brunswick, 1887, ch. 44.

By the Subsidy Act 62-63 Vic., ch. 7 (1899), the grant of a subsidy of \$3,200 a mile, with a further subsidy of 50 per cent on the cost in excess of \$15,000 a mile, the total subsidy not to exceed \$6,400 a mile, was authorized for 6 miles of railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley village, N.B., for which this company applied.

A subsidy agreement thereunder was entered into with them on November 23, 1899.

During the past fiscal year, the road having been completed, the subsidy applicable, \$18,336, was paid.

### 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 1895-96. (See also the Red Deer Valley Railway and Coal Company, above.)

### CANALS.

The total expenditure charged to Capital Account on the original construction and the enlargement of the several canals of the Dominion, up to June 30, 1902, was \$83,519,233.86. A further sum of \$18,965,441.90 has been expended on the repairs, maintenance and operation of these works, making a total of \$102,484,545.76. The total revenue derived, including tolls, and rentals of lands and water powers, amounted to \$13,017,756.69. (See the Accountant's statements, Part II., p. 28, 45 and 46.)

The total expenditure on canals for the fiscal year ended on June 30, 1902, was as follows:—

On construction and enlargement, a total of \$2,114,689.88, and a further sum of \$864,080.67 for repairs, renewals, operation, and revenue collection, making a total for the year of \$2,978,770.55.

The total net revenue collected for the fiscal year was \$300,413.68, a decrease compared with the net revenue of the previous year of \$15,012.01. The net canal tolls amounted to \$233,037.82, a decrease of \$28,091.58. On July 1, 1901, the balance of rents unpaid was \$70,760.32. The rents accrued during the year amounted to \$62,899.36, and the rents received to \$57,375.86, an increase of \$2,489.04, leaving a balance of rents uncollected on June 30, 1902, amounting to \$75,887.56.

The total expenditure on canal staff and maintenance, repairs and renewals amounted, for the year, to \$864,080.67, an increase of \$77,402.39, and the total net receipts amounting as above, to \$300,413.68, the amount of expenditure in excess of receipts was \$563,666.99.

The above figures relate to the fiscal year 1901-02, but very voluminous statistics relating to the canal traffic, and various commercial statistics for the *season of navigation* of the year 1901, will be found in Part V., 'Canal Statistics.'

The total traffic through the several canals of the Dominion for the season of 1901, amounted to 5,665,259 tons, an increase of 651,566 tons compared with the previous year. This includes 2,820,394 tons passing through Sault Ste. Marie Canal, which is free of toll.

The following features of the principal canal traffic during the season of 1901, will be of interest:—

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On the Welland Canal, 620,209 tons of freight were moved, a decrease of 99,151 tons, of which 301,359 tons were agricultural products, a decrease of 78,299 tons, and 85,528 tons produce of the forest; of coal, 49,480 tons were carried. 513,804 tons passed eastward, and 106,405 westward; 604,950 tons were through freight, of which 501,935 tons passed eastward.

Of this through freight, Canadian vessels carried 290,533 tons, a decrease of 28,964 tons, and United States vessels 314,417 tons, a decrease of 54,643 tons.

The total freight passed eastward and westward through this canal from United States ports to United States ports was 274,019 tons, a decrease of 44,510 tons compared with the year 1900.

The quantity of grain passed down the Welland and the St. Lawrence canals to Montreal was 151,566 tons, a decrease of 93,095 tons compared with the previous year; of this, 17,387 tons were transhipped at Ogdensburg, as against 38,403 tons transhipped in 1900. The further quantity of 51,867 tons of grain passed down the St. Lawrence canals, only, to Montreal, making the total 203,433 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, 1,208,296 tons of freight were moved, an increase of 93,125; of which 549,974 were eastbound through freight, and 35,411 tons westbound through freight; 583,938 tons were agricultural products, 468,755 tons merchandise, 402,923 tons coal, and 99,333 tons forest products.

Twenty-two cargoes of grain, aggregating 15,352 tons, were taken down direct to Montreal through the Welland and St. Lawrence canals, as against fifteen cargoes, aggregating 7,924 tons in 1900, and two cargoes, aggregating 558 tons in 1899.

On the Ottawa river canals, the total quantity of freight moved was 445,862 tons, an increase of 56,717, of which 434,343 tons were produce of the forest.

On the Chambly Canal, 359,798 tons were moved, an increase of 11,237, of which 196,668 tons were produce of the forest, and 84,949 tons coal.

On the Rideau Canal, 56,376 tons were carried, a decrease of 19,056; 21,771 tons being the product of the forest, and 17,679 tons coal.

On the St. Peter's Canal, 88,257 tons were carried, an increase of 14,441, of which 53,064 tons were merchandise, and 46,386 tons coal.

On the Murray Canal, 29,535 tons passed, an increase of 10,468, and 9,223 tons of this were the product of the forest.

On the Trent Valley Canal, 36,532 tons were moved, of which 35,573 tons were the product of the forest.

On the Sault Ste. Marie Canal, the total movement of freight was 2,820,394 tons, being an increase of 784,717 tons, carried in 4,204 vessels, the number of lockages being 2,910. Of wheat, 9,639,627 bushels, and of other grain, 2,709,425 bushels were carried; 1,245,243 barrels of flour, 1,596,549 tons of iron ore, 510,393 tons of coal, and 12,553,948

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feet, board measure, of lumber; nearly all these items show a considerable increase. The total traffic at this point, accommodated by the two canals, the American and Canadian, amounted to 28,402,432 tons, an increase of 2,759,401 tons, carried in 20,041 vessels, an increase of 591. The total quantity of wheat carried was 52,856,731 bushels, an increase of 12,239,924, and of other grain 24,765,758 bushels, an increase of 8,326,550. Of lumber, the total was 1,073,433,948 feet, board measure, an increase of 167,905,142.

In connection with the question of canal versus railway transport of grain from the west, it may be noted that whereas grain and peas passed down to Montreal through the Welland and St. Lawrence canals to the extent of 151,566 tons, a decrease of 93,095 tons, compared with the previous year, the quantity carried to Montreal via the Canadian Pacific and Grand Trunk Railways amounted to 227,700 tons, a decrease of 1,924 tons. Over the route from Depot Harbour, on Georgian Bay, Lake Huron, via the Canada Atlantic Railway to Coteau Landing, at the head of the Soulanges Canal, thence by barge to Montreal, in the season of 1900, the total freight carried to Montreal was 319,865 tons, of which 303,259 tons were grain. In the season of 1901, 321,016 tons were carried, of which 291,834 tons were grain. Of the grain so carried in 1900, 126,963 tons were wheat, and 154,815 corn, and in 1901, 207,403 tons were wheat, and 71,459 tons corn.

The quantity of grain carried to tidewater on the New York State canals was 355,760 tons, an increase of 46,815 tons, while the quantity carried by the railways of the state to tidewater amounted to 4,630,479 tons, an increase of 234,038.

Of the total east and west-bound freight carried by the canals of the State of New York (the Erie, the Champlain, the Black River, the Cayuga and Seneca and the Oswego) and the competing railways (the New York Central and the Erie Railroad) respectively (amounting in 1901 to 65,640,837 tons—greater by 207,296 tons than in 1900), the proportion carried by the canals has fallen steadily from 68·9 per cent in 1859 and 47·0 per cent in 1869, to 6·8 per cent in 1898, 7·2 per cent in 1899, 5·2 in 1900, and 5·1 in 1901. These canals carried, in 1901, 3,420,613 tons, an increase of 74,672 tons.

The enlarged Erie Canal, between Buffalo and Albany, is 350½ miles long; comprises 72 locks, 110 by 18 feet, with a depth of 7 feet of water, accommodating, as a maximum, vessels of 240 tons burden. The original canal was completed in 1836, and the enlargement in 1862. The total cost of construction was \$51,609,200.

By means of the enlarged Canadian canal systems and the intermediate waterways, a minimum depth of fourteen feet of water from Lake Superior to the head of ocean navigation at Montreal is afforded; the smallest locks being 270 feet in length and 45 feet in width, accommodating vessels 255 feet long and 44 feet beam. As an index to the carrying power of the new canal works, it may be observed that a typical vessel, the propellor *Aragon*, whose length is 247 feet and width 42·6 feet, has passed through the enlarged Welland Canal, drawing 14 feet of water and carrying 2,212 tons of corn.

The through route between Montreal and Port Arthur, on the west shore of Lake Superior, now open as a 14-foot navigation, comprises 73 miles of canal, with 48 locks, and 1,150 miles of river and lake waters, or a total of 1,223 miles. From Montreal to

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Duluth, at the south-west of Lake Superior, the total distance is 1,357 miles, and to Chicago 1,286 miles. A summary of this route will be found in the Chief Engineer's report, Part I., and further details of the several works in the pages immediately following. At Port Arthur and at Fort William (about six miles south), the Canadian Pacific Railway gives communication to and from the west.

The approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, if in the hands of competent pilots, both by day and night. In the case of the Sault Ste. Marie, the Cornwall, the Soulanges, and the Lachine Canals, they are well lighted, throughout, by electricity, and at the beginning of the season the electrical operation of the Soulanges Canal works was inaugurated.

It has proved completely successful and expeditious; the passage through the whole canal and its five locks, 14 miles, requiring only 2 hours and 25 minutes.

An interesting technical description of the electrical apparatus in use will be found in the report of the Superintending Engineer (app. p. 147). Contracts have been made for electrical installation for operation purposes on the Cornwall and Lachine Canals. The Sault Ste. Marie lock has been operated by electricity from the date of its opening.

As suggestive of the awakened interest of Canadian enterprise in the problem of water communication from the Great Lakes to tide water at Montreal, the statement is made by the Superintending Engineer of the Soulanges Canal, in his report which appears in the appendices to the present volume, that there are now being built at various ports on the upper lakes, and under contract for delivery in 1903, ten steel freight steamers of full canal size. They are to be 255 feet in length over all, 241 feet keel, 41 feet beam, and 18 feet in depth, and to be fitted with triple expansion engines. It is estimated that they will carry 2,200 tons of cargo on a 14-foot draught.\*

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\*Extract from 'The Blue Book of American Shipping,' 1901. (Marine Review Publishing Co., Cleveland, Ohio.)

'A venture of far reaching influence attempted on the great lakes is worthy of record. It is the opening of the all-water route from the great lakes to Europe, via the Canadian canals along the St. Lawrence river. As a matter of historical record it may be noted that although a few small craft made the passage from the lakes to European ports years ago, the first vessel to utilize these enlarged Canadian canals as a commercial highway between the great lakes and Europe was the British Steamer *Monkshaven*, when in October last it carried a cargo of steel from Conneaut, on Lake Erie, to Avonmouth, England. This vessel had been employed by the Clergue water power interests at Sault Ste. Marie and was returning to Great Britain for the winter when Mr. Carnegie seized the opportunity to send some steel abroad by that route. The vessel would have returned to England any how, but her trip constituted, nevertheless, the first use of the canal in a commercial sense. Since then the North Western Steamship Company, of Chicago, has opened a regular service on this route, and its four steamships, built at Chicago last winter, have each made a trip abroad. The dimensions of the locks of the Canadian canals are 270 feet length by 45 feet width. They permit a draught of 14 feet. The vessels of the North Western Steamship Company are 256 feet long over all, 42 feet beam and 26½ feet depth of hold, which is regarded as the regulation Canadian canal size. The company expresses itself as satisfied with the result of its enterprise. The importance of this water-way, however, must not be either magnified nor minimized. It occupies a definite field, though a limited one, owing to the restriction in size. The completion of the canals, however, has permitted the lake ship-builders to compete with the coast ship-builders for the construction of some types of vessels for coastwise trade. Twelve vessels suited to trans-Atlantic and seaboard trade, as well as lake service, were built on the lakes during the year ended with July, 1901, and the experiment of building, each in two parts, two steamers

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The improvement works being carried on at Port Colborne, the Lake Eric entrance of the Welland Canal, comprise the deepening of the approach to the canal to 22 feet, and the construction of two docks, with piers, 200 feet wide, upon which grain elevators will be erected for the transference of grain to vessels adapted to the canal navigation, when required. In addition to the works undertaken by this department, a breakwater, about a mile in length, is being constructed across the entrance to the harbour by the Department of Public Works, who will also dredge out the area so contained; thus greatly increasing the accommodation, and ensuring safety at this important point.

The deepening of the approaches to the Sault Ste. Marie Canal is progressing. At the lower entrance the work has now been completed; a channel way, 315 feet wide and 21.5 feet deep (one foot below the mitre sill at the lower main gates), has been formed.

In June last, owing to an accident to the swing bridge crossing the American Canal, that canal was closed to traffic for five days. In the emergency, the whole of the Lake Superior traffic was passed, without mishap, through the Canadian canal, during that period.

much larger than the canal locks is now being tried in Cleveland. These vessels will each be of about 7,000 tons capacity when put together at the seaboard, after being towed down the Canadian canals in sections.

'The year has been one of unexampled activity with the ship-builders of the great lakes, and they already have in hand enough orders to ensure continued work for nearly all the plants for another year. The vessels built during the year ended with July, and those now under order, have an aggregate value of \$16,324,000. The combined capacity of the freight carriers in the list, some sixty-three of them, is 266,950 gross tons on 18 feet draught.'

Compiled from the same useful publication, are the following statistics of commerce through the two canals, the American and Canadian, at the Sault Ste. Marie, for the year 1900; statistics, which, in the absence of official data for precise calculation, are valuable as indicating the enormous growth and extent of traffic on the great lakes; the total estimate of which for the year 1900, is about 46,000,000 tons; at the Sault Ste. Marie, very full records have been kept for many years.

During the year 1870, the total number of passages through the American canal at that point (the Canadian canal not having then been built), was 1,828, of which 431 were of steamers; the total registered tonnage was 690,826. The total quantity of wheat carried was 49,900 bushels. Twenty years later, in 1900, two canals were available, one American and one Canadian. Through these, there were 19,452 passages of vessels, carrying 25,643,073 net tons of freight, including 40,489,302 bushels of wheat; the smallest quantity for six years, and 58,555 passengers. The total value of the freight was \$267,041,959, and the total cost of transportation \$24,953,315. The average distance to which freight was carried was 825.9 miles, making a total of 21,179,229,014 mile-tons; the cost of transport being 1.18 mills per ton per mile. The value of the American craft engaged in this traffic was \$66,116,583, and of the Canadian craft \$3,618,576. The proportion of freight carried by Canadian vessels was 3 per cent.

Elsewhere, a comparison is made of the relative cost of moving freight via the Sault Ste. Marie canals and on two leading trunk lines, the New York, Chicago and St. Louis, and the Lake Shore and Michigan Southern, for the past ten years, showing that during that period, on the lake route, the average cost per ton-mile has been 1.07 mills, and for the past five years only .95 of a mill; less than a tenth of a cent. On the railways named (selected for purposes of this comparison, it is stated, on account of their low costs) the lowest rate per ton per mile reached during these ten years is 3.20 mills. It is observed, however, that the lake traffic is through traffic, with few commodities, all handled in large quantities and on long hauls, while the railroad tonnage is largely made up of local freight. The average rate on wheat per bushel by lake from Duluth to Buffalo in 1900, was 2 cents. As indicating the size of the modern lake freighter, as the dimensions of some of the largest steel steamers are given, showing twelve vessels, 474 feet long and over, and four vessels, 498 feet long. The largest individual cargoes carried were 8,339 net tons (2,000 lbs.) of iron ore, 7,532 net tons of grain, and 7,688 net tons of coal. The vessels on the northern lakes, owned in the United States number 3,167, aggregating a gross tonnage of 1,565,587; of these, 424 are steamers of 1,000 tons and over, aggregating 911,533 gross tons. The Canadian-owned vessels on the great lakes are few, and no exact statement as to their number is available.

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The construction of the new works for the improvement and extension of the Trent Canal system is proceeding. When the present contracts are completed, a six feet navigation will be afforded from Lake Simcoe to Heely's Falls, a distance of about 160 miles, leaving the portion between Heely's Falls and Lake Ontario, and the portion from the head of Lake Simcoe to Georgian Bay, Lake Huron, still to be dealt with. The total distance between the Bay of Quinte, Lake Ontario and Georgian Bay is about 192 miles.

During the years 1899 and 1900, under special appropriations voted by Parliament, surveys were conducted on the Upper River Ottawa, with a view to ascertaining the feasibility and probable cost of constructing a canal system to give a navigation from Georgian Bay down that river to Montreal, a scheme proposed many years ago and lately revived by private parties with considerable energy. The results of these surveys will be found in a special report from the engineer in charge, Mr. H. A. F. Macleod, attached to an appendix to the annual report for the year 1900-01.

His conclusions are that the canal can be constructed at an estimated cost, for a 14 feet navigation of \$23,898,000, and for a 20 feet navigation of \$72,627,000. The distance from Georgian Bay to Montreal is set down at 430 miles.

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.

As being responsible for the efficient working of the department, and as very practically conscious of its needs and deficiencies, I desire to emphatically repeat here the observations with which I closed my last year's report:—

‘ In concluding this report, it is only proper that I should draw attention to the rapid growth of the country during the last few years; specially in the enormous increase in the area of its development, and the interest of its business operations, which involve important questions, directly and indirectly affecting the great transportation problems with which this department is concerned, and which it is called upon to deal with authoritatively. With this rapid growth, the inner, or departmental staff proper, has not kept pace, and I must strongly urge the necessity, which is very apparent, of its amplification and its adjustment to the conditions of the times, if the wide and ever-expanding field it is required to cover, is to be properly and comprehensively treated.

‘ In addition to the very voluminous correspondence with the general public, and its necessary record and filing, the supervision of the expenditure entailed by the government railway and canal works in operation and under construction, and the revenue derivable from them, the leasing of lands and water powers, the settlement of claims, the letting of contracts, and the preparation of (often very extended) returns, giving information required by the House of Commons and the Senate, there is also the inspection of completed portions of subsidized railways, and of all railways before opened to traffic; the inspection of railway bridge structures, with the examination of all their plans, required to be sent in for approval; inspection of railways subject to complaint of any kind; the examination for approval of railway by-laws, whether of tariff or otherwise, and the carrying out of varied and complicated duties entailed on the Railway Committee of the Privy Council; further, the compilation, analysis and printing

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of extensive statistics relating to all Canadian railways, and of similar statistics relating to the traffic on the canals of the Dominion. In justice to the work to be done and to those who are required to perform it, I am compelled to state that the staff is inadequate.'

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

*Deputy of the Minister 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 :—

*Halifax to Montreal.*

	Miles.
1. Intercolonial Railway, via Lévis, to Montreal.....	837
2. Intercolonial Railway to St. John.....	275
Canadian Pacific Railway, from St. John to Montreal....	480
Total.....	<u>755</u>
3. Intercolonial Railway to St. John,.....	275
Canadian Pacific Railway, from St. John to Vanceboro'.	90
Maine Central Railway, from Vanceboro' to Danville Junction.....	224
Grand Trunk Railway, from Danville Junction to Montreal	270
Total.....	<u>859</u>
4. Intercolonial Railway to St. John.....	275
Canadian Pacific Railway from St. John to Edmundston..	170
Temiscouata Railway, from Edmundston to Rivière du Loup	81
Intercolonial Railway, from Rivière du Loup to Montreal.	278
	<u>804</u>

*St. John to Montreal.*

1. Intercolonial Railway, via Lévis, to Montreal.....	740
2. Canadian Pacific Railway to Montreal.....	<u>480</u>
3. Canadian Pacific Railway to Edmundston.....	170
Temiscouata Railway, from Edmundston to Rivière du Loup	81
Intercolonial Railway, from Rivière du Loup to Montreal.	278
Total.....	<u>529</u>

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## MONTREAL, OR QUEBEC, TO THE PACIFIC COAST.

*Montreal to Vancouver.*

	Miles.
1. Canadian Pacific Railway to Vancouver.....	2,906
2. Grand Trunk Railway to North Bay.....	560
Canadian Pacific Railway from North Bay to Vancouver..	2,546
Total.....	<u>3,102</u>

*Quebec to Vancouver.*

	Miles.
1. Canadian Pacific Railway to Vancouver.....	3,052
2. Grand Trunk Railway to Montreal. ....	172
Canadian Pacific Railway from Montreal to Vancouver..	2,906
Total.....	<u>3,078</u>
3. Grand Trunk Railway to North Bay. ....	732
Canadian Pacific Railway from North Bay to Vancouver..	2,542
Total.....	<u>3,274</u>

The Canadian Pacific Railway was opened for through traffic on June 28, 1886.

## INTERCOLONIAL RAILWAY.

The Intercolonial Railway touches six Atlantic Ocean ports, namely, Point du Chene, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the ports of Quebec and Montreal on the River St. Lawrence.

The total length of the road operated during the year ended June 30, 1901, was 1,301 miles, and for freight branches 27 miles, making a total of 1,328 miles.

The following are the through distances :—

	Miles.
Halifax to Montreal, via Lévis.....	837
St. John to Montreal, via Lévis.....	740
Sydney to Montreal, via Lévis.....	990
North Sydney to Montreal, via Lévis.....	983

Freight is carried direct via St. Henri to Montreal, which would reduce each of the above distances by 6 miles.

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## WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial Railway, to Windsor, a distance of 32 miles.

## PRINCE EDWARD ISLAND RAILWAY.

## LENGTH OF LINE.

	Miles.
Souris to Tignish.....	167
Mount Stewart to Georgetown.....	24
Charlottetown to Royalty Junction.....	5
Emerald Junction to Cape Traverse.....	13
Alberton to Cascumpec wharf.....	1
	210

Communication between the Prince Edward Island Railway and the Intercolonial Railway is afforded in summer by steamer between Summerside and Point du Chene, 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 ice boats between Cape Traverse on Prince Edward Island and Cape Tormentine on the mainland, a distance of about 9 miles, at which latter place connection is made with the New Brunswick and Prince Edward Railway about 40 miles in length, connecting with the Intercolonial Railway at Sackville. This winter service across the Straits of Northumberland is efficiently worked by the Marine and Fisheries Department.

## CANALS.

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

*First.—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)*

	Miles.
1. Lachine Canal.....	8½
Lake St. Louis and River St. Lawrence.....	16
2. Soulanges Canal.....	14
Lake St. Francis and River St. Lawrence.....	33
3. Cornwall Canal.....	11
River St. Lawrence.....	5
4. Farran's Point Canal.....	1
River St. Lawrence.....	10

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	Miles.
5. Rapide Plat Canal.....	3½
River St. Lawrence.....	4
6. Galops Canal.....	7¼
River St. Lawrence and Lake Ontario.....	236
7. Welland Canal.....	26¾
Lake Eric, Detroit River, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie Canal.....	1¼
Lake Superior to Port Arthur.....	266
	<hr/>
Total.....	1,223¼
	<hr/> <hr/>
To Duluth.....	1,357
Chicago.....	1,286
	<hr/> <hr/>

*Second.—Ottawa to Lake Champlain.*

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours Canals.

*Third.—Ottawa to Kingston and Perth.*

1. Rideau Canal.

*Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.*

1. Trent Canal (not completed).

*Fifth.—Ocean to the Bras d'Or Lakes.*

1. St. Peter's Canal.

## 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 2,200 statute miles. The distance to Duluth is 2,343 miles. The distance to Chicago 2,272 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

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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. 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, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland, and Sault Ste. Marie. Their aggregate length is 73 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 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may 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, 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
Dimension of locks.....	270 feet by 45 feet.
Total rise or lockage.....	45 feet.
Depth of water	{ at two locks..... 18 "
on sills.	} at three locks..... 14 "
Average 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 canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

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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.

## SOULANGES CANAL.

Length of canal.....	14 statute miles.
Number of locks	{ lift..... 4
	{ guard..... 1
Dimensions of locks.....	280 feet by 45 feet.
Total rise or lockage.....	84 feet.
Depth of water on sills.....	15 "
Breadth of canal at bottom.....	100 "
Breadth of canal at water surface.....	164 "
Number of arc lights.....	219 of 2,000 c. p. each.

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascade Rapids, Cedar Rapids and Coteau Rapids.

From the head of the Lachine to the foot of the Soulanges the distance is sixteen miles.

## CORNWALL CANAL.

Length of canal.....	11 statute miles.
Number of locks.....	6
Dimensions of locks.....	270 feet 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 nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall Canal there is a stretch through Lake St. Francis, of  $32\frac{3}{4}$  miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall Canal extends past the Long Sault Rapids from the town of Cornwall to Dickinson'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 "
Total rise or lockages.....	$3\frac{1}{2}$ feet.
Depth of water on sills of new lock.....	14 "
Depth of water on sills of old lock.....	9 "
Breadth of canal at bottom.....	90 "
Breadth of canal at water surface.....	154 "

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From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point Rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

## RAPIDE PLAT CANAL.

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

The old lift lock, 200 feet by 45, is also available, with nine feet of 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 10 $\frac{1}{2}$  miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

## GALOPS CANAL.

Length of canal.....	7 $\frac{1}{3}$ miles.
Number of locks.....	3
Dimensions of locks. { one of which is } .....	2-270 by 45.
{ a guard lock. } .....	1-800 by 45.
Total rise of lockage.....	15 $\frac{1}{2}$ feet.
Depth of water on sills.....	14 "
Breadth of canal at bottom.....	80 "
Breadth of canal at surface of water.....	144 "

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

## MURRAY CANAL.

Length between eastern and western pier heads...	5 $\frac{1}{6}$ miles.
Breadth at bottom.....	80 feet.
Breadth at water surface.....	120 "
Depth below lowest known lake level.....	11 "
No locks.	

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

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## WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal.....	27 $\frac{1}{2}$ miles	26 $\frac{3}{4}$ miles.
Pairs of guard-gates (formerly 3) . .		2
Number of locks	{ lift..... 26	25
	{ guard..... 1	1
Dimensions.....	{ 1 lock 200 x 45	} 270 feet x 45 feet.
	{ 1 lock 200 x 45	
	{ 1 (tidal) 230 x 45	
	{ 24 locks 150 x 45	
Total rise or lockage.....	326 $\frac{3}{4}$ feet	326 $\frac{3}{4}$ feet.
Depth of water on sills.....	10 $\frac{1}{4}$ "	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 "
Chippewa Cut to River Niagara.....	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson.....	2
Dimensions of locks.....	150 by 26 $\frac{1}{2}$ 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 26 $\frac{1}{2}$ 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.....	1 $\frac{3}{4}$ miles.
Number of locks.....	1
Dimensions of locks.....	185 feet by 45 feet.
Total rise or lockage.....	7 $\frac{1}{2}$ 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, 11 $\frac{3}{4}$  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.

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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 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 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 locks.....	900 ft. by 60 ft.
Depth of water on sills (at lowest known water level).....	20 ft. 3 inches.
Total rise or lockage.....	18 feet.
Breadth of canal at bottom.....	141 ft. 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 stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

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 245 $\frac{2}{3}$  miles.

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

*Ottawa River Canals.*

The Ste. Anne's Lock.	Grenville Canal.
Carillon Canal.	Rideau Canal.

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.	Interme- diate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal.....	8 $\frac{1}{3}$	
From Lachine to Ste. Anne's lock.....	15	23
Ste. Anne's lock and piers.....	$\frac{1}{3}$	23
Ste. Anne's lock to Carillon canal.....	27	50
The Carillon canal.....	$\frac{1}{3}$	51
From Carillon to Grenville Canal.....	6 $\frac{1}{3}$	57
The Grenville canal.....	$\frac{2}{3}$	63
From the Grenville canal to entrance of Rideau navigation.....	56	119
Rideau navigation ending at Kingston.....	126 $\frac{1}{3}$	245

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## STE. ANNE'S LOCK.

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

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

## THE CARILLON CANAL.

Length of canal.....	$\frac{3}{4}$ mile.
Number of locks.....	2
Dimensions of locks.....	200 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.....	$5\frac{3}{4}$ miles.
Number of locks.....	5
Dimensions of locks.....	200 x 45 feet.
Total rise or lockage.....	$43\frac{3}{4}$ 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 feet.

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.

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## 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.....	126 $\frac{1}{4}$ miles.
Number of locks going from Ottawa to Kingston.....	{ 35 ascending 14 descending
Total, lockage.....	446 $\frac{1}{4}$ feet { 282 $\frac{1}{4}$ rise and 16 $\frac{1}{4}$ fall } at high water.
Dimensions of locks.....	134 x 33 feet.
Depth of water on sills.....	5 feet.
Navigation depth through the several reaches... ..	4 $\frac{1}{2}$ feet.
Breadth of canal reaches at bottom. {	60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water.....	80 feet 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 at water.....	{ 40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.
2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.
3. The south-west descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

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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 Cataract. 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 Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and down the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain 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.	Inter- mediate Distance.	Total Distances.
	Miles.	Miles.
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 of lockage.....	5 "
Depth of water on sills.....	7 feet at low water.
Length of dam in eastern channel.....	300 "
Length of dam in 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.

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## CHAMBLY CANAL.

Length of canal.....	12 miles.	
Number of locks.....	9	
Dimensions of locks:—		
Guard lock, No. 1 at St. Johns .....	122 feet.	} From $22\frac{1}{2}$ 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 "	
Breadth of canal at 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.

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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. . . . .	—	14½
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. . . . .		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young Point, Burleigh Rapids, Lovesick, Buckhorn Rapids, Bobcaygeon, Fenelon Falls and Rosedale ; also dams at Lakefield, Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon Falls. 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 Katchewanoe up to Young's Point.

At Young's Point, 5 miles from Lakefield, the dam between Lake Katchewanoe 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.

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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	“ Lindsay	134' x 33' x 5' 0" to 7' 0" “ “
1	“ Bobcaygeon	134' x 33' x 5' 8" to 7' 6" “ “
1	“ Buckhorn	134' x 33' x 5' 0" to 9' 0" “ “
1	“ Lovesick	134' x 33' x 5' 0" to 9' 4" “ “
2	“ Burleigh	134' x 33' x 6' 0" to 8' 0" “ “
1	“ Young's Point (a Provincial government work)	134' x 33' x 5' 0" to 14' 0" depth water on mitre sill.
1	“ Peterborough	134' x 33' x 5' 0" to 10' 0" depth water on mitre sill.
1	“ Hastings	134' x 33' x 7' 0" to 10' 6" “
1	“ Chisholm's	134' x 33' x 5' 0" to 8' 6" “

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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.

## BEAUHARNOIS CANAL.

Length of canal	.....	12 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 “

As the new Soulanges canal is now opened for navigation, it is to be presumed that the Beauharnois canal will be abandoned for navigation purposes.

## CHIEF ENGINEER'S REPORT

DEPARTMENT OF RAILWAYS AND CANALS,  
OFFICE OF THE CHIEF ENGINEER,  
OTTAWA, November 1, 1902.

SIR,—I have the honour to submit my annual report for the fiscal year ended June 30, 1902, covering however the works of construction up to 1st October instant. Accompanying it are the following :—

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

*Second.*—The annual reports of the Superintending Engineers of the several Canals, and of the Superintendents of the Sault Ste. Marie Canal, the St. Peter's Canal and of the St. Lawrence Canals. The engineer in charge of the improvements of the upper entrance of the Welland Canal and the engineer in charge of the improvements to the entrance to the Sault Ste. Marie Canal. (Part I.)

*Third.*—Proceedings before the Railway Committee of the Privy Council. (Part I.)

*Fourth.*—Financial Statements of the Accountant of the Department. (Part II.)

*Fifth.*—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.)

*Sixth.*—Statement of contracts entered into during the year, prepared by Mr. Ruel. (Part IV.)

*Seventh.*—Statement of water powers and other public property leased by the Department during the year, prepared by Mr. Ruel. (Part IV.)

*Eighth.*—Statement of property purchased or damaged during the year, prepared by Mr. Ruel. (Part IV.)

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

*Tenth.*—The Canal Statistics for the season of navigation of 1901, compiled by Mr. Devlin. (Part V.)

*Eleventh.*—The Railway Statistics for the year ended June 30, 1902, compiled by Mr. Ridout from returns prepared by the Railway Companies. (Part VI.)

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The following shows the length of the government railways in operation on June 30, 1902 :—

## INTERCOLONIAL RAILWAY.

## MAIN LINE AND BRANCHES.

	Miles,
Montreal to Halifax, via Lévis. . . . .	837
Moncton to St. John. . . . .	89
Truro to Sydney. . . . .	213
Oxford Junction to Pictou . . . . .	69
St. Charles Junction to Chaudière Curve, via St. Henri . . . . .	17
Dalhousie Junction to Dalhousie . . . . .	7
Derby Junction to Indiantown. . . . .	14
Painsec Junction to Point du Chene . . . . .	12
Pugwash Junction to Pugwash. . . . .	5
Stellarton Junction to Brown's Point. . . . .	12
North Sydney Junction to North Sydney. . . . .	5
New Glasgow to Pictou Landing . . . . .	8
Dartmouth Branch. . . . .	13
	<hr/>
	1,301

## FREIGHT BRANCHES.

	Miles.
Nicolet Branch. . . . .	14·76
Rivière du Loup Wharf Branch . . . . .	4
Rimouski " . . . . .	2
Newcastle " . . . . .	2
Dorchester " . . . . .	1
Courtney Bay " . . . . .	1
Sackville " . . . . .	·50
Stewiacke " . . . . .	1
Halifax Cotton Factory Branch. . . . .	1
	<hr/>
	27·26
	<hr/>
Total. . . . .	1,328·26

## WINDSOR BRANCH.

Windsor Junction to Windsor. . . . .	32
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## PRINCE EDWARD ISLAND RAILWAY.

Souris to Tignish. . . . .	167
Mount Stewart to Georgetown . . . . .	24
Charlottetown to Royalty Junction. . . . .	5
Emerald Junction to Cape Traverse. . . . .	13
Alberton to Cascumpec Wharf. . . . .	1
	<hr/>
	210
	<hr/>
Total length of government railways. . . . .	1,570·26
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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.
Intercolonial Division . . . . .	1,301	Working expenses. . . . . 5,574,563 30 Earnings . . . . . 5,671,385 91	96,822	61	Nil.	
Windsor Branch . . . . .	32	One-third earnings. . . . . 49,604 59 Maintenance . . . . . 16,376 27	33,228	32	Nil.	
Prince Edward Island Division. . . . .	210	Working expenses . . . . . 270,159 97 Earnings . . . . . 197,999 97	Nil.		72,160	00
Total miles. . . . .	1,543		130,050	93	72,160	00
		Deduct loss from profit. . . . .		72,260	00	
		Net profit. . . . .	57,890	93		

The maintenance of the roads and rolling stock has received careful attention, and both roads continue to be in efficient condition : the rolling stock is being brought up to the modern standard.

The working expenses of the Intercolonial Railway given above include the \$140,000 rental paid to the Grand Trunk Railway.

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

	1900	1901.	1901-1902.
Intercolonial Division . . . . .	\$4,927,235	87	\$5,671,385 91
Windsor Branch . . . . .	47,261	89	49,604 59
Prince Edward Island Division. . . . .	193,883	48	197,999 97
	\$5,213,381	24	\$5,918,990 47

Showing an increase in the gross earnings of \$705,609.23.

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

	1900-1901.	1901-1902.
Intercolonial Division . . . . .	\$5,460,422 64	\$5,574,563 30
Windsor Branch . . . . .	16,862 66	16,376 27
Prince Edward Island Division. . . . .	261,766 24	270,159 97
Total . . . . .	\$5,739,051 54	\$5,861,099 54
Gross working expenses of government railways . . . . .	\$5,861,099 54	
Gross earnings of government railways . . . . .	5,918,990 47	
Excess of working expenses, including rental \$140,000, over earnings . . . . .	\$ 57,890 93	

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Showing an increase in working expenses for the year, compared with the previous year, of \$122,048, which is made up of the following :—

	1900-1901.		1901-1902.		Difference.			
					Increase.		Decrease.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Locomotive power .....	2,044,801	60	2,107,121	60	62,320	00	Nil.	
Car expenses.....	1,177,127	98	1,180,186	12	3,058	14	Nil.	
Maintenance of way and works.....	1,264,339	56	1,254,927	47	Nil.		9,412	09
Station expenses.....	664,154	41	737,718	80	73,564	39	Nil.	
General charges.....	384,760	57	457,844	49	73,083	92	Nil.	
Car mileage .....	63,867	42	16,743	94	Nil.		80,611	36
Rental of leased lines .....	140,000	00	140,000	00	Nil.		Nil.	
	5,739,051	54	5,877,798	48	212,026	45		
Deduct decrease.....					90,023	45		90,023 45
Net increase.....					122,003	00		

## INTERCOLONIAL DIVISION.

The ocean passenger and freight traffic via the port of Halifax shows a considerable increase for the winter season of 1901-02, 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 1900-1 and 1901-2.

Name of Steamer.	1900-1901.			Name of Steamer.	1901-1902.		
	No. of Passengers.				No. of Passengers.		
	1st Class.	2nd Class.	Total.		1st Class.	2nd Class.	Total.
Vancouver.....	Nil.	1	1	Pretrorian.....	16	2	18
Parisian.....	5	9	14	Parisian.....	23	50	73
Idaho.....	1	84	85	Neckon Castle.....	50	2,198	2,248
Corinthian.....	2	39	41	Corinthian.....	23	30	53
Carthaginian.....	Nil.	22	22	Manchester Shipper .....	1	146	147
Lake Champlain.....	26	155	181	Siberian.....		7	7
Degania .....	3	1	4	Lake Manitoba.....		37	37
Montford.....	Nil.	23	23	Corean.....	3	28	31
State of Nebraska.....	Nil.	6	6	Assyrian.....		19	19
Numidian.....	2	11	13	Numidian.....	21	61	82
Wassan.....	Nil.	84	84	Arcadian.....	1	12	13
Lake Ontario.....	14	129	143	Buenas.....		7	7
Laruentian.....	2	46	48	Lake Superior.....	1	22	23
Sicilian.....	1	100	101	Tunisian.....	37	66	103
Armenian.....	Nil.	1	1	Ionian.....	37	114	151
Corean.....	Nil.	4	4	Garth Castle.....		42	42
Assyrian.....	Nil.	1	1				
Lake Superior.....	7	39	46				
Lake Megantic.....	4	159	163				
Lusitania.....	4	110	114				
Tunisian.....	10	35	45				
Total.....	81	1,091	1,172	Total.....	213	2,841	3,054

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Of the 3,054 passengers carried by the Intercolonial Railway in 1901-2 as above, 1,293 travelled via St. John by the Canadian Pacific Railway, and 1,761 travelled by the Intercolonial Railway to Montreal.

COMPARATIVE STATEMENT of Ocean-borne Freight Traffic during the Winter Seasons of 1900-1901 and 1901-1902.

Name of Line of Steamers.	WINTER OF 1900-1901.			Name of Line of Steamers.	WINTER OF 1901-1902.		
	Measurement tons.	Weight tons.	Total tons.		Measurement tons.	Weight tons.	Total tons.
Allan Line.....	5,660	4,202	9,862	Furness-Allan ....	2,433	2,640	5,073
Furness Line.....	6,656	5,406	12,062	Allan Line.....	3,679	3,265	6,944
Elder-Dempster ...	467	312	779	Furness Line.....	2,419	2,064	4,483
Pickford and Black	339	564	903	Elder-Dempster ...			
				Pickford and Black	30	11,830	11,860
				Beaver Line .....	31	13	44
Total .....	13,122	10,484	23,606	Total.....	8,592	19,812	28,404

The above statement shows an increase of 4,798 tons of ocean-borne freight traffic for the winter season of 1901-1902, as compared with the winter season of 1900-1901.

The following is a statement of the quantity and classes of the rolling stock purchased on capital account up to June 30, 1902 :—

Engines.	Dining cars.	PASSENGER CAR STOCK.							Conductor's van.	Box, cattle and refrigerator cars.	Platform cars	Coal cars of 3 several kinds.	Snow ploughs.	Wing ploughs.	Flangers.	Rotary snow ploughs.	Auxiliary cars.
		1st class sleeping and parlor.	1st class.	2nd class sleepers.	2nd class.	Baggage and mail postal.											
280	7	27	109	25	93	50	99	123	5,186	2,521	152	49	10	22	2	10	
...	...	5	...	...	...	32	...	84	...	624	...	...	...	...	...	...	
Total .....	280	7	32	109	25	93	82	99	5,393	2,521	1,775	49	10	22	2	10	

NOTE.—1 postal car converted into an auxiliary car.

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The following is a statement of the quantity and classes of rolling stock which have been built during the year ended June 30, 1902, at the cost of revenue to maintain the work :—

	Passenger Car Stock.										Coal cars of three several kinds.	Snow ploughs.	Wing ploughs.	Flangers.	Rotary snow ploughs.
	Engines.	1st class sleeping and parlor.	1st class.	2nd class sleepers.	2nd class.	Baggage and mail.	Conductor's van.	Auxiliary cars.	Box and cattle cars.	Parlor cars.					
Total . . . . .	7								34	21	6				

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year since July 1, 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
1882-82 . . . . .	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	2,450,993 88		133,905 79	1,023,788	932,880
1886-87 . . . . .	977	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		276,847 73	1,218,877	1,136,272
1889-90 . . . . .	971	3,560,575 74	3,012,739 87		847,835 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		1,276,816	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 . . . . .	1,201	3,327,648 51	3,117,669 85		209,978 66	1,424,576	1,523,444
*1898-99 . . . . .	1,301	3,675,686 21	3,738,331 44	62,645 43		1,750,761	1,603,095
*1899-1900 . . . . .	1,301	4,431,404 69	4,552,071 71	120,667 02		2,151,208	1,791,754
*1900-01 . . . . .	1,301	5,460,422 64	4,972,235 87		488,186 77	2,111,310	2,025,295
*1901-02 . . . . .	1,301	5,574,563 30	5,671,385 91	96,822 61		2,385,816	2,186,226

\* The working expenses include the rental paid for leased lines.

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The following table shows the number of tons of coal carried over the Intercolonial Railway from the Nova Scotia collieries to Ste. Rosalie, 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 Ste. Rosalie.	Via Chaudière.	Via St. John.		
1876-77				103,420	103,420
1877-78				97,043	97,043
1878-89		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880-81		5,102	4,022	174,483	184,607
1881-82		18,015	11,779	218,364	248,158
1882-83		12,837	22,206	227,380	262,423
1883-84		22,014	19,534	252,014	293,562
1884-85		133,440	1,773	213,791	349,004
1885-86		171,170	21,150	215,272	407,592
1886-87		192,871	27,536	233,178	453,585
1887-88		183,704	36,228	309,727	529,659
1888-89		160,026	27,923	338,538	526,487
1889-90		164,453	25,126	366,967	556,546
1890-91		113,996	39,213	344,829	498,038
1891-92		35,447	5,918	392,441	433,806
1892-93		136,868	3,775	402,653	543,296
1893-94		102,273	8,028	367,390	478,691
1894-95		67,082	7,865	310,253	385,200
1895-96		53,124	9,681	369,708	432,513
1896-97		38,395	12,305	331,469	382,172
1897-98		9,084	9,796	351,069	369,949
1898-99		4,644	5,399	484,163	494,206
1899-1900		3,495	Nil.	599,714	603,289
1900-01	136	Nil.	Nil.	506,454	506,590
1901-02	1,131	5,763	3,640	546,986	557,520

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.

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

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-77.....				1889-90.....	502,012		502,012
1877-78.....				1890-91.....	148,803	59,534	218,337
1878-79.....				1891-92.....	845,997	519,500	1,265,497
1879-80.....				1892-93.....	155,306	197,669	352,975
1880-81.....				1893-94.....	Nil.	8,026	8,026
1881-82.....				1894-95.....	Nil.	Nil.	Nil.
1882-83.....	31,011		31,011	1895-96.....	Nil.	Nil.	Nil.
1883-84.....	73,389		73,389	1896-97.....	Nil.	Nil.	Nil.
1884-85.....	300,901		300,901	1897-98.....	8,000	Nil.	8,000
1885-86.....	389,122		389,122	1898-99.....	30,000	Nil.	30,000
1886-87.....	575,880		575,880	1899-1900.....	13,239	Nil.	13,239
1887-88.....	69,021		69,021	1900-01.....	147	Nil.	147
1888-89.....	129,725		129,725	1901-02.....	Nil.	Nil.	Nil.

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	1889-90.....	1,116,050
1877-78.....	557,778	1890-91.....	1,013,129
1878-79.....	620,329	1891-92.....	954,015
1879-80.....	535,248	1892-93.....	856,913
1880-81.....	672,310	1893-94.....	944,967
1881-82.....	692,095	1894-95.....	938,351
1882-83.....	983,916	1895-96.....	822,097
1883-84.....	817,134	1896-97.....	847,701
1884-85.....	935,977	1897-98.....	987,408
1885-86.....	761,127	1898-99.....	1,157,250
1886-87.....	763,894	1899-1900.....	1,234,076
1887-88.....	871,838	1900-01.....	1,292,106
1888-89.....	948,514	1901-02.....	1,311,707

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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	1899-90.....	2,610,202
1877-78.....	331,170	1890-91.....	2,890,921
1878-79.....	302,921	1891-92.....	3,776,677
1879-80.....	534,021	1892-93.....	1,514,619
1880-81.....	565,678	1893-94.....	1,304,684
1881-82.....	560,253	1894-95.....	1,036,384
1882-83.....	1,195,601	1895-96.....	1,064,385
1883-84.....	654,673	1896-97.....	1,093,499
1884-85.....	734,902	1897-98.....	1,551,372
1885-86.....	849,800	1898-99.....	2,595,353
1886-87.....	1,018,395	1899-1900.....	2,720,453
1887-88.....	1,219,035	1900-1901.....	3,535,364
1888-89.....	1,256,158	1901-02.....	2,959,761

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.....	50,096,474	1889-90.....	210,886,071
1877-78.....	56,626,547	1890-91.....	184,188,324
1878-79.....	55,626,696	1891-92.....	175,474,340
1879-80.....	55,462,654	1892-93.....	181,211,013
1880-81.....	72,841,388	1893-94.....	200,507,949
1881-82.....	78,356,418	1894-95.....	202,247,269
1882-83.....	104,633,417	1895-96.....	226,332,715
1883-84.....	131,120,948	1896-97.....	243,355,725
1884-85.....	138,493,675	1897-98.....	354,093,816
1885-86.....	117,186,512	1898-99.....	306,554,031
1886-87.....	161,801,763	1899-1900.....	379,350,074
1887-88.....	197,755,272	1900-1901.....	396,858,964
1888-89.....	199,507,777	1901-02.....	428,051,029

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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	1889-90.....	80,771
1877-78.....	46,498	1890-91.....	95,529
1878-79.....	47,584	1891-92.....	87,889
1879-80.....	70,990	1892-93.....	93,369
1880-81.....	61,574	1893-94.....	79,203
1881-82.....	73,479	1894-95.....	72,106
1882-83.....	68,338	1895-96.....	64,051
1883-84.....	60,090	1896-97.....	72,082
1884-85.....	70,785	1897-98.....	89,301
1885-86.....	74,498	1898-99.....	109,821
1886-87.....	82,896	1899-1900.....	92,813
1887-88.....	98,302	1900-01.....	95,923
1888-89.....	85,960	1901-02.....	98,495

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 Ste. Rosalie and from the West.	Via Chaudière to and from the West.	Via St. John to and from the West.	To and from local Stations.	Total.
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
1898-99.....		2,465	243	31,555	34,263
1899-1900.....		2,379	307	37,108	39,794
1900-01.....	322	6,860	1,142	155,514	163,838
1901-02.....	1,106	7,780	1,528	172,733	183,147

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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 Ste- Rosalie for the West.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	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		7,674		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	7,647	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	26,534
1898-99	Nil.	Nil.	Nil.	Nil.		8,138	2,193	15,833	26,164
1899-1900	96	Nil.	Nil.	96		9,795	257	19,655	29,907
1900-01	489	Nil.	Nil.	489	403	14,791	12	10,615	25,821
1901-02	90	Nil.	11,553	11,643	3,101	6,831	861	18,839	29,632

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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 Ste. Rosalie for the West.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.	To Ste. Rosalie.	To Chaudière for the West.	To St. John for the West.	To Local Stations.	Total.
	Tons.	Tons.	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		3,229	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		1,689	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
1898-99..		1,210	2,070	3,305	6,583		1,651	1,198	3,625	5,474
1899-1900..		2,547	2,706	3,686	8,939		2,421	1,563	2,659	6,643
1900-01..	37	2,069	3,207	4,125	9,393	360	3,419	1,346	4,643	9,768
1901-02..	219	3,013	4,373	5,477	13,082	283	3,150	1,413	5,196	10,042

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Thirty-eight miles of the 67 lb., 15 miles of the 56 lb. and 40 miles of 58 lb. steel rails have been lifted and replaced by 80 lb. steel rails, and 557,393 ties have been renewed.

## CAPITAL ACCOUNT.

Total cost of road and equipment up to June 30, 1902 :—

Road, including \$1,464,000 paid on account purchasing Drummond County Railway.....	\$ 55,421,896 66
Rolling stock.....	12,888,722 89

Total.....	\$ 68,310,619 55
------------	------------------

The increased accommodation at the deep water terminus at Halifax has been further improved. The yard at North street has been rearranged and the station at North street has been remodelled and enlarged.

Additions have been made to the rolling stock, and both the road and rolling stock have been efficiently maintained during the year.

The improved net results in the operation of this road may be largely attributed to the wise policy adopted in introducing much more powerful locomotives and freight cars of greater carrying capacity than had heretofore been in use upon the road; and the bringing of the passenger train equipment up to a high standard of excellence. Further improvements in this direction are contemplated.

## 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.

This road has been maintained in efficient condition.

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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	21,052 19	13,099 55	7,953 64	.....
1882-83..	32	31,199 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	6,689 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	.....
1880 91..	32	39,519 56	9,284 43	33,508 35	28,931 71	1,303 42	.....
1881-92..	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	.....
1882-93..	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	.....
1883-94..	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	.....
1884-95..	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	.....
1885-96..	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	.....
1886-97..	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	.....
1887-98..	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	.....
1888-99..	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	.....
1889-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	.....
1900-01..	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	.....
1901-02..	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	.....

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## PRINCE EDWARD ISLAND RAILWAY.

## CAPITAL ACCOUNT.

Total cost of road and rolling stock up to June 30, 1902 :—

Road, &c . . . . .	\$4,083,296 15
Rolling stock . . . . .	516,529 00
Total . . . . .	<u>\$4,599,825 15</u>

The rolling stock provided on capital account consists of :—

Engines.	Passenger car Stock.			Official cars.	Box, cattle and Refrigerator cars.	Platform car and coal cars.	Conductors' vans.	Pay car.	Snow ploughs.	Flangers.
	1st class cars.	2nd class cars.	Baggage, smoking and postal.							
25	21	14	4 3 2 <hr/> 9	1	203 17 1 <hr/> 221	147 18 <hr/> 165	3	1	8	7

The capital expenditure during the year amounted to \$475,997.94, of which \$272,404.47 was expended on the construction of the Murray Harbour branch railway and on the Hillsboro' bridge \$177,595.53, and \$6,000 for steel rails, 56 lbs. to the yard.

Statement of rolling stock rebuilt during the year :—2 coal, 13 platform and 2 box cars.

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The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic :—

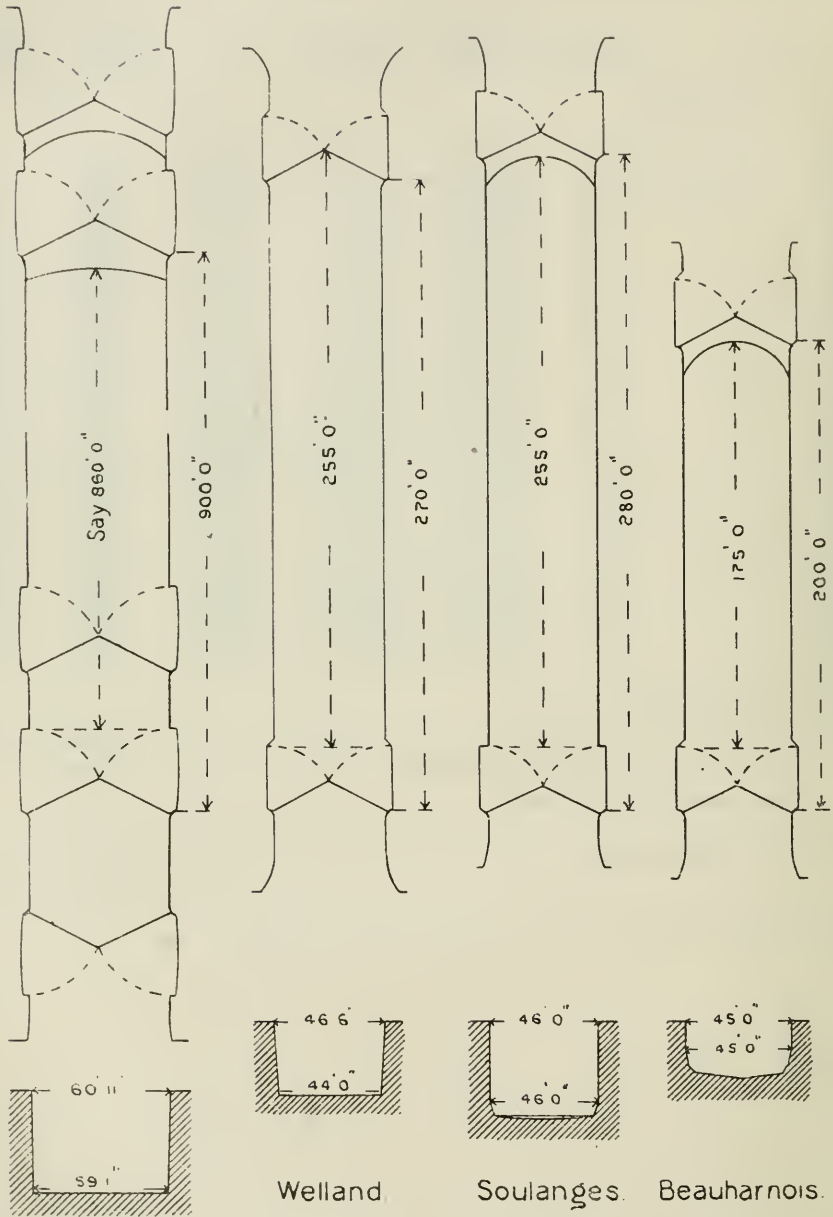
Year.	Miles in operation.	Working expenses.		Gross earnings.		Loss.	Tons of freight carried.	No. of passengers carried.
		\$	cts.	\$	cts.			
1875-76.....	199	214,930	43	118,060	96	96,869	47	28,358
1876-77.....	199	228,595	25	130,664	92	97,930	33	41,039
1877-78.....	199	221,599	49	135,899	60	85,699	89	38,668
1878-79.....	199	223,313	12	125,855	99	97,457	21	38,923
1879-80.....	199	164,640	55	113,851	11	50,789	44	37,208
1880-81.....	199	203,122	88	131,131	43	71,991	45	45,336
1881-82.....	199	223,259	97	137,267	54	90,922	43	48,315
1882-83.....	199	252,808	41	146,170	42	106,637	99	51,920
1883-84.....	199	236,428	13	144,504	12	91,924	01	51,841
1884-85.....	211	211,207	01	138,588	06	52,618	95	57,346
1885-86.....	211	216,744	34	155,584	36	61,159	98	57,913
1886-87.....	211	204,237	37	155,303	37	48,934	00	63,589
1887-88.....	211	229,639	95	158,365	62	71,276	33	59,603
1888-89.....	211	247,559	44	171,369	56	76,189	89	55,682
1889-90.....	211	266,485	85	160,971	78	105,514	07	51,604
1890-91.....	211	257,990	08	174,258	05	83,732	03	59,511
1891-92.....	211	289,706	38	157,442	69	132,263	69	51,065
1892-93.....	211	226,422	17	162,690	42	63,731	75	56,718
1893-94.....	211	226,891	06	158,533	83	68,857	23	53,577
1894-95.....	211	232,105	19	149,654	71	83,250	41	48,325
1895-96.....	211	225,138	56	146,476	54	78,662	02	46,395
1896-97.....	211	240,489	90	153,443	13	87,046	77	52,151
1897-98.....	211	231,418	74	158,950	61	72,468	13	57,539
1898-99.....	211	218,053	01	165,021	03	53,040	98	57,968
1099-1900.....	211	220,931	81	174,738	73	46,193	08	62,227
1900-01.....	211	261,766	24	193,883	48	67,883	76	73,696
1901-02.....	210	270,159	97	197,999	97	72,160	00	75,381

	Miles.
Steel rails (50 and 56 lbs. to yard).....	180
Iron rails (40 lbs. to yard).....	30
	<hr/>
Total length of road.....	210
	<hr/> <hr/>

The road and rolling stock are in good running condition.

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Plans and Sections showing the on each of the Canadian Canal which is uncompleted.

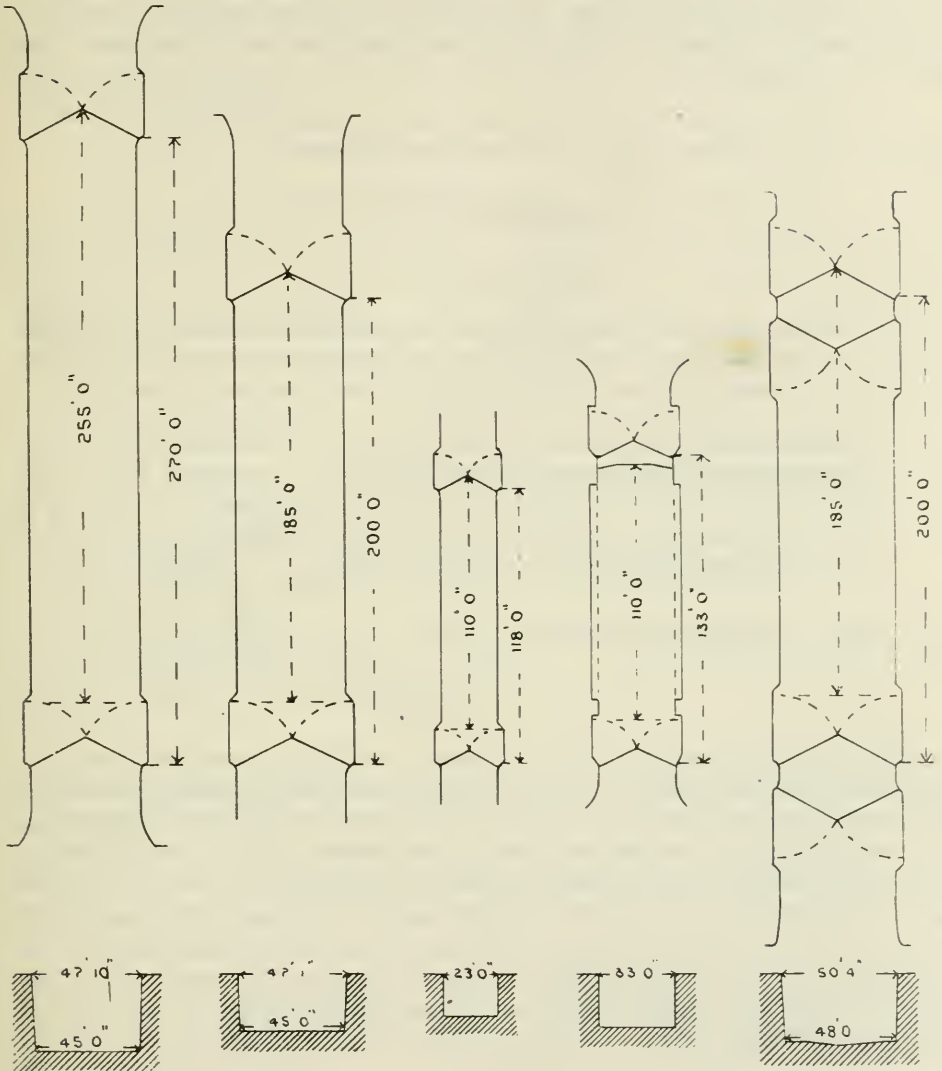


Sault Ste. Marie.

There are no locks on the through Montreal of less dimensions than

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dimensions of the smallest lock Systems. Except the Trent



Lachine

St Anne,  
St Ours,  
Carillon,  
& Grenville.

Chambly.

Rideau.

St Peter's

route between Lake Superior and those of the Welland Canal locks.

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## CANALS.

The preceding diagrams of the locks on the Lachine, Soulanges, Welland and Sault Ste. Marie canals practically give the key to the whole navigation between Montreal and Lake Superior. There are no locks to be passed of less dimensions than those of the Welland canal.

The dimensions of the locks on the Beauharnois, Carillon, Grenville, St. Anne, Chambly, St. Ours, Rideau and St. Peter canals are also shown.

## CONSTRUCTION.

## SOULANGES CANAL.

This canal extends from Coteau Landing to Cascades Point, a distance of 14 miles.

The works of construction of this canal are now completed with the exception of the erection of workshops at Cascades Point, plans of which are being prepared.

Total expenditure up to June 30, 1901 . . . . .	\$6,254,692	43
Expended during the year ended June 30, 1902 . . . . .	235,021	79
	<hr/>	
Total expenditure up to June 30, 1902 . . . . .	\$6,489,714	22
Expended from June 30, 1902, to October 1, 1902 . . . . .	80,800	53
	<hr/>	
Total expenditure up to October 1, 1902 . . . . .	\$6,570,514	75
	<hr/> <hr/>	

## SAULT STE. MARIE CANAL.

This canal is cut through St. Mary's Island; it is  $1\frac{1}{2}$  miles in length. The canal proper has a depth of 22 feet of water in the prism, with 20 feet 4 inches of water on mitre sill of the lock, at low water, which is equivalent to the depth on the American lock. The dredging out of the lower entrance for a depth of 21 feet 5 inches at low water, with a minimum width of 300 feet, has been completed this season. It now remains to treat the upper entrance in a similar manner, deepening the channel, which has only 18 feet at low water, to 21 feet 5 inches, and widening out the entrance to give safer passage for vessels approaching and departing from the canal. It is also found to be absolutely necessary to increase the length of the entrance piers at each end of the canal about 800 feet.

Total expenditure up to June 30, 1901 . . . . .	\$4,093,025	60
Expended from June 30, 1901, to June 30, 1902 . . . . .	122,505	73
	<hr/>	
Total expenditure up to June 30, 1902 . . . . .	\$4,215,531	33
Expenditure from June 30, 1902, to October 1, 1902 . . . . .	44,070	83
	<hr/>	
Total expenditure up to October 1, 1902 . . . . .	\$4,259,602	16
	<hr/> <hr/>	

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## TRENT CANAL.

This canal, when completed, is designed to extend from Trenton on the Bay of Quinte to the Georgian Bay on Lake Huron, at the mouth of the Severn River, the total distance being about 200 miles, of which 20 miles are canal and about 180 miles river and lake navigation.

The works now under contract are :—

*Section 2* of the Peterboro-Lakefield Division is about 4 miles in length. Messrs. Corry & Laverdure are the contractors for the construction of this section, with the exception of the steel structure for the hydraulic lift. I am pleased to be able to report that Messrs. Corry & Laverdure's work is completed, and is a very creditable piece of work of which they have reason to be proud. The steel structure is now in course of erection by the Dominion Bridge Company of Montreal.

*Section 1* of the Peterboro-Lakefield division is about  $6\frac{1}{2}$  miles in length. Messrs. Brown, Love & Aylmer are the contractors. The works are completed with the exception of a few hundred yards of dredging in the Otonabee River near Lakefield: the work is well done. Amongst other features it comprised 5 dams and 5 locks. These locks are constructed of concrete, and have a very neat, finished appearance.

The length of the Peterboro-Lakefield division is about  $10\frac{1}{2}$  miles.

*Section 1.*—Balsam-Simcoe division, Andrew Onderdonk, contractor. This section extends from Balsam Lake, 6 miles, to Kirkfield, a distance of about 6 miles. The work is completed and has been accepted.

*Section 2* of the Balsam-Simcoe division. Messrs. Larkin & Sangster are the contractors for this section which is about  $7\frac{1}{2}$  miles long. Embraced in this contract is the construction of an hydraulic lift lock. The work is well advanced, the bulk of work remaining to be done being in the vicinity of the hydraulic lift lock, the construction of which is not yet commenced, but the entrance concrete walls and cross wall are built. The prism of the canal is practically completed and the abutments and piers of the several bridges are finished.

*Section 3* of the Balsam-Simcoe division. Messrs. Brown & Aylmer are the contractors. The section is about  $5\frac{1}{2}$  miles in length and extends to Lake Simcoe. The work of constructing the piers and abutments of the several bridges is far advanced: the concrete work of one lock is completed, and is well advanced on a second lock. Considerable progress has been made in forming the prism of the canal, and a dredge is at work dredging out the entrance to the canal from Lake Simcoe.

The length of the Balsam-Simcoe division is about 19 miles. The following is a statement of the expenditure made on the construction of this canal from its commencement up to October 1, 1902.

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Expenditure prior to June 30, 1867.....	\$ 309,371	31
Expenditure subsequent to June 30, 1867 and June 30, 1894 (date of works now under contract.....)	782,524	88
Expenditure from June 30, 1894, to June 30, 1901...	2,070,431	18
	<hr/>	
Total expenditure up to June 30, 1901.....	\$3,162,327	37
Expended from June 30, 1901, to June 30, 1902.....	449,075	45
	<hr/>	
Total expenditure up to June 30, 1902.....	\$3,611,402	82
Expended from June 30, 1902, to October 1, 1902...	110,526	60
	<hr/>	
Total expenditure up to October 1, 1902.....	<u>\$3,721,929</u>	<u>42</u>

## ENLARGEMENT.

## LACHINE CANAL.

This canal extends from Montreal to Lachine, a distance of  $8\frac{1}{2}$  miles. The mitre sills of the locks have 14 feet of water upon them, the stone lining of the prism of the canal is still in progress, but it is slow work, as the major portion of it can only be done when the canal is unwatered in the spring, for about a month. The lower portion of this canal as far up as the St. Gabriel Basins is being dredged out to a depth of 20 feet below low water, so that large vessels can enter the several basins. The machinery for operating the lock gates, valves, and bridges by electricity is in course of construction, and it is confidently expected all will be in place and in working condition by the opening of navigation next spring :—

The total expenditure up to June 30, 1901 is.....	\$8,419,876	09
Expended from June 30, 1901, to June 30, 1902.....	113,328	26
	<hr/>	
Total expenditure on enlargement up to June 30, 1902.	\$8,533,204	35
Expended from June 30, 1902, to October 1, 1902....	7,569	44
	<hr/>	
Total expenditure on enlargement up to Oct. 1, 1902.	<u>\$8,540,773</u>	<u>79</u>

## CORNWALL CANAL.

This canal extends from Cornwall to Dickenson's Landing, a distance of 11 miles. The works of actual enlargement are completed, the only work incidental thereto yet to be done is the strengthening of the bank and building protection wall and wharf at Cornwall, which is under contract with Mr. J. J. Fallon. The work is well advanced, and it is expected that it will be completed next season, when the canal is unwatered for spring repairs. The machinery for operating the lock weirs, valves, and bridges, and for moving vessels through the locks by electricity, is being placed in position, and at those of the new locks, valves and weirs where the work is completed they are being worked by electrical power and the results are most satisfactory. This work has been executed by Mr. M. P. Davis. It will be necessary to enlarge the regulating weir at

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lock No. 17 to enable the water to be regulated in connection with the manufactories established along the line of the canal, which use water from the canal under lease.

Total expenditure on enlargement up to June 30, 1901.	\$4,849,305 25
Expended from June 30, 1901, to June 30, 1902. . . . .	90,535 18
	<hr/>
Total expenditure on enlargement up to June 30, 1902.	\$4,939,840 43
Expended from June 30, 1902, to October 1, 1902. . . . .	12,747 14
	<hr/>
Total expenditure on enlargement up to Oct. 1, 1902.	\$4,952,587 57
	<hr/> <hr/>

## FARRAN'S POINT CANAL.

This canal extends from Farran's Point for a mile westward.

The work of enlargement, which was under contract with the Canadian Construction Co., is now completed :—

Total expenditure on enlargement up to June 30, 1901.	\$ 797,804 77
Expended from June 30, 1901, to June 30, 1902. . . . .	42,209 89
	<hr/>
Total expenditure on enlargement up to June 30, 1902.	\$ 840,014 66
Expended from June 30, 1902, to October 1, 1902. . . . .	2,434 25
	<hr/>
Total expenditure on enlargement up to Oct. 1, 1902.	\$ 842,448 91
	<hr/> <hr/>

## RAPIDE PLAT CANAL.

This canal extends from Morrisburg westward  $3\frac{2}{3}$  miles. The works of enlargement, with the exception of the widening of the upper entrance are completed. the latter work is being executed by Mr. P. H. Gilbert by contract. It is expected that they will complete it next spring :—

Total expenditure on enlargement up to June 30, 1901.	\$1,966,301 28
Expenditure from June 30, 1901, to June 30, 1902. . . . .	137,818 22
	<hr/>
Total expenditure on enlargement up to June 30, 1902.	\$2,104,119 50
Expended from June 30, 1902, to October 1, 1902. . . . .	6,280 50
	<hr/>
Total expenditure on enlargement up to Oct. 1, 1902.	\$2,110,400 00
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## GALOPS CANAL.

*Iroquois Section.*—The enlargement of this section of the canal may be said to be practically completed ; only some minor items of work remaining to be done.

*Cardinal Section.*—The work of enlargement of this section, which was a heavy piece of work, is drawing to a close. Good progress has been made with it this season, but it will not be completely finished until next season.

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*Upper Entrance.*—The works of enlargement on this section have progressed satisfactorily this season, and may be said to be about completed.

A wharf is no doubt a necessity for the accommodation of the business of Cardinal, and I suggest its construction be authorized.

Total expenditure on enlargement up to June 30, 1901..	\$4,528,749 43
Expended from June 30, 1901, to June 30, 1902. . . . .	421,945 81
	<hr/>
Total expenditure on enlargement up to June 30, 1902..	\$4,950,695 24
Expended from June 30, 1902, to October 1, 1902. . . . .	146,843 79
	<hr/>
Total expended on enlargement up to October 1, 1902.	\$5,097,539 03
	<hr/> <hr/>

## WELLAND CANAL.

## IMPROVEMENTS.

The Trunk Line extends from Port Dalhousie on Lake Ontario to Port Colborne on Lake Erie, a distance of  $26\frac{3}{4}$  miles :—

*Port Colborne Improvements.*—This work is under contract with Messrs. Hogan and McDonnell. These gentlemen have a contract with the Public Works Department for the construction of a breakwater at this point, a work of great importance, to be completed at the earliest date possible ; hence the works of improvement under contract with this department have been allowed to drag along slowly, to enable the contractors to apply their energies and resources to the completion of the breakwater. The consequence is, that the improvement works at the entrance to the canal are not as far advanced as might otherwise reasonably have been expected. The only mishap that has occurred in the carrying on of this work is the shifting of some cribs, from the pressure caused by the breaking away of the surface behind them. However, only two cribs will have to be taken out and replaced. Greater progress with this work is looked for next season, as the breakwater is so far advanced towards completion that it will not require the same amount of attention as has been bestowed upon it by the contractors during the past season. When this work is completed it will no doubt be greatly appreciated by those engaged in the business of transportation.

*Lowering mitre sills of entrance lock at Port Colborne.*—This work was executed by day's labour, and was very successfully carried through to completion under the direct supervision of the superintending engineer.

Total cost up to June 30, 1902 . . . . .	\$ 14,998 10
Expended from June 30, 1902, to October 1, 1902. . . . .	1,085 68
	<hr/>
	\$ 16,083 78
	<hr/> <hr/>

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## DEEPENING PORTIONS OF LONG LEVEL.

This work is under contract with Magan & Phin, who are progressing fairly well with it. There remains, however, considerable dredging yet to be done.

Expended up to June 30, 1902 .....	\$ 29,774 55
Expended from June 30, 1902, to October 1, 1902 .....	29,435 16
	<hr/>
Total expenditure up to October 1, 1902 .....	\$ 59,209 71
	<hr/>

## DEEPENING CANAL FROM PORT COLBORNE TO HUMBERSTONE.

This work is under contract with Messrs. Hogan & McDonnell. They are making good progress, and expect to have it completed by the opening of navigation next spring. It is all submarine rock excavation.

Expended up to June 30, 1902 .....	\$ 61,982 21
Expended from June 30, 1902, to October 1, 1902. ....	4,360 00
	<hr/>
Total expenditure up to October 1, 1902 .....	\$ 66,342 21
	<hr/>

Total expenditure on the enlargement of this canal up to October 1, 1902, is as follows, including the amounts given for the above named works:—

Total expenditure on enlargement up to June 30, 1901.	\$16,320,515 98
Expended from June 30, 1901, to June 30, 1902. ....	303,997 81
	<hr/>
Total expenditure on enlargement to June 30, 1902.	\$16,624,513 79
Expended from June 30, 1902, to October 1, 1902. . .	80,307 99
	<hr/>
Total expenditure on enlargement up to Oct. 1, 1902.	\$16,704,821 78
	<hr/>

## GRENVILLE CANAL.

This canal extends from the town of Grenville towards Carillon a distance of  $5\frac{3}{4}$  miles. Messrs. Piggott & Ingles, the contractors for the portion of the enlargement of this canal last undertaken, have completed their work.

The expenditure on this piece of work up to June 30, 1902, is as follows:—

To Messrs. Piggott & Ingles. ....	\$ 95,323 10
Engineering superintendence, &c. ....	60,831 31
	<hr/>
Total expended up to June 30, 1902. ....	\$ 156,154 41
Expended from June 30, 1902, to Oct. 1, 1902. ....	Nil.
	<hr/>
Total expenditure to Oct. 1, 1902. ....	\$ 156,154 41
	<hr/>

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The expenditure on the enlargement of this canal, including the above amount, is :—

Total expenditure up to June 30, 1901 . . . . .	\$4,119,039 32
Expended from June 30, 1901, to June 30, 1902 . . . . .	Nil.
<hr/>	
Total expenditure up to June 30, 1902 . . . . .	\$4,119,039 32
Expenditure from June 30, 1902, to Oct. 1, 1902 . . . . .	Nil.
<hr/>	
Total expenditure on enlargement up to Oct. 1, 1902 . . . . .	\$4,119,039 32
<hr/>	

## ST. LAWRENCE RIVER AND LAKE IMPROVEMENTS.

## LAKE ST. LOUIS.

The channel cut through this lake is 2 miles long, 300 feet wide, with 17 feet of water at low tide. The channel, since it was formed, has given good satisfaction. Only a small amount of work has been done upon it since my last year's report. Surveys and soundings have been taken over the lake, and a chart is being prepared.

Expended up to June 30, 1901 . . . . .	\$ 274,750 49
Expended from June 30, 1901, to June 30, 1902 . . . . .	6,000 00
<hr/>	
Total expenditure to June 30, 1902 . . . . .	\$ 280,750 49
Expended from June 30, 1902, to Oct. 1, 1902 . . . . .	3,165 97
<hr/>	
Total expenditure up to Oct. 1, 1902 . . . . .	\$ 283,916 46
<hr/>	

## LAKE ST. FRANCIS.

The following named shoals have been cut through, and channels formed, for 14 feet navigation : first, St. Regis bar, 2½ miles east of Cornwall ; the Hamilton Island channel, about 8 miles east of Cornwall ; the Clark's Island shoal, 7½ miles east of Cornwall ; the Middle Ground, 10 miles east of Cornwall ; the Highland shoal, 10½ miles east of Cornwall. These shoals were removed, and channels made, by Messrs. Manning & McDonald, contractors. The work is completed, and final estimates are being prepared.

Total expenditure up to June 30, 1901 . . . . .	\$ 56,961 46
Expenditure from June 30, 1901, to June 30, 1902 . . . . .	13,945 25
<hr/>	
Total expenditure up to June 30, 1902 . . . . .	\$ 70,906 71
Expended from June 30, 1902, to Oct. 1, 1902 . . . . .	5,000 00
<hr/>	
Total expenditure up to Oct. 1, 1902 . . . . .	\$ 75,906 71
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## GALOPS RAPIDS.

A channel 3,000 feet long, 200 feet wide and 17 feet deep was cut through the upper bar, North Caledonia shoals, Island shoal, and lower bar. It was, owing to the rapid current, a very difficult piece of work of execution. It consisted of subaqueous rock blasting and dredging. To make navigation safe it is necessary that the rock blasted should be removed.

Total expenditure up to June 30, 1902 . . . . .	§ 854,404 00
Expended from June 30, 1901, to June 30, 1902 . . . . .	24,037 85
	<hr/>
Total expended to June 30, 1902 . . . . .	§ 878,441 85
Expended from June 30, 1901, to Oct. 1, 1902 . . . . .	Nil.
	<hr/>
Total expenditure up to Oct. 1, 1902 . . . . .	§ 878,441 85

## NORTH CHANNEL.

This channel is about  $2\frac{1}{3}$  miles in length, 300 feet wide, with 16 feet of water at low water. It commences about one mile west of the upper entrance to the Galops Canal, and runs in a direct line to deep water off Chimney Point. The work comprises the building of a dam from Adams Island to Ogden Island. The work has been prosecuted with vigour during the year, and it is confidently expected that the whole will be completed next season.

Total expenditure up to June 30, 1901 . . . . .	§1,043,106 49
Expended from June 30, 1901, to June 30, 1902 . . . . .	125,000 00
	<hr/>
Total expenditure up to June 30, 1902 . . . . .	§1,168,106 49
Expended from June 30, 1902, to Oct. 1, 1902 . . . . .	26,191 06
	<hr/>
Total expenditure up to Oct. 1, 1902 . . . . .	§1,194,297 55

## ST. LAWRENCE RIVER AND CANALS.

The buoying and lighting of the route between Montreal and Prescott, which was formerly done jointly by the Marine and Fisheries Department and this department, has all been placed under the charge of the former department, a course which it is believed will enure to the advantage of those navigating this deep water channel. Surveys have been made during the year of portions of the channel, with the view of locating shoals which it might be advantageous to cut a way through, in order to straighten and improve the present deep water channel.

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Total expenditure up to June 30, 1901.....	\$ 402,751 11
Expended from June 30, 1901, to June 30, 1902.....	29,268 64
<hr/>	
Total expended up to June 30, 1902.....	\$ 432,019 75
Expended from June 30, 1902, to Oct. 1, 1902.....	2,817 35
<hr/>	
Total expenditure up to Oct. 1, 1902.....	\$ 434,837 10

To summarize, I may state the cost of construction and enlargement of the canals and improvements to the rivers and lakes up to June 30, 1902, to be as follows, viz.:—

## ROUTE FROM MONTREAL TO PORT ARTHUR.

	Original construction of Canals.	Enlargement of Canals.	Improvements to St. Lawrence River and Lakes.	Total Expenditure.
Lachine Canal.....	2,589,532 85	8,533,204 35		11,122,737 20
Lake St. Louis.....			280,750 49	280,750 49
Soulanges Canal.....	6,489,714 22			6,489,714 22
Lake St. Francis.....			70,906 71	70,906 71
Cornwall Canal.....	1,945,624 73	4,939,840 43		6,885,465 16
Williamsburg Canals:	1,320,655 54	2,486 63		
Farran's Point.....		840,014 66		
Rapide Plat.....		2,104,119 50		
Galops.....		49,500,695 24		
Galops Rapids.....			878,441 85	
River Reaches.....			659,428 48	
North Channel.....			1,168,106 49	
Murray Canal.....	1,247,470 26			1,247,470 26
Welland Canal.....	7,693,824 03	16,624,513 79		24,318,337 82
Sault Ste Marie.....	4,215,531 33			4,215,531 33
Total.....	25,502,352 96	37,994,874 60	3,057,634 02	66,554,861 58

If to the above total there is added the cost, \$1,636,690.26, of the Beauharnois Canal, now not required for navigation, the total expenditure is \$68,191,551.79.

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## ROUTE FROM LACHINE TO OTTAWA.

	Original Construction.	Enlargement.	Total.
	§ cts.	§ cts.	§ cts.
Ste. Anne's Lock.....	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals.....	63,053 64	4,119,039 32	4,182,092 96
Total.....	197,510 15	5,154,798 44	5,352,308 59

\* Construction by Imperial Government not included : records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

## ROUTE FROM OTTAWA TO KINGSTON.

	Original Construction.	Enlargement.
	§ cts.	§ cts.
Rideau Canal.....	4,084,323 37	.....
Tay Canal.....	489,599 23	.....
Total.....	4,573,922 60	.....

## ROUTE FROM ST. JOHNS, P.Q., TO SOREL.

	Original Construction.	Enlargement.
	§ cts.	§ cts.
Chambly Canal.....	637,056 76	.....
St. Ours Lock. . . . .	121,537 65	.....
Total. . . . .	758,594 41	.....

## ROUTE FROM TRENTON TO GEORGIAN BAY.

	Original Construction.	Enlargement.
	§ cts.	§ cts.
Trent Canal.....	3,611,402 82	.....
Total.....	3,611,402 82	.....

## ROUTE FROM ATLANTIC OCEAN TO BRAS D'OR LAKES.

	Original Construction.	Enlargement.
	§ cts.	§ cts.
St. Peter's Canal—Cape Breton.....	248,762 84	399,784 30
Total.....	248,762 84	399,784 30

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The Culbute canal has been abandoned and the Beauharnois canal is no longer required for navigation purposes but has to be maintained as a power canal.

The construction of these two canals cost :—

Culbute . . . . .	\$	382,776	46
Beauharnois canal . . . . .		1,636,690	26
		<hr/>	
Total . . . . .	\$	2,019,466	72
		<hr/> <hr/>	

## MAINTENANCE AND OPERATION.

### LACHINE CANAL.

#### *Operation.*

No interruption occurred to the traffic through this canal during the year. The steamer *Ocean*, however, in passing up struck the upper gates of old lock No. 1, knocking them out. During the time the repairs were being made all the traffic was passed through the new locks. Shortly after this such serious breaks occurred in old locks 1 and 2, that they have had to be closed to navigation and cannot be opened until the extensive repairs which are necessary are done.

#### *Maintenance.*

The repairs referred to above in old locks Nos. 1 and 2, will be proceeded with this season and carried through with all speed to completion, so as to make these locks available for traffic at the earliest possible date.

The cost of repairs made during the year ended June 30, 1902, is as follows :—

Ordinary repairs under the head of staff and repairs. . . . . \$ 45,853 97  
Special repairs under income—

Renewing masonry wall, basin No. 2 . . . . .	7,437	50
Proportion of cost of paving Mill St. . . . .	20,417	71
To build bridges over waste weirs . . . . .	3,399	57
Macadamizing road from Cote St. Paul . . . . .	2,499	92
To repair tug <i>Frank Peru</i> . . . . .	2,494	32
	<hr/>	
	36,249	02
	<hr/>	
	\$82,102	99
	<hr/> <hr/>	

### SOULANGES CANAL.

#### *Operation.*

This canal has been most successfully operated during the year, the electrical machines for working the lock gates, valves and bridges having proved thoroughly

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efficient, and no delay in the traffic having occurred. The volume of traffic passing through the canal during the current year is much less than that for the season 1901, owing, in a large measure, to the strike of the labourers at the American coal mines, which stopped the coal supply.

*Maintenance.*

The cost of repairs made during the year ended June 30, 1902, is as follows :—

Ordinary repairs under the head of staff and repairs....	\$	2,267	13
Special repairs under the head of income.....			Nil.
Total.....	\$	2,267	13

## CORNWALL CANAL.

*Operation.*

The traffic on this canal was interrupted for three days by reason of the gates of lock No. 17 having been carried away on July 31, 1901, by the steam barge *Hebron*.

It is proposed to have the machinery for operating all the lock gates, valves, weirs, and bridges, and the passing of vessels through the gates, by electricity, in operation during the present season of navigation. The canal is well lighted by electricity throughout, which gives great satisfaction to the transportation companies using the canal.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows :—

Ordinary repairs under the head of staff and repairs....	\$	15,045	95
Special repairs under the head of income.....			Nil.
Total.....	\$	15,045	95

## WILLIAMSBURG CANALS.

*Operation.*

These canals are composed of the Farran's Point, Rapide Plat, and Galops canals. These canals were operated during the year without interruption to navigation.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, was as follows :—

Ordinary repairs under the head of staff and repairs..	\$	13,673	26
Special repairs under the head of income.....			Nil.
Total.....	\$	13,673	26

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## WELLAND CANAL.

*Operation.*

The navigation was only once interrupted during the year, the delay being, in that case, caused by the upbound steamer *Prince*, on September 14, 1901, carrying away the upper gates of lock No. 13. The spare gates were at once stepped: navigation was interrupted for 20 hours only.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows:—

Ordinary repairs under the head of staff and repairs.....	\$ 69,279 90
Special repairs under the head of income—	
Remodelling regulating weirs, valves and gates	
at Port Colborne.....	\$ 7,541 70
Executing heavy repairs.....	29,328 18
Rebuilding Marlett's bridge.....	1,754 63
Carrying out east drainage at Port Colborne..	1,986 00
Raising walls of old canal locks.....	6,837 37
Strengthening wall at lock 24, old canal.....	1,836 22
Rebuilding dam and bridge at Dunnville.....	6,820 70
Renewing docking below lock No. 1.....	22,800 57
	78,905 37
Total.....	<u>\$ 148,185 27</u>

## SAULT STE. MARIE CANAL.

*Operation.*

This canal was operated successfully, and without interruption to navigation, due to damage done by vessels, but in September last the lower main gates gave way, and the canal was closed down whilst the new gates were being stepped.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows:—

Ordinary repairs under the head of staff and repairs.....	\$ 14,839 71
Special repairs under the head of income.....	Nil.
Total.....	<u>\$ 14,839 71</u>

## CHAMBLY.

*Operation.*

The navigation was interrupted on this canal on July 4, 1901, owing to the sill of lock No. 3 giving way, which caused a delay to navigation for nine hours whilst repairs were being made.

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*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows :—

Ordinary repairs under the head of staff and repairs.....	§ 17,313 02
Special repairs under the head of income—	
Rebuilding culvert at Little Iroquois River...§	2,255 10
Taking down and rebuilding portions of walls, lock 9.....	6,880 76
Drainage works at St. Johns.....	9,996 94
	19,132 80
Total.....	§ 36,445 82

## ST. OURS LOCK AND DAM.

*Operation.*

There was no interruption to navigation on this canal during the year.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows :—

Ordinary repairs under the head of staff and repairs.....	§ 984 36
Special repairs under the head of income—	
Rebuilding 2 piers above dam.....§	1,280 12
Rebuilding 2 pairs of lock gates.....	4,478 65
Building shed for 2 lock gates.....	290 50
Rebuilding dam.....	9,500 00
	15,549 27
Total.....	§ 16,533 63

## STE. ANNE'S LOCK.

*Operation.*

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

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows :—

Ordinary repairs under the head of staff and repairs....§	3,015 97
Special repairs under the head of income.....	Nil.
Total.....	§ 3,015 97

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## CARILLON AND GRENVILLE CANAL.

*Operation.*

This canal was operated without interruption to navigation during the year.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows :—

Ordinary repairs under the head of staff and repairs . . . . .	\$ 19,366 30
Special repairs under the head of income—	
Rebuilding guide pier . . . . .	16,998 69
Total . . . . .	<u>\$ 36,364 99</u>

## BEAUHARNOIS CANAL.

*Operation.*

This canal is practically closed to navigation, it being only used by a few market boats for local business. Unless heavy repairs are made upon it, it will fall entirely into disuse for navigation.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows :—

Ordinary repairs under the head of staff and repairs . . . . .	\$ 6,532 33
Special repairs under the head of income . . . . .	Nil.
Total . . . . .	<u>\$ 6,532 33</u>

## MURRAY CANAL.

*Operation.*

There was no interruption to navigation on this canal during the year.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows :—

Ordinary repairs under the head of staff and repairs . . . . .	\$ 6,377 19
Special repairs under the head of income . . . . .	Nil.
Total . . . . .	<u>\$ 6,377 19</u>

## RIDEAU CANAL.

*Operation.*

This canal was operated during the year without interruption to navigation.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows:—

Ordinary repairs under the head of staff and repairs . . . . .	\$ 33,959 86
Special repairs under the head of income—	
Rebuilding bridge at Manotick . . . . .	\$ 4,996 36
Rebuilding waste weir at Kingston Mills . . . . .	2,998 04
Purchase of new boiler for dredge <i>Rideau</i> . . . . .	900 00
	8,894 40
Total . . . . .	<u>\$ 42,854 26</u>

## TRENT CANAL.

*Operation.*

No interruption occurred to navigation during the year ended June 30, 1902. The tourist travel on the line of the Trent canal was very considerable during the heated season, the lakes north of Peterboro' having become a favourite resort for Americans.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows:—

Ordinary repairs under the head of staff and repairs . . . . .	\$ 14,984 88
Special repairs under the head of income—	
Building 4 sluices at Healey's Falls . . . . .	\$ 4,885 27
Rebuilding lock gates at Hastings . . . . .	1,499 80
Rebuilding dam at Peterboro . . . . .	7,015 00
Dredging shoals on Trent and Otonabee Rivers . . . . .	3,995 14
Buoying channel between Peterboro' and Lakefield . . . . .	770 72
Towards building bridge over Chemong River . . . . .	8,000 00
	26,165 93
Total . . . . .	<u>\$ 41,150 81</u>

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## ST. PETER'S CANAL.

*Operation.*

This canal was operated during the year ended June 30, 1902, without interruption to navigation.

*Maintenance.*

The cost of repairs during the year ended June 30, 1902, is as follows:—

Ordinary repairs under the head of staff and repairs . . . . .	\$	274	44
Special repairs under the head of income—			
Renewing crib retaining wall, . . . . .	\$	792	16
In full settlement with J. O'Donohue . . . . .		9,222	27
			<u>10,014 42</u>
Total . . . . .	\$	10,288	<u>87</u>

## SUMMARY.

Cost of maintenance and operation of the canal system for the year ended June 30, 1902 . . . . .	\$	647,377	53
Net revenue of canals after deducting refunds . . . . .		300,413	68
			<u>346,963 85</u>
Excess of cost of maintenance and operation over revenue \$		346,963	85

STATEMENT showing the number of Vessels and the Tonnage which passed through the Canals during the year.

Name of Canal.	No. of Passages of Vessels.	Tonnage.
Lachine . . . . .	8,415	1,962,339
Soulanges . . . . .	2,990	843,413
Cornwall . . . . .	2,505	229,631
Farran's Point . . . . .		
Rapide Plat . . . . .		
Galops . . . . .	909	
Murray . . . . .	850	223,332
Welland . . . . .	1,547	805,580
Sault Ste. Marie . . . . .	4,820	3,078,440
St. Amé's . . . . .	728	107,949
Carillon . . . . .	57	5,361
Grenville . . . . .	439	47,522
Chambly . . . . .	1,149	110,110
St. Ours . . . . .	378	69,461
Beauharnois . . . . .	75	7,934
Rideau . . . . .	2,514	164,269
Trent . . . . .	2,012	100,165
St. Peter's . . . . .	1,745	120,750

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STATEMENT showing the dates of the closing and opening of the Canals.

	1901.		1902.	
	Closed.		Opened.	
Lachine.....	Nov. 30	.....	May 1	.....
Soulanges.....	" 27	.....	" 1	.....
Cornwall.....	" 30	.....	" 1	.....
Farran's Toint.....	" 30	.....	" 1	.....
Rapide Plat.....	" 30	.....	" 1	.....
Galops.....	" 30	.....	" 1	.....
Murray.....	" 30	.....	April 4	.....
Welland.....	Dec. 15	.....	" 20	.....
Sault Ste. Marie.....	" 21	.....	" 1	.....
St. Anne's.....	Nov. 28	.....	" 22	.....
Carillon and Grenville.....	" 30	.....	" 28	.....
Chambly.....	" 30	.....	May 1	.....
St. Ours.....	" 30	.....	April 7	.....
Beauharnois.....	" 30	.....	Not regularly open for traffic	.....
Rideau.....	{ " 18..... (Kingston) Nov. 25..... }		{ May 1..... (Ottawa) }	
Trent.....				
St. Peter's.....	Jan. 29, 1902	.....	" 9	.....

## RAILWAY SUBSIDIES.

The subsidies voted for railways are in such a form that it is not possible to show the amount of cash subsidy granted, as the amount of subsidy will, in many cases, be based upon the cost of each road. For this reason, I am again, this year, unable to give the amount of each subsidy available, but, as heretofore, I shall show the amount paid; also the number of miles of railway for which subsidy granted per mile, was available on July 1, 1901, and the number of miles of railway built up to July 1, 1902, for which cash subsidy per mile was granted. There will also be found the amount of subsidy per annum paid up to July 1, 1902, with the number of miles built. Also a statement showing the railways to which subsidies have been granted aid in land.

Amount of cash subsidy per mile paid up to July 1, 1902.....	823,478,475 17
Number of miles of railway on which cash subsidy per mile was paid up to July 1, 1902.....	4,374.57
Amount of cash subsidy per mile paid up to October 1, 1902.....	23,951,622 27
Cash subsidy per annum paid to July 1, 1902.....	2,425,800 00
Number of miles built on each subsidy, per annum to July 1, 1902.....	252
Number of miles of railway to which aid in land has been authorized.....	2,937
Number of acres of land, the grant of which in aid of railways has been authorized.....	21,518,144

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

These roads, as previously reported, received in cash as follows :—

Canadian Pacific Railway (mileage, 1905).....	\$25,000,000
Canada Central Railway (mileage, 120).....	1,525,250
Esquimault & Nanaimo Railway (mileage, 71). . . . .	750,000
	<hr/>
Total.....	\$27,275,250

For land as follows :—	Aeres.
Canadian Pacific Railway.....	25,000,000
Esquimault & Nanaimo Railway.....	1,900,000
	<hr/>
Total.....	26,900,000

#### RAILWAY COMMITTEE OF THE PRIVY COUNCIL.

The report of the secretary of the Railway Committee of the Privy Council, herewith, enumerates the cases which have been before the committee during the twelve months from October 1, 1901, to October 1, 1902. Within the period above named there were fourteen meetings of the railway committee as follows :—

November 6, 1901.	March 7, 1902.
November 7, 1901.	March 26, 1902.
November 27, 1901.	April 12, 1902.
November 28, 1901.	April 23, 1902.
December 19, 1901.	May 21, 1902.
February 21, 1902.	June 6, 1902.
March 6, 1902.	June 9, 1902.

The character of the business before them was :—

1. For permission to make highway crossings over railways.
2. For permission for one railway to cross another.
3. For permission for one railway to form a junction with another.
4. For permission for railways to cross and run along streets and highways.
5. For approval of plan and proposed site of bridges over navigable water.
6. For permission to use crossings and junctions before installation of interlocking appliances.
7. For permission to construct branch lines.
8. For running powers of one railway over another.
9. For protection of streets and highways crossed by railways.
10. For permission to change location of sections of railways.
11. For approval of rules and regulations of railways.
12. For permission to close streets and highways and to divert them.

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## CANAL STATISTICS.

These statistics are for the season of 1901, they have as usual 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 toll collected and the number of trips of vessels passing through each canal for the season ended December, 1901.

Name of Canal.	Tons of freight passed through.	Amount of tolls collected.	No. of trips of vessels passing through.
		\$ cts.	
Welland .....	620,209	86,760 48	1,547
St. Lawrence.....	1,208,296	97,276 90	9,025
Chambly.....	359,798	24,864 52	2,777
Ottawa.....	445,862	25,627 19	1,821
Rideau.....	56,876	4,114 44	2,514
St. Peter's.....	88,257	3,299 12	1,745
Trent.....	36,532	1,063 24	2,011
Murray.....	29,535	1,049 20	850
Sault Ste. Marie.....	*2,820,394	Free.	4,204

NOTE.—\* This canal was opened for traffic on September 9, 1895.

## GENERAL REMARKS.

For details as regards the subjects treated in this report, I refer you to the reports of the officers in charge of the government railways and canals which form appendices hereto.

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The Summary of Tables of Steam Railways for the Years ended June 30, 1901, and June 30, 1902.

	Comparative Statement.	
	June 30, 1901. Steam Rail- ways only.	June 30, 1902. Steam Rail- ways only.
	§	§
Miles of railway completed (track laid).....	18,294	18,868
" siding.....	2,710	2,829
" iron rails in main line.....	110	107
" steel ".....	18,184	18,761
" " " (double track).....	634	647
Capital paid (including the 4 following items).....	1,042,785,539	1,098,852,206
Government (Dominion & Provincial) bonuses paid.....	177,640,765	185,182,371
" " " loans paid.....	20,613,489	20,613,214
" " (Provincial only) subscriptions to shares paid.....	300,000	300,000
Municipal, aid paid.....	16,310,253	16,465,604
Miles in operation.....	18,140	18,714
Gross earnings.....	72,898,749	83,666,503
Working expenses.....	50,368,726	57,343,592
Net earnings.....	22,530,023	26,322,911
Passengers carried.....	18,385,722	20,679,974
Freight carried (tons).....	36,999,371	42,376,527
Train mileage.....	53,349,394	55,729,856
Passengers killed.....	16	19
Number of elevators.....	253	275
" guarded level crossings—public roads.....	193	205
" unguarded level ".....	12,422	12,749
" overhead bridges.....	427	452
" public roads under crossings.....	280	175
" level crossings of other railways.....	233	244
" junction with other railways.....	347	365
" " branch lines.....	230	224
" engines owned.....	2,316	2,344
" " hired.....	117	100
" sleeping and parlour cars owned.....	243	268
" " " hired.....	15	13
" first class cars owned.....	1,087	1,117
" " " hired.....	72	49
" second class and immigrant cars owned.....	636	562
" " " hired.....	13	11
" baggage, mail and express cars owned.....	729	657
" " " hired.....	86	24
" refrigerator cars owned.....	728	786
" " " hired.....	273	271
" cattle and box freight cars owned.....	42,166	45,291
" " " hired.....	3,738	3,499
" platform cars owned.....	15,773	15,298
" " " hired.....	575	536
" coal and dump cars owned.....	6,557	7,500
" " " hired.....	218	236
" conductors' vans owned.....	1,019	1,118
" " " hired.....	21	24
" tool cars owned.....	*948	*1,009
" " " hired.....	7	5
" snow ploughs owned.....	301	308
" " " hired.....	3	5
" flangers owned.....	320	302
" " " hired.....	3	2
Included in the above there are the following :—		
Number of cars with air-brakes owned.....	48,072	54,201
" " " hired.....	4,342	3,910
" cars with automatic couplers owned.....	56,423	62,456
" " " " hired.....	4,711	4,426

\*Including steam shovels, pile drivers, water tank cars, store cars, gravel cars, boarding cars, &c.

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SUMMARY of Tables of Electric Railways for the year ended June 30, 1901, and  
June 30, 1902.

	Comparative Statement.	
	June 30, 1901.	June 30, 1902.
Miles of railway completed (track laid) .....	675	558
" siding .....	14	26
" iron rails in main line .....	5	5
" steel " " .....	670	553
" " " double track .....	158	169
Capital paid (including the two following items) .....	\$39,076,019	\$41,593,064
Government (Dominion) bonuses paid .....		\$60,800
Municipal aid paid .....		\$173,000
Miles in operation .....	672	557
Gross earnings .....	\$5,768,283	\$6,486,438
Working expenses .....	\$3,435,163	\$3,802,855
Net earnings .....	\$2,333,120	\$2,683,583
Passengers carried .....	120,934,656	137,681,402
Freight carried (tons) .....	287,926	266,182
Car mileage .....	31,750,754	35,833,841
Passengers killed .....	3	8
Number of guarded level crossings, public roads .....	17	9
" unguarded " " .....	247	226
" overhead bridges .....	20	16
" public roads under crossings .....		9
" level crossings of other railways .....	74	89
" junctions with " " .....	24	37
" " " branch lines .....	8	8
Power-houses (steam power) owned .....	30	25
" ( " " ) hired .....		2
" (water power) owned .....	11	12
" ( " " ) hired .....		1
Number of passenger cars (motor) owned .....	1,728	1,900
" " (trailers) " .....	291	289
" " " hired .....	8	2
" locomotives—owned .....	8	2
" baggage, mail and express cars—owned .....	13	13
" cattle and box freight cars—owned .....	7	6
" platform cars—owned .....	56	65
" tool cars—owned .....	7	11
" snow ploughs—owned .....	16	23
" snow sweepers—owned .....	62	63

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., October 2, 1902.

SIR,—I have the honour to submit the following report on the working of the Intercolonial Railway during the fiscal year ended June 30, 1902.

I inclose the report of the chief engineer on the works charged to capital account, the report of the general superintendent and of the engineer of maintenance on the repair and renewals of the permanent way, buildings and works, and the report of the mechanical accountant with the statements relating to the mechanical department, also the following statements of the accounts of the railway 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. Special Votes.
9. General Stores.
10. General Balance.
11. Comparative Statement of Averages.

The length of railway in operation during the year was the same as last year, 1,314·67 miles.

## CAPITAL ACCOUNT.

The total cost of road and equipment on June 30, 1901, was \$63,640,028.75.

The additions during the year were as follows :—

To increase accommodation at Halifax.....	\$ 71,928 48
To dredge and blast rock at Halifax.....	25,977 82
To complete highway bridge at Rocky Lake.....	1,941 22
To increase accommodation at Stellarton.....	20,488 98
Improvements at Mulgrave.....	15,085 72
Improving the ferry service at Strait of Canso.....	293,000 00
To increase the accommodation at Sydney.....	77,609 99
To raise Sydney and Louisburg Railway bridge over I.C.R. at Sydney.....	10 50
Towards building sea-wall in Cape Breton.....	7,939 53

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Increased accommodation at Pictou.....	\$	42,661	65
Improvements at Westchester.....		4,653	58
Land damages at subway at Amherst.....		452	68
To extend blacksmith shop at Moncton.....		675	57
Buildings and appliances for making Pintsch gas...		14,999	23
To increase accommodation at St. John.....		111,299	00
Station and freight house, Eel River.....		1,554	90
Improvements at St. Octave.....		4,318	44
To increase accommodation at Lévis.....		75,341	09
Station at Nicolet.....		46	54
Original construction.....		949	21
Land damages, Oxford and New Glasgow and Cape Breton Divisions.....		602	84
To strengthen bridges.....		93,431	14
To provide new superstructure for six spans Mirami- chi bridge.....		71,960	90
Steel rails and fastenings.....		188,190	61
To provide additional sidings along line.....		157,998	48
To provide additional snow fences along line.....		4,975	85
To provide nine electric and four mechanical sema- phores.....		2,449	99
To increase accommodation and facilities along line.		92,604	67
Increased facilities along line.....		10,354	44
To build new and enlarge old engine houses.....		135,049	11
To provide large turntables.....		4,908	23
To provide deep pits.....		2,331	05
To provide new tools and machinery for locomotive and car shops.....		53,985	87
Rolling stock.....		2,066,879	38
To provide Master Car Builders couplers for loco- motives.....		2,979	76
To change car couplers of passenger cars.....		1,315	00
To equip passenger cars with vestibules.....		3,539	69
To equip ten passenger cars with Pintsch gas appa- ratus.....		943	34
To provide air-brakes for freight cars.....		23,688	75
To exchange drawbars of freight cars.....		15,000	00
To pay G. S. Mayes amount of claim for work done on Intercolonial Railway at Pictou in 1886.....		8,939	39
Award of arbitrators in connection with Eastern Extension Railway, Nova Scotia.....		671,836	00
Award of arbitrators in connection with Eastern Extension Railway, New Brunswick.....		280,692	18
Balance of purchase money, Drummond County Railway.....		5,000	00
Total.....	\$	4,670,590	80
Making the total cost on June 30, 1902.....	\$	68,310,619	55

*To provide new tools and machinery for locomotive and car shops.*

This is for additional tools and machinery of the latest and most improved design and of great strength and capacity, to facilitate the repairs of locomotives and of cars.

SESSIONAL PAPER No. 20

*Rolling stock.*

Thirty-two locomotives were purchased, twenty-eight of these were heavy consolidation engines for freight service, and four were heavy six-wheeled shunting engines. Six second class sleeping cars, three dining cars, one official car, five combined postal and express cars, five baggage cars, twenty stock cars, and thirteen hundred and two box freight cars were purchased.

*To provide Master Car Builders couplers for locomotives.*

This is to change the couplers from the old link and pin coupler so that the couplers shall be of the same kind that all railways are applying to cars. One hundred and thirty-two locomotives were provided with these couplers.

*To change car couplers of passenger cars.*

This is a change made necessary by the joint action of all other railways in Canada and the United States, adopting a standard coupler called the Master Car Builders coupler. In order that our cars could be exchanged with other railways it was necessary for the Intercolonial to make the change from the Miller coupler in use, to the M.C.B. coupler, and this change was made on eighty-one cars.

*To equip passenger cars with vestibules.*

Vestibules add so much to the comfort of passengers that they are now considered to be almost a necessity. Three cars were so equipped.

*To equip ten passenger cars with Pintsch gas apparatus.*

This is an improved mode of lighting which is in general use. The total number of cars changed from lighting by oil to lighting by gas is six.

*To provide air brakes for freight cars.*

This is a continuation of a work that has been carried on for some years. It is necessary in order to comply with the law of the United States, which requires that all freight cars going into that country, shall be fitted with such brakes. There still remain four thousand one hundred and twenty-one cars to be equipped.

*To exchange draw bars of freight cars.*

This work has been going on for some time. It is necessary in order to comply with the law in the United States, which requires all cars used in that country to be fitted with the M.C.B. coupler. There still remain three thousand nine hundred and forty-six cars to be changed.

In regard to the other expenditures on capital account, the information will be found in the report of the Chief Engineer.

REVENUE ACCOUNT.

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

Gross earnings.....	\$ 5,671,385 91
Working expenses.....	5,574,563 30
Net earnings.....	\$ 96,822 61

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

In 1901-2.....	\$ 5,671,385 91
In 1900-1.....	4,972,235 87
Increase.....	<u>\$ 699,150 04</u>

The earnings from passenger traffic compare as follows :—

In 1901-2.....	\$ 1,770,941 13
In 1900-1.....	1,607,166 79
Increase.....	<u>\$ 163,777 34</u>

The earnings from freight traffic compare as follows :—

In 1901-2.....	\$ 3,644,513 42
In 1900-1.....	3,121,006 15
Increase.....	<u>\$ 523,507 27</u>

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

In 1901-2.....	\$ 255,931 36
In 1900-1.....	244,062 93
Increase.....	<u>\$ 11,868 43</u>

The earnings by mile of railway compare as follows :—

In 1901-2.....	\$ 4,313 92
In 1900-1.....	3,782 11
Increase.....	<u>\$ 531 81</u>

The earnings by train mile compare as follows :—

	Cents.
In 1901-2.....	93·46
In 1900-1.....	<u>79·39</u>

The number of passengers carried compare as follows :—

In 1901-2.....	2,186,226
In 1900-1.....	2,025,296
Increase.....	<u>160,930</u>

Of this increase 155,597 were local passengers and 5,334 were through passengers.  
The weight of freight carried compares as follows :—

	Tons.
In 1901-2.....	2,385,816
In 1900-1.....	2,111,310
Increase.....	<u>274,506</u>

There was an increase in local freight of 280,880 tons, and a decrease in through freight of 6,374 tons.

## SESSIONAL PAPER No. 20

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

Articles.	1900-1.	1901-2.	Increase.	Decrease.
Barrels of flour and meal.....	1,292,106	1,311,707	19,601	
Bushels of grain.....	3,535,364	2,959,761		575,603
Lumber in superficial feet.....	396,858,964	428,051,029	31,192,065	
Head of live stock.....	95,923	98,495	2,572	
Coal in tons.....	506,590	571,214	64,624	
Manufactured goods in tons.....	476,528	531,180	54,652	
Cords of firewood.....	69,024	60,892		8,132
All other articles in tons.....	289,519	418,729	129,210	

There was an increase over last year in the quantity of the following articles carried :—Flour, bran, shorts and middlings, barley, potatoes, hay and straw, butter and cheese, eggs, calves, horses, horned cattle, boards, deals and scantlings, logs, cedar poles, masts and spars, railway ties, shingles, extract of hemlock bark, coal, ore, stone, lime and cement, iron and other metals, fresh fish, dried fish, canned fish, oysters, molasses, sugar, salted pork, fresh beef, mutton and lamb, hides and skins.

There was a decrease in the quantity of the following :—Oats, wheat, rye and buck-wheat, meal, beans and peas, turnips, beets and carrots, pigs, sheep, square timber, tan bark, clap-boards, laths and palings, cordwood, bricks, sand, salted fish, fresh pork, salted beef, leather.

## WORKING EXPENSES.

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

In 1901-2.....	\$5,434,563 30
1900-1.....	5,320,422 64
Increase.....	<u>114,140 66</u>

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

Per mile run by engines—	Cents.
In 1901-02.....	71·17
1900-01.....	<u>67·26</u>
Per mile run by trains—	
In 1901-2.....	89·56
1900-1.....	<u>84·95</u>
Working expenses per mile of railway—	
In 1901-2.....	\$4,133 78
1900-1.....	<u>4,046 96</u>

The rent paid 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 been included in the working expenses in previous years.

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

The number of ties renewed was 557,393. Three hundred and thirty-five sets of switch ties were also renewed.

Ninety-five and a half miles of track were reballasted, 143,962 cubic yards of gravel being used.

Bridges, culverts, wharfs and buildings received necessary repairs.

At Trois Pistoles a combined passenger station and freight house was built in place of one destroyed by fire.

At Coal Branch a combined station house and freight house was built to replace a building destroyed by fire.

At Chaudière Junction a large freight house for through freight was built to replace that destroyed by fire last year.

The fences were repaired and eighty-three and a half miles of new fences were built.

The snow sheds and snow fences were repaired.

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

Six large ten-wheeled passenger locomotives were purchased to maintain the stock, also one six-wheeled locomotive for shunting. These replaced an equal number of smaller ones taken out of service.

Thirty-four box freight cars, twenty-one platform cars and six large coal cars were built in the Moncton shop to replace cars of less capacity which were taken out of service.

## STORES.

The value of stores purchased was.....	\$ 2,421,480 64
The value of stores used was.....	3,132,258 66
The value of material sold was.....	218,640 15

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

Miscellaneous.....	\$ 361,733 53
Fuel.....	253,994 20
Track materials.....	505,557 50
Iron and steel rails.....	414,091 97
Total.....	<u>\$ 1,535,377 20</u>

## GENERAL.

The weather during the summer and autumn of 1901 was very dry and forest fires were frequent. A number of fires occurred by which railway property was destroyed.

On June 20, 1901, a portion—about five hundred feet in length—of the snow shed, three miles east of St. Arsene station was burned. This shed caught fire again on July 29, 1901, and a length of four hundred feet was burned. The origin of these fires is not known.

On September 6, 1901, the snow shed one and half miles from Kempt station caught fire from a forest fire. Three hundred and fifty feet of this shed, one hundred and fifty feet of snow fence and two hundred ties were burned.

On September 28, 1901, the station and freight house at St. Anaclet caught fire from a forest fire and were entirely destroyed.

On October 7, 1901, the Princess pier at Point Lévis caught fire from a barge lying alongside and was considerably damaged.

## SESSIONAL PAPER No. 20

On October 17, 1901, the wooden building covering the turntable at Spring Hill Junction was destroyed by fire. The origin of the fire is not known.

On December 29, 1901, the engine house at Dartmouth was burned, and a locomotive in it was badly damaged. The origin of the fire has not been discovered.

On November 25, 1901, there was a storm and a very high tide which did considerable damage to the track of the Dartmouth branch, also to the main track around Bedford Basin, near Halifax.

In March, 1902, there were freshets, and one of these on the 18th and 19th, damaged the track between St. John and Moncton.

These damages were promptly repaired.

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.



SESSIONAL PAPER No. 20

To equip ten passenger cars with Pintsch gas apparatus.....	943 34		
To equip passenger cars with vestibules.....	3,539 69		
Drop pits.....	2,331 05		
Land damages O. & N.G. & C.B. divisions.....	602 84		
New superstructure for six spans of Miramichi bridge.....	71,960 30		
Nine electric and four mechanical semaphores.....	2,449 99		
Raise Sydney and Louisburg railway bridge over Intercolonial Railway at Sydney.....	10 50		
Purchase of Drummond County Railway.....	5,000 00		
		4,670,590 80	1902,
		68,310,619 55	June 30...
			By Dominion of Canada.....
			4,670,590 80
			68,310,619 55

E. & O. E.,  
 MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
 Chief Accountant and Treasurer.

2-3 EDWARD VII., A. 1903

## No. 2.—INTERCOLONIAL RAILWAY.

DR. REVENUE ACCOUNT, year ended June 30, 1902.

CR.

Previous Year.	Expenditure.	Year ended June 30, 1902.	Previous Year.	Earnings.	Year ended June 30, 1902.
§ cts.		§ cts.	§ cts.		§ cts.
1,970,987 70	Locomotive power, Abst. No 1.	2,030,928 40	1,607,166 79	Passenger traffic...	1,770,941 13
1,134,291 72	Car expenses " 2.	1,119,461 86	3,121,006 15	Freight traffic....	3,644,513 42
1,151,263 65	Maintenance way&works " 3.	1,155,891 66	244,062 93	Mails and sundries	255,931 36
627,872 94	Station expenses " 4.	699,797 82			
372,139 21	General charges " 5.	445,227 50			
5,256,555 22		5,451,307 24			
63,867 42	Car mileage, credit.. . . . .	16,743 94			
5,320,422 64		5,434,563 30			
140,000 00	Rental of leased lines. . . . .	140,000 00			
		5,574,563 30	4,972,235 87		5,671,385 91
	Balance.. . . . .	96,822 61	488,186 77	Balance.....	
5,460,422 64		5,671,385 91	5,460,422 64		5,671,385 91

E. and O. E.,  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Acct. and Treasurer.*

## No. 3.—INTERCOLONIAL RAILWAY.

LOCOMOTIVE POWER, Abstract No. 1.

Previous Year.		Year ended June 30, 1902.
§ cts.		§ cts.
18,273 60	Mech'l supt's salary, clerks, office and travelling expenses.....	22,144 35
468,734 14	Wages of drivers, firemen and cleaners.....	486,976 72
973,268 83	Fuel.....	1,044,047 42
27,023 07	Oil, tallow and waste and small stores.....	27,150 23
413,127 27	Repairs to engines, tenders and engine tools.....	374,699 59
38,755 52	Water, including pump and tank repairs.....	40,166 27
31,805 27	Miscellaneous.....	35,743 82
1,970,987 70		2,030,928 40

E. and O. E.,  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Acct. and Treasurer.*

SESSIONAL PAPER No. 20

## No. 4.—INTERCOLONIAL RAILWAY.

## CAR EXPENSES, Abstract No. 2.

Previous Years.		Year ended June 30, 1902.
§ cts.		§ cts.
128,222 68	Repairs to passenger cars . . . . .	117,332 16
31,493 24	Repairs to postal, express and baggage cars. . . . .	31,193 78
326,075 62	Repairs to freight cars and vans. . . . .	304,035 58
6,635 12	Repairs to snow ploughs and flangers . . . . .	7,510 87
452,385 55	Wages of conductors, train baggagemasters and brakemen. . . . .	472,227 27
7,498 40	Oil and waste for packing. . . . .	6,992 33
123,215 22	Small stores and fuel. . . . .	125,851 51
58,765 89	Miscellaneous. . . . .	54,318 36
1,134,291 72		1,119,461 86

E. and O. E.,  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Acct. and Treasurer.*

## No. 5.—INTERCOLONIAL RAILWAY.

## MAINTENANCE OF WAY AND WORKS, Abstract No. 3.

Previous Year.		Year ended June 30, 1902.
§ cts.		§ cts.
10,242 75	Chief and assistant engineer's salaries, clerks, office and travelling expenses	6,847 94
612,571 94	Wages in repairing roadway, fences, semaphores, including new sidings laid in. . . . .	491,693 27
78,959 37	Rails and fastenings, including new sidings laid in. . . . .	65,441 83
123,997 89	Ties. . . . .	192,566 46
97,973 42	Timber, lumber, &c., for repairs to bridges, cattle-guards, snow sheds, fences, &c. . . . .	180,911 48
5,627 71	Repairs to wharfs. . . . .	12,075 32
100,081 60	Repairs to buildings and platforms, including extensions and additions to same. . . . .	100,122 38
22,374 23	Repairs to tools. . . . .	17,612 25
96,855 01	Clearing snow and ice . . . . .	80,982 47
2,879 73	Miscellaneous . . . . .	3,638 26
1,151,263 65		1,155,891 66

E. and O. E.  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Acct. and Treasurer.*

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## No. 6.—INTERCOLONIAL RAILWAY.

## STATION EXPENSES, Abstract No. 4.

Previous Year.		Year ended June 30, 1902.
§ cts.		§ cts.
506,866 40	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yard masters, switchmen and labourers. ....	567,462 64
121,006 54	Fuel, oil and light, stationery, ticket and other incidental expenses.....	132,335 18
627,872 94		699,797 82

E. and O. E.  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Acct. and Treasurer.*

## No. 7.—INTERCOLONIAL RAILWAY.

## GENERAL CHARGES, Abstract No. 5.

Previous Year.		Year ended June 30, 1902.
§ cts.		§ cts.
151,589 76	General manager, manager, traffic manager, district superintendents, train despatchers, general freight agents, general passenger, agent's salaries, clerks, office and travelling expenses.....	187,007 50
42,051 12	Chief accountant and treasurer, traffic auditor, paymaster, cashiers' salaries, clerks, office and travelling expenses.....	46,205 79
17,928 62	Damages to men, animals and goods .....	28,391 04
60,526 78	Ferry service.....	67,409 28
4,107 84	Telegraph expenses, not including pay to operators.....	3,495 14
39,290 08	Missellaneous, printing, advertising, &c.....	50,338 04
56,328 35	Agency expenses.....	62,380 71
371,822 55		445,227 50
316 66	To pay J. J. Wallace and John M Lyons .....	.....
372,139 21		445,227 50

E. and O. E.  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Acct. and Treasurer.*

## No. 8.—INTERCOLONIAL RAILWAY.

## SPECIAL VOTES, Abstract No. 6.

Previous Year.	Rented of leased Lines.	Year ended June 30, 1902.
§ cts.		§ cts.
140,000 00	Rent of Grand Trunk Railway—Chaudière Curve to Chaudière and Ste. Rosalie to Montreal, including the Victoria Bridge and terminals at Montreal.....	140,000 00

E. and O. E.  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Acct. and Treasurer.*

SESSIONAL PAPER No. 20

No. 9.—INTERCOLONIAL RAILWAY.

GENERAL STORES ACCOUNT Year ended June 30, 1902.

Cr.

DR.	1901.	1902.	1902.	cts.	cts.	cts.	cts.
June 30.....	To balance .....	1,824,977 04	June 30.....	By issues during year.....	3,132,258 66		
1902.				Sales material, fuel, etc.....	44,091 77		
June 30.....	To Purchases during year .....			Sales old material.....	218,610 15		3,394,960 58
	Charges from other departments ..	2,421,480 64		By balance :—			
	Labour, etc .....	559,437 17		Ordinary stores including fuel.....	1,977,571 25		
	Staff pay rolls.....	109,065 39		Iron and steel rails and fastenings.	457,865 95		1,585,377 20
		15,167 51					4,930,367 78
		3,105,390 74					
		4,930,367 78					

B. & O. E.  
MONTGOMERY, N. B., June 30, 1902.

T. WILLIAMS,  
Chief Accountant and Treasurer.



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National Despatch Line.....	5 01
Tennessee Railway.....	1,213 49
P. E. Island Railway.....	338 99
Pennsylvania Railway.....	3 09
Inverness and Richmond Railway.....	5,689 77
Central Vermont Railway.....	3 28
Grand Trunk Railway—suspense.....	98 75
Drummond County Railway.....	7,199 87
Wabash Railway.....	12 92
Newfoundland Railway.....	9 80
Michigan Central Railway.....	3 49
Pennsylvania Co.....	9 45
Rutland Railway.....	1 63
Maine Central Railway.....	1 38
Elgin and Havelock Railway.....	39 40
Midland Railway of N. S.....	969 76
South Shore Railway.....	12 00
Quebec Southern Railway.....	454 36
Central Railway of N. B.....	1,117 28
New York, N. H. and H. Railway.....	38 72
Cape Breton Railway Co.....	1,501 84
Lake Shore and Michigan Southern Railway.....	1 20
Philadelphia and Reading Railway.....	0 89
Linton Car Line.....	1 20
Great Northern Railway of Canada.....	12 52
Northern Pacific Railway.....	5 97
Swift Refrigerator Line.....	1 99
Chicago, New York and B. Ref. Line.....	0 40
Chicago, M. & St. Paul Railway.....	1 36
Minneapolis, St. Paul and Sault Ste. Marie Railway.....	1 20
Baltimore and Ohio Railway.....	11 30
Charlottetown Steam Navigation Co.....	79 63
Canada Atlantic and Plant Line.....	2 50
Lehigh and Hudson River Railway.....	1 00
Hackett Refrigerator Car Co.....	0 83
Ballston Terminal Railway.....	639 96
Central Railway of New England.....	4 27
Toledo, St. Louis and Western Railway.....	3 32
St. Martin's and Upham Railway.....	28 89
Cincinnati, Hamilton and Dayton Railway.....	1 30
S.S. <i>Minto</i> .....	289 64
Canadian Express Co.....	7,716 06
Acadia Coal Co.....	21 51
Intercolonial Coal Co.....	765 06
Pomfret Coal Co.....	320 87
Steamer <i>Admiral</i> .....	1,480 22
St. Francis Bridge Co.....	49 59
Western Union Telegraph Co.....	526 90
Royal Visit.....	10,189 80
Pomfret Iron and Steel Co.....	3,284 69

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No. 10.—INTERCOLONIAL RAILWAY—Continued.  
 GENERAL BALANCE, Year ended June 30, 1902—Continued.

	cts.	cts.
To Baldwin Locomotive Works.....	181 10	
Municipality of Kings, N.B.....	60 00	
SS, <i>Verde</i> .....	50 78	
SS, <i>Lake Ontario</i> .....	17 04	
SS, <i>Assyria</i> .....	10 04	
Car Victoria.....	24 10	
Standard Car Truck Co.....	465 30	
Novo Scotia Steel and Coal Co.....	20 82	
Barney and Smith Car Co.....	12 20	
SS, <i>Scottie</i> .....	8,846 86	
Montmagny Light and Power Co.....	18 73	
Elmsdale Brick Co.....	0 35	
Atlantic Grindstone Co.....	26 84	
Manchester Locomotive Works.....	259 80	
Halifax Station Labour.....	500 00	
Engineering Contract Co.....	518 68	
McDonnell Rolling Mills.....	385 56	
Canadian Pacific Railway Telegraph Co.....	81 67	
McInaac Mining Co.....	317 94	
Alban SS, <i>Linn</i> .....	1,892 13	
Union Bearing Co.....	928 18	
Elgin Branch Ry.....	726 10	
Polson Iron Works.....	273 25	
Town of Dartmouth.....	32,000 00	
St. John Street Ry.....	31 00	
Ontario Car and Foundry Co.....	1,276 00	
Remittances destroyed.....	788 81	
Schooner <i>Mary Jane</i> .....	71 30	
Springhill and Parrishoro' Ry.....	3,161 99	
Goldbrook Rolling Mills.....	1,967 41	
Halifax and Cape Breton Ry.....	1,451 42	
Uncurrent and failed bank notes.....	77 20	
Trois Pistoles station.....	\$ 97 37	
Pel River.....	32 61	
Naunwigewank.....	3 00	
Glengary.....	5 00	
Bloomfield.....	25 21	
Coal Branch.....	65 84	
Weldford.....	55 00	
Bic.....	22 00	
Ste. Luce.....	80 00	
St. Arsene.....	107 12	

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Dalhousie	19 69	
Valley	6 65	
Isola	72 71	
Isle Verte	25 00	
Kent Junction	28 38	
Gloucester Junction station	78 87	
Campbellton (freight)	25 00	
Derby Junction	231 04	
Ste. Louise	0 66	
Nicolet	3 00	
St. Alexandre	25 90	
Riviere du Loup (freight)	136 82	
Riviere du Loup (ticket)	16 00	
Red Pine	20 00	
New Castle	102 75	
Nappan	40 00	
Menamocok	7 54	
St. John (freight)	3,096 46	
Amherst (freight)	3 31	
Boisdale	7 80	
Sackville	10 17	
Wentworth	33 24	
Rockingham	27 47	
New Glasgow	653 90	
Nash's Creek	5 00	
Shediac	34 70	
Bareka Mills	13 56	
Habifax (freight)	887 49	
Athol	4 44	
Total	6,090 70	1,940,407 62
Total		1,940,407 62

T. WILLIAMS,  
Chief Accountant and Treasurer.

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## INTERCOLONIAL RAILWAY.

No. 11.—COMPARATIVE STATEMENT of Averages, year ended June 30, 1902.

	1901.	1902.
Mileage of railway.....	1,314·67	1,314·67
Engine mileage.....	7,909,297	7,636,113
Train mileage.....	6,262,674	6,067,947
Car mileage.....	70,117,194	74,973,924
Receipts per engine mile..... Cents.	62·86	73·74
Receipts per mile of railway..... Dollars.	3,782·11	4,313·92
Percentage of passenger earnings to gross earnings.....	32·32	31·23
"    freight    "    ".....	62·77	64·26
"    other    "    ".....	4·91	4·51
Expenses per engine mile :—		
Drivers, firemen and cleaners' wages..... Cents.	5·93	6·38
Fuel.....	12·31	13·67
Oil, tallow, waste and small stores..... "	·34	·35
Repairs to engines..... "	5·22	4·91
Water and tank repairs..... "	·49	·53
Miscellaneous..... "	·40	·47
Total.....	24·69	26·31
Mechanical superintendent's salary, office and travelling expenses.....	·23	·29
Total.....	24·92	26·60
Locomotive power per engine mile..... Cents.	24·92	26·60
Car expenses..... "	14·34	14·66
Maintenance way and works per engine mile..... "	14·55	15·14
Station expenses per engine mile..... "	7·94	9·16
General charges..... "	4·70	5·83
Total.....	66·45	71·39
LESS—Car mileage.....	·81	·22
Total.....	67·26	71·17
Rental of leased lines.....	1·77	1·83
Total per engine mile.....	69·03	73·00
Locomotive power per train mile..... Cents.	31·47	33·47
Car expenses..... "	18·11	18·45
Maintenance way and works per train mile..... "	18·38	19·04
Station expenses..... "	10·03	11·53
General charges..... "	5·94	7·34
Total.....	83·93	89·83
LESS—Car mileage.....	1·02	·27
Total.....	84·95	89·56
Rental of leased lines.....	2·24	2·31
Total per train mile.....	87·19	91·87
Working expenses per mile of railway—		
Ordinary.....	\$4,046·96	\$4,133·78
Rental of leased lines.....	106·49	106·48
Total.....	\$4,153·45	\$4,240·26

T. WILLIAMS,

Chief Acct. and Treasurer.

E. and O. E.

MONCTON, N.B., June 30, 1902.

## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE GENERAL SUPERINTENDENT.

MONCTON, N. B., September 18, 1902.

SIR,—I have the honour to submit the annual report on the maintenance of way and works for the year ended June 30, 1902.

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

J. E. PRICE,  
*General Superintendent.*

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

## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE ENGINEER OF MAINTENANCE.

MONCTON, N. B., September 18, 1902.

SIR,—I have the honour to submit the report of the Maintenance of Way and Works Department, for the year ending June 30, 1902.

## TRACK.

During the year 33.34 miles of 4-inch, 4½-inch and 4¼-inch rails worn at the ends were cut and relaid.

## TIES.

During the year 557,393 ordinary ties, and 335 sets switch ties were renewed.

## BALLASTING.

95.43 miles of track ballasted during the year, using 143,962 cub. yds.

## SWITCHES AND SEMAPHORES.

Distant semaphore signals were erected or extended, at the following stations :—Point Tupper (1), McKinnons Harbour (2), Moffats (2), Cedar Hall (1), Campbellton (1), Isle Verte (1), Cacouna (1), Cap St. Ignace (2), St. Luce (2), Riv. Ouelle (2), L'Islet (1), St. Cyrille (1), St. Apollinaire (1), St. Nicholas (2).

Fifty-four new switches were put up on the various divisions during the year.

New station telegraph signals were provided at the following stations :—College Bridge, Alton, Hilden, Canaan, St. Alexis, Salmon Lake, Trois Pistoles, St. Pacôme, Dessaint, St. Wenceslas, Ste. Monique.

Necessary repairs were made to all other semaphores, switches and station telegraph signals, throughout the line where required.

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## SIDINGS.

During the year, 2,997 feet of additional siding accommodation has been provided at different points throughout the line.

## FENCING

During the year 83.64 miles of Barbed, Page and Anchor Strathy Wire Fencing were erected at different points throughout the line, and necessary repairs made to existing fences.

## SNOW SHEDS AND SNOW FENCES.

Repairs were made to existing snow-sheds and fences, where found necessary.

## WHARVES AND TRESTLES.

At Pointe du Chêne, repairs made to wharf, planking renewed.

At Sackville, drove piles and put hard pine top on trestle.

At Dorchester, repairs made to wharf, new cribwork, piles, &c., gridiron extended.

At Little Forks, rebuilt cribwork.

At Onslow, repairs made to cribwork.

At Halifax, necessary repairs made to planking and erecting new buffer on pier No. 1, necessary repairs made to planking on pier No. 2, floating fenders repaired and replaced, defective timber replaced where necessary, new mooring post put up. Necessary repairs made to pier No. 3, also floating fenders repaired. Necessary repairs made to pier No. 4 and approaches, floating fenders repaired. Necessary repairs made to planking on pier No. 5, erecting new buffers, and extending shore end of pier. Necessary repairs made to planking and a number of piles driven to support pier No. 6. Removed old sunken piles at pier No. 7. Repairs made to planking on pier No. 8. Necessary repairs made to pier No. 9. Planking renewed where necessary. On piers Nos. 9 and 10 piles driven. Grading done around wharfs. Repairs made to stages at boat landing. 61 piles driven to support coal trestle, coal drop-chute repaired.

At Stellarton, repairs made to abutment adjoining end of coal trestle with 8 x 10 cedar. Crib work repaired with cedar face.

At Pictou, repairs made to winter landing and wharf.

At Pugwash, repairs made to wharf, new tie bolts, hard pine ties renewed where necessary.

At Pomquet, repairs made to trestle, new 12 x 12 hemlock stringers put in, and new bolts where required.

At Antigonish, cribwork repaired with hemlock logs and new bolts,

At Mulgrave, little pier repaired and also necessary repairs made to cribwork of dock. Repairs made to wharf where necessary.

At Mulgrave, some old timber taken out and replaced with 12 x 12 spruce. New hardwood sheathing where necessary.

At Pt. Tupper, repairs made to wharf, new facing put on where required, old timber taken out and replaced with hardwood and hemlock where necessary.

At Ottawa Brook, repairs made to trestle, new hard pine ties put on, and new chock blocks.

At Dowlings Gulch, repairs made to trestle, new hard pine ties put on and new chock blocks.

At Beaver Cove, repairs made to cribwork with cedar timber.

At Walkers Brook, repairs made to trestle, new hard pine ties and chock blocks put on.

At North Sydney, made repairs to wharf and put up new bumper, old timber replaced with 12 x 14 hemlock where necessary.

At Dalhousie, made general repairs to crib wharf.

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At Rivière du Loup, repairs made to trestle, old timber replaced with new cedar and spruce timber.

At Lévis, repairs made to wharf, old timber removed, and new pine timber put on, planking renewed where necessary, necessary repairs made to Princess Pier. Repairs to wharf at Cabane des Pères, old timber replaced with cedar.

## BUILDINGS AND PLATFORMS.

At St. John, an old building taken down which stood on land expropriated from Harris, repairs made to offices in local and C. P. R. freight sheds. Necessary repairs made to ladies waiting-room. Repairs made to roundhouse.

At Rotheras, removed a small building from here to Torryburn and fitted up for coal-shed.

At Bloomfield, new hand car-house built.

At Apohaqui, new sheathing in office and waiting-room.

At Morton, loading platform built 200 ft. long.

At Pollet River, renewed platform in part.

At Salisbury, shingled roof of station and laid new floor in waiting-room, and made other necessary repairs.

At Moncton, old snow-plough shed taken down, repairs made to General Manager's cottage. Repairs to general office building where required. Repairs made to yardmaster's office. Renewed roof of coal-shed, new coal drop made. New flagman's shanty for Sydney. Enlarged ice house. Roof repaired on detectives' office. Made oak wheels for cattle chute, Drummondville. New floor on track scales in baggage-room. Repaired floor in machine-shop. Replaced broken glass in roundhouse. Office built at transfer shed.

At Memramcook, necessary repairs made to passenger platform.

At College Bridge, repaired and painted inside of station.

At Dorchester, took down partition and enlarged kitchen.

At Sackville, renewed 50 feet of loading platform, changed front room of station into baggage-room, and built platform.

At Aulac, repairs made to passenger platform.

At Amherst, built new platform around derrick, 15 x 15 feet.

At Springhill Junction, repairs made to station chimney; put new roof on coal-house.

At Salt Springs, new platform built in front of freight-house, 30 x 8 feet. New station-house and freight house built, 24 x 40 feet.

At River Philip, built new loading platform, 80 x 12 feet, with approaches 30 feet each.

At Oxford Junction, repairs made to passenger platform. Built new shed for pump-house, 12 x 14 feet.

At Greenville, made 100-foot drain to station cellar.

At Wentworth, cellar put under station and a drain made.

At East Mines, hardwood floor laid in kitchen and dining-room; dining-room sheathed, and general repairs made to the doors and flues.

At Truro, extended platform to baggage-room; repaired new timbers in engine shed. Old baggage-room refitted for a despatcher's office. Repaired drop at coal-shed. Repairs to freight-house doors and doors of car-shed, also doors of baggage-room. Extended iron rack for the mechanical department. Boxed in freight-house scales. Necessary repairs to floor of engine-house. Framed floors in water cranes and covered them, boxed in the valves and pipes. Made an icehouse in old bark building. Necessary alterations made in second floor of station. Fitting battery and record rooms. Put on platforms to stand pipes and cased them. Repaired turntable top and renewed pit timbers in roundhouse and made necessary repairs to floors. Put a door in car-shop. Put a sink in new battery room. Changed express office into an office for station-master. Repaired floor blacksmith shop. Put a counter in yardmaster's office; repaired

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closet. Made repairs to circle around turntable and chock blocks in engine-house, also repairs to floor of freight-house. Repaired planking of passenger platform. Necessary repairs to roof of engine-house. Hardwood floors laid in rest rooms. Box car fitted up for shunters' shelter. Box car fitted up for boarding car. Renewed glass in station where required, and repaired closets. Made repairs to station platform. Renewed glass in engine-house where necessary.

At Hilden, repairs made to platform.

At Brookfield, made repairs to doors and windows of station.

At Alton, made repairs to doors and windows of station, and put up shelves in ticket-office.

At Stewiacke, repaired doors of freight-shed, made repairs to platform and turntable.

At Shubenacadie, repaired loading platform and made necessary repairs to passenger platform. Took down old shingle shed building. Necessary repairs to eave spouts of station. Necessary repairs to baggage-room floors and repaired closet.

At Milford, repaired loading platform.

At Elmsdale, necessary repairs to platform.

At Enfield, necessary repairs to loading platform, and also to passenger platform.

At West River, platform repaired.

At Ferrona Junction, repairs made to station roof.

At Glengarry, necessary repairs to platform.

At Hopewell, necessary repairs to platform.

At Eureka, necessary repairs to platform.

At Ferrona Junction, necessary repairs to platform.

At Wellington, shingled one side of station roof.

At Windsor Junction, repaired station doors, necessary glazing done to windows. Repairs made to floor of baggage-room, necessary repairs to cattle pen and passenger platform. Took down engine-shed and moved to Dartmouth and put it up there.

At Bedford, waiting-room floor repaired, renewed glass in windows. Necessary repairs to ticket-office. Repairs made to passenger platform, and also to the loading platform.

At Princess Lodge, repairs to platform.

At Rockingham, repaired top of platform, put on new planking where needed.

At Richmond, repairs made to turntable engine-house, renewed pit timbers in engine-house, engine-house floors repaired. Planks renewed in coal trestle, pier No. 8. Door to machine-shop enlarged. Repairs to pens and gates of cattle-shed. Repairs to car-shop floor, and glazing done to all buildings. Necessary repairs made to coal shed and tool-houses. Laid platform at coal run. Repaired timbers in track scale.

At Halifax, necessary repairs made to closet, and milk dealers' platform. Repairs to door shed No. 3, and to freight-shed No. 1, three new doors made. New windows put in the inward and outward freight offices. New door made in freight-shed No. 3. Repairs made to door freight-shed No. 4, and to freight shed No. 6 door, and blocked up track timbers. Repaired North street station platform. Necessary repairs to closet. Repairs made to coal trestle. The coke loading platform was removed and reerected on new site. New crossing platform laid down. Repaired platform in train shed North street, and repaired closet floor. Removed shunters' shanty.

At Halifax, removed shunters' shanty. New box drain made to government house and repaired sink. Repaired pit timbers and floor. Laid down entrance platform to Marine and Fisheries. Repaired D. A. R. platform. Glazed windows in round-house. Repaired troughs and yard gates of cattle-shed. Repaired planking and doors at No. 2 shed. Repaired doors and planking at No. 3 shed. Loading crain foundation repaired. Made screens for windows grain elevator. Repaired doors and iron work on shed No. 3. Repaired roof and cupola of North street station. Repaired boiler room North street and fitted shutters to windows. Loading platform D. W. T. extended. Tool-houses fitted up, all over division where necessary. New shelves put up at shed No. 1. Repaired loading crane and set it up. Icehouse

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fitted up in D. A. R. shed. Shed No. 2 doors repaired and adjusted and planking repaired. Shed No. 4 doors repaired and adjusted. Repaired floor door and pit timbers in roundhouse. Repaired and braced up wall of coal-shed. Repaired slating on roof of stores building where necessary. Repaired sheating at grain elevator. Repaired floor of track office. New coal chute made. Shunters' shanties repaired. Repaired gates to cattle shed. Erected coal shed for coal dealers. Erected flagman's tower. Floor taken up in old flour store. Coal shed at sugar refinery taken down. Repaired shed No. 4. New ventilator made and fitted up on roof of icehouse. Made necessary alterations and repairs to office for the Pullman car service. Baggage room scales removed and set up at new room. Blocked up immigration building. Blocking up and making general repairs to shed No. 2.

At Dartmouth, shingled engine house and built and repaired cribwork. Done necessary glazing to windows.

At Pictou, built water sluice to engine house. Necessary repairs made to the building. Necessary repairs made to platform.

At Pictou, necessary repairs made to freight shed building. Laid floor in part of station cellar, made repairs to station. Repaired tool room in freight shed. Necessary repairs made to waiting room. Repairs made to baggage room.

At Granton, built an extension to station house.

At Westville, necessary repairs made to station platform.

At Wallace, built new tool house. Made platform around derrick.

At Malagash, necessary repairs made to platform.

At Tête-à-Gauche, necessary repairs made to baggage room and repaired steps to station.

At River John, repairs made to freight shed platform.

At New Glasgow, repairs made to station platform. Necessary repairs made to freight shed and station. Fitted up office for mechanical department. New floor laid in dispatcher's office. Necessary glazing done to windows.

At Trenton, necessary repairs made to station and coal shed.

At Woodburn, fitted up box car for telegraph office. Necessary repairs made to platform.

At Marshy Hope, repairs made to tool house.

At Stellarton, repaired freight house and station.

At Dewars, repaired platform.

At Tracadie, repairs made to station.

At Bayfield Road, necessary repairs to station.

At James River, repairs to cattle pen.

At Antigonish, repairs made to station and cattle pen.

At Pomquet, repairs made to closet.

At Pirate Harbour, turntable removed and pit filled in.

At Mulgrave, necessary repairs made to station and freight shed, enlarged ice house. Necessary repairs made to platform.

At Point Tupper, necessary glazing done, and shelving put up in station.

At Mines Road, built new platform. Made repairs to station floor.

At McIntyre's Lake, necessary repairs made to platform.

At West Bay Road, necessary glazing done to windows.

At River Denys, repairs made to platform, necessary repairs made to floor of station. New boarding house built, in ballast pit.

At Orangedale, built new platform in to freight shed, repairs made to station platform. Flooring laid in waiting room and office. Necessary glazing done to windows.

At Alba, repaired closet.

At Grand Narrows, necessary repairs made to platform. Necessary glazing done to windows.

At Boisdale, necessary glazing done to windows.

At McKinnon's Harbour, built new platform.

At North Sydney, necessary repairs to platform. New shelving put up in station. Necessary glazing done to windows.

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At North Sydney Junction, shelter built.

At Leitches Creek, new platform built. Necessary glazing done to windows.

At Sydney, necessary repairs to platform. Necessary glazing done to windows. Repairs made to freight offices, repairs made to freight shed.

At Berry's Mills, new window frame put in. Repairs made and kitchen enlarged. Dry closet built. Repairs made to platform.

At Canaan, loading platform repaired. Necessary repairs to roof of station. Repairs to passenger platform. Kitchen chimney repaired.

At Coal Branch, grading around station. Repairs made to station.

At Harcourt, put up lamp post at station, necessary repairs to station platform, repairs made to station.

At Kent Junction, necessary repairs to station platform, put up sink in station building, put new piping in well.

At Rogersville, necessary repairs made to station and freight house, repairs made to foundation of station.

At Acadiaville, necessary repairs made to loading platform, repairs made to passenger platform.

At Berries Mills, new platform built.

At Birch Ridge, repairs made to loading platform.

At Barnaby River, passenger platform repaired, necessary repairs made to station, coal bin repaired. Repairs made to tool house. Grading around station.

At Chatham Junction, repaired station platform.

At Derby Junction, necessary repairs to station platform.

At Indiantown, cattle pen repaired, necessary repairs to station platform, coal shed repaired.

At New Castle, necessary repairs made to freight house platform, repairs made to station platform, built shelter for new wire fencing, necessary repairs to gas meter house, building freight agents office. Coal shed repaired. Ash pit built.

At Red Pine, repairs made to freight house, new closet built.

At Beaver Brook, necessary glazing done to station.

At Gloucester Junction, necessary glazing done to station. Repairs made to door of freight shed.

At Jacquet river, repairs made to hand car house.

At Bathurst, necessary repairs made to station and freight house platforms, necessary repairs and glazing done to station. Repairs made to tool house.

At Petite Roche, necessary glazing to windows at station, shutters made for station windows. New floor in one room at station.

At Beresford, shutters made for station windows. Necessary glazing done to windows.

At Green Point, shutters made for station windows.

At Nashes Creek, necessary repairs to platform, necessary repairs to foundation of cellar, sheathed one room in dwelling apartments, necessary glazing done to windows.

At Hodgins' Siding, repaired foundation of passenger shelter

At Dickies, new platform built, general repairs made to building.

At Charlo, necessary repairs to windows.

At New Mills, necessary glazing done to windows.

At Dalhousie, necessary repairs to coal shed, necessary repairs to engine house, made repairs to station platform, glazing done to windows where required. Repairs made to beams of ash pit in engine house, and new timbers put in where necessary.

At Dalhousie Junction, repairs to foundation freight house, built coal bin in tank house, glazing windows where necessary.

At Campbellton, necessary repairs made to engine house, repairs made to freight shed, platform, necessary repairs made to freight shed, temporary shed built to cover new yard, put up shelving in baggage room, necessary glazing done to engine house and station, repairs made to station as required, necessary repairs to freight shed office, repairs made to coal boxes, necessary repairs made to drop pit in engine house, neces-

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ary repairs to ice house, necessary repairs to machine shop, water trough made in cattle pen, repaired circle in engine house, necessary repairs to roof of carpenter shop, repaired screen doors to station.

At Metapedia, necessary repairs made to station platform, repairs made to freight house platform where necessary, repairs made to Metapedia west snow shed, and also to the east snow shed, repaired roof of station building, repaired platform where required, put up two new lamp posts.

At St. Alexis, built double closet, cellar made for station, necessary repairs to station.

As Millstream, necessary repairs to station building, put on new storm doors.

At Assametquaghan, repairs made to roof of station, ceiling of kitchen repaired.

At Amqui, necessary repairs made to platform.

At Salmon Lake, necessary repairs to station.

At Cedar Hall, storm windows put on Government cottages, smokestack put up on kitchen.

At St. Moise, necessary repairs made to sectionman's house, new flooring in tool house.

At Little Métis, necessary repairs to station.

At St. Octave, necessary repairs made to platform, new lamp shelf put up.

At Ste. Flavie, necessary repairs made to turntable, new tool house built, necessary glazing done to station windows, necessary repairs made to round house.

At Kempt, built a new door for station.

At Ste. Luce, necessary repairs made to doors of station, made platform for well.

At Sacré Cœur, built water tank, necessary repairs made to station, extension made to platform.

At Bic, necessary repairs made to station.

At St. Anaclel, platform extended, and necessary repairs made to station.

At Trois Pistoles, necessary repairs made to station, extension made to platform, necessary glazing done to station windows.

At St. Eloi, necessary glazing done to station windows, repairs made to platform.

At Isle Verte, necessary repairs made to platform, glazing done to windows where required, necessary repairs made to station.

At St. Arsène, necessary repairs made to station, glazing done to windows where required, cattle guard made.

At Cacouna, necessary glazing done to windows in station, necessary repairs made to station.

At Rivière du Loup, repairs made to coal shed, necessary repairs to baggage room, necessary repairs to freight shed, repairs to round house, necessary repairs to platform, glazing done to windows where required.

At Old Lake Road, necessary repairs to doors of station.

At St. André, making and painting book case, repaired loading platform, necessary repairs to station platform, necessary repairs to ceilings.

At Dessaint, put up coal shed and closet.

At St. Pascal, laying brick floor in kitchen, sheathed walls in kitchen, necessary repairs to platform, repairs made to station.

At St. Pacôme, new closet built, coal bin made in cellar.

At Rivière Ouelle, repaired loading platform where necessary, repairs made to station platform, necessary repairs to station and freight shed.

At Ste. Anne, repairs made to doors of station, necessary repairs made to platform.

At Ste. Louise, necessary repairs made to station.

At Trois Saumons, necessary repairs to platform.

At L'Islet, rebuilt station platform.

At Cap St. Ignace, moving repairing and painting closet, extending and repairing platform.

At Montmagny, necessary repairs made to station floor.

At St. Pierre, made and put up a door on old car body, moved and repaired closet.

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At St. François, repaired ceiling in station.

At St. Charles Junction, necessary repairs to platform. Made coal chute for coal shed, repairs made to coal trestle, necessary repairs to coal shed.

At St. Henri Junction, put up a coal shed and made necessary repairs to platform, repairs made to coal trestle.

At Chaudière Curve, necessary repairs made to station.

At Quebec City, repairs made to baggage room.

At Hadlow, repairs made to tank, necessary repairs to round house, new doors made for round house, repairs made to closet, repairing pits in round house.

At Levis, necessary repairs to the electric building, repairs made to platforms where necessary, repairs made to sidewalk, repaired carpenter shop, repairs to planking in yard, platform built for unloading cattle, enlarged store room. Converted old carpenter shop into an ice house. Necessary repairs made to floors of baggage room, repaired floor in agent's house, repaired roof of superintendent's house.

At St. Apollinaire, repairs made to platform, laying pipe and putting water into station, changing old station into freight shed. New drain made to station.

At DeLotbinière, putting up cellar door and stairs at station.

At Moose Park, put up new cupboard at station.

At Riv. Sauvage, put up new cupboard at station.

At Maddington Falls, repairs made to station, put in a box drain from station, repairs made to freight shed.

At St. Monique, repairs made to station, put up new cupboard.

At St. Nicolet, put up new doors and cupboard at station, repairs to freight shed and engine house, and repaired turntable.

At Aston Junction, repairs made to agent's dwelling.

At Mitchell, built new portable cattle chute.

At Carmel, repairs made to freight shed and tank. Clapboarded kitchen.

At St. Cyrille, moved stock yard, put in new drain to station, repairs made to freight shed and station, cemented cellar, put on new storm doors and done necessary glazing to windows.

At Drummondville, repaired trestle for coal shed.

At Bagot, made a cattle pen.

At Ste. Rosalie, new car house built.

#### PAINTING.

The following buildings were painted:—

Ste. Monique, station building; Nicolet, coal house; St. Leonard, station and coal house; Forestdale, station and house; Aston Junction, station; St. Apollinaire, station (outside); St. Nicholas, station (inside); Chaudière Curve, immigrant building, station house (interior), agent's house, coal house; Ste. Flavie, station building; Bagot, station (old building); St. Eugène, freight house; St. Germain, station and freight house; Mitchell, station house; Kingsburg Junction, station house; Riv. du Chêne, station (old building); Rimouski, freight house and station house; St. Romuald, freight house; Hadlow, station (interior), gate house and Bruce house; St. Joseph, station (exterior); Levis, roadmaster's office; Moncton, government cottages, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12. Also, freight house, yardmaster's office, watchman's shanty; Hampton, station building; Millerton, station building; Indiantown, station building; Quispamsis, station building; Derby Junction, station building (interior); Truro, mechanical office, dispatcher's office, superintendent's office, repair shop office; New Glasgow, station (interior); Pugwash, station building; Eureka, station building; Afton, station building; Malagash, station building; Tatamagouche, station building; Denmark, station building; River John, station building; Meadowville, station building; Scotsburn, station building; Scotchhill, station building; Wallace, station building; Enfield, station building.

Switches, lamps, semaphores, posts, ladders, crossing signs, &c., &c., throughout were painted where needed.

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## BRIDGES AND CULVERTS.

At Petitecodiac, took out old rail girder bridge and put in six floor beams.

Between St. John and Point du Chêne, masonry work done.

West of Anagance, wing wall repaired, 56 yards masonry rebuilt, box culvert, 3 ft. x 2 ft. 6-in., repaired throughout, and 12 feet at one end rebuilt.

At Anagance, box culvert repaired and 8 cubic yards masonry rebuilt at ends, box culvert repaired throughout and coping rebuilt,

Between Petitecodiac and Anagance, box culvert repaired, one end rebuilt and coping at other end, box culvert 65 ft. long 3 ft. x 3 ft. repaired throughout, 30 ft. of middle walls rebuilt, and also rebuilt the wings, box culvert 50 ft. long, 3 ft. x 2 ft. 6-in., repaired throughout, one end rebuilt, box culvert 40 ft. long 3 ft. x 2 ft. 6-in., repaired on inside. Box culvert, 50 ft. long, 3 ft. x 3 ft., repaired throughout, one end rebuilt. Box culvert 30 ft. long 3 ft. x 2 ft. 6-in., repairs made where needed. Box culvert, 36 ft. long 3 ft. x 2 ft. 6-in., repaired inside. Box culvert repaired 36 ft. long, 3 ft. x 2 ft. 6-in.

At Petitecodiac, culvert 48 feet long, 4 ft. x 3 ft., rebuilt 15 feet of wall at one end repaired coping on both ends.

West of Salisbury, bottom of arch culvert repaired, open culvert repaired and covered with old rails. Open culvert 25 feet long 3 ft. x 3 ft. rebuilt and covered with rails and coping put on ends.

West of Pollet River, box culvert, 40 feet long 2 ft. 6 in. x 2 ft. 6 in. repaired one end, and middle box culvert 60 feet long 3 ft. x 3 ft. repaired throughout inside. Open culvert rebuilt 25 feet long 3 ft. x 2 ft. 6 in.

At Pollet River, rail top bridge, 70 ft. x 12 ft., new bottom put in, paved throughout with rubble and concrete, double box culvert repaired throughout.

Between Salisbury and Pollet River, box culvert 60 feet long 3 ft. x 3 ft. rebuilt and repaired throughout, repaired coping of rail span bridge. Arch culvert, 50 ft. long 7 ft. wide rebuilt and wings repaired. Arch culvert 40 ft. long, 7 ft. wide repaired, rebuilt 9 cub. yds. masonry, and replaced coping, new bottom put in open culvert 35 ft. x 4 ft., and 5 cub. yds. masonry rebuilt.

At Salisbury, arch culvert, 50 feet long, 7 ft. wide repairs made to ends and coping.

One mile east of Salisbury, arch culvert 85 ft. x 9 ft. repaired wings.

Between Painsec and Sackville, new pile bents under McMannus' bridge, hard pine timber put under the two rail girder bridges on Dorchester grade. Hard pine timber bents were put under Meadow Brook bridge. Rail girders removed from Higgins Brook bridge and Meadow Brook bridges and beam girders put in.

At Upper Dorchester, drove four piles under Scurre's bridge.

At Onslow, laid 60 feet of 12 inch pipe through embankment.

At Truro, renewed wire netting at the overhead bridge. New top put on Lydia Brook bridge.

At Scott's Brook, built cribwork pier under broken girder.

## THE FOLLOWING MASONRY WORK DONE BETWEEN PAINSEC AND TRURO.

At Dorchester, tank repaired, springs walled with stone and lined with concrete.

At Sackville Bridge, masonry of abutments pointed and 21 iron clamps put in.

At Nappan Bridge, put on four new bridge seats 5 ft. 6 in. square 18 in. thick, and rebuilt ballast wall.

At River Philip Bridge, pointed masonry on two piers, two abutments and rebuilt copings.

West of Atkinson's Siding, necessary repairs made to box culvert, repaired an arch culvert, and pointed all the masonry.

At Sodom Bridge, built two ballast walls and pointed masonry of abutment.

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At Greenville, repaired and pointed all the masonry in tunnel, put in three iron clamps. Repaired and pointed all the masonry west of yard.

At Westchester, cut down side walls to suit new bridge. Pointed masonry.

At Londonderry, repaired box culvert west of yard. Masonry torn down and rebuilt.

At Debert Bridge, setting coping and repairing ballast wall.

At Belmont, built head wall at tunnel west of station and laid 192 feet of pipe. Repaired culvert and pointed walls.

At Stewiacke, repaired culvert.

At Shubenacadie, new bent put under bridge girders. Repaired masonry at bridge abutments.

At Wellington, lifted girders and renewed chairs.

At Riversdale, built cases for cement at bridge, lifted girders and removed bridge seats.

Near Stellarton, put new wall plates on culvert.

At Valley, put new wall plates on culvert.

At West River, put in an under drain at West River bridge.

At Bedford, repaired woodwork on bridge where necessary.

At Halifax, repaired culvert on Cotton Factory Branch, and also repaired box drain at siding. Repaired planking at overhead bridge, North street. Made box culvert in cattle guards. Box drain repaired at North street. Repaired culverts at North street and at D. W. T. Renewed bridge crossing D. W. T. Repaired box drain at Rock cutting.

At Richmond, made new grating for culvert. Bridges were strengthened at the following places :—Rawdon River, Engield Tannery, Carsons, Shubenacadie (overhead), Ellis bridge, Scott's bridge, Hilden bridge, Lydia brook 4th, 6th and 8th crossings, Murray's bridge, Christie's bridge, Campbell siding bridge and Landsburg first crossing.

#### MASONRY WORK DONE BETWEEN TRURO AND HALIFAX.

Lydia Brook bridge, repaired abutments and coping.

At Brookfield, repaired culvert half mile east of station, repaired culvert in yard.

At Milford, repaired culvert one mile east of station, old rail cover. Repaired and lengthened culvert  $\frac{1}{4}$  mile west of station, 43 cubic yards masonry torn down, 60 cubic yards built.

At Valley, repaired culvert. 12 cubic yards masonry torn down and rebuilt.

At Riversdale, masonry on bridge piers repaired, bridge seats renewed. 24 cubic yards masonry torn down and rebuilt. Piers and abutments faced with concrete.

At Lorne, repaired culvert two miles east of station. 21 cubic yards masonry rebuilt. Repaired culvert one mile east of station.

At Rawdon River, renewed bridge seats and pointed walls.

At Motts, necessary repairs made to bridge.

At Haliburton, necessary repairs made to bridge, new caps, corbels and stringers of hard pine.

At Pugwash, repairs made to wharf, decayed timbers and replaced with square cedar. New planking put on where needed and new mooring posts.

At Pictou Harbour, repairs made to bridge, new chocks, braces and knees put in.

#### MASONRY WORK DONE BETWEEN WESTVILLE AND PICTOU.

At Tatamagouche, box culvert  $1\frac{1}{2}$  miles east of station 3 ft. x 4 ft., 90 cubic yards masonry torn down and rebuilt. Repaired double culvert west of station, 10 cubic yards masonry torn down and rebuilt. Repaired culvert west of station, 5 cubic yards masonry torn down and rebuilt. Repairing culvert west of station, 15 cubic yards masonry

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torn down and rebuilt. Repairing culvert in yard, 26 cubic yards masonry torn down and rebuilt.

At Horn's Brook, repairing and pointing masonry, and building retaining walls.

At Pictou Branch, repairs made to culverts, 25 cubic yards masonry torn down and rebuilt.

At New Glasgow, repairs made to Georges street culvert.

At Piedmont, timber culvert built with flatted cedar. New drain made east of culvert.

At Marshy Hope, crib work repaired. Old timbers replaced with hemlock.

At Dewars, necessary repairs made and bridge raised.

At Barney's River, necessary repairs made to crib work, old timbers replaced with hemlock.

At Brierly Brook, new ties put on where required on bridge.

At Tailors Road, repairs made to wooden culvert.

At Pomquet, repairs made to bridge.

At Mulgrave, retaining walls of bridge repaired.

## MASONRY WORK DONE BETWEEN NEW GLASGOW AND MULGRAVE.

Lane Road, 12 Mile Post, culvert repaired, 28 cubic yards masonry rebuilt.

At McVicars, 11 mile post, culvert repaired, 40 cubic yards masonry rebuilt.

At Caplands,  $\frac{1}{4}$  mile east 12 mile post, culvert repaired,  $4\frac{3}{4}$  cubic yards masonry rebuilt.

At Tank Curve,  $\frac{1}{4}$  mile west 15 mile post, culvert repaired, 65 cubic yards, masonry torn down and 75 cubic yards rebuilt.

At Simpsons, 11 mile post, culvert repaired, 11 cubic yards masonry rebuilt.

At Frasers, east of Little Harbour crossing, culvert repaired, 35 cubic yards masonry rebuilt.

At Stellarton, arch stone culvert repaired, 28.24 cubic yards masonry rebuilt.

At Grand Narrows, renewed beam culverts, necessary repairs made to bridge.

Between Shubenacadie and Beaver Cove, repairs made to beam culverts where necessary.

At River Denys, New timber culvert put in.

At McKinnons Harbour, new timber culvert put in.

At Sydney, necessary repairs made to culvert, repairs made to overhead bridge.

## MASONRY WORK DONE BETWEEN POINT TUPPER AND SYDNEY.

At Grand Narrows, resetting plates on abutments.

At Georges River, raising and levelling bridge, 115 cubic yards masonry and concrete built.

At Leitches Creek, ballast wall cut away and rebuilt.

At McDonald's Gulch, two cap stones put in for pedestals, pointed masonry in abutments.

At Mill Brook, four cap stones put in for pedestals.

At Walker's Gulch, four cap stones put in for pedestals, 10 cubic yards rip-rapping built.

At Ottawa Brook, one cap stone put in pedestal. Built addition to abutments.

At James River, repairs made to abutments, 3 cubic yards masonry torn down, and four cubic yards rebuilt.

At Iona, Jamesville trestle, abutments repaired, one bridge seat put in, two cubic yards masonry rebuilt.

At Derby Junction, repairs made to overhead bridge.

At New Castle, repairs made to culvert.

At Dalhousie Junction, renewed timber culvert.

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- At New Mills, repairs made to overhead crossing, and repaired overhead bridge,  
 At Belledune, new floor put on bridge.  
 At Dalhousie, main road culvert renewed.  
 At Eel River, repairs made to bridge at main road crossing.  
 At Elm Tree, Fourniers and White's Brook, strengthened rail girder bridges and  
 one culvert.  
 At Bathurst, made bents for under crossing.  
 At Campbellton, extended main line in yard, and repaired ash pit.  
 Between Campbellton and Ste. Flavie, strengthened old rail girders.  
 At Millstream, repairs made to culvert.  
 At Ste. Flavie, repairs made to culvert and bridge.  
 At St. Arsène, repairs made to timber culvert.  
 At St. Eloi, repairs made to timber culvert.  
 At St. Fabien, decayed beams replaced with new timber.  
 At Bic, decayed beams replaced with new timber.  
 At Ste. Luce, repairs made to culvert.  
 At Rimouski, repairs made to bridge.  
 At St. Anaclet, repairs made to culvert.  
 At St. Michel, renewed cedar box culvert west of station.  
 At Trois Saumons, repairs made to bridge.  
 At St. François, new cedar box culvert put in.  
 At St. Pierre, new cedar box culvert put in.  
 At Cap St. Ignace, new box culvert put in.  
 At St. Jean Port Joli, necessary repairs made to culvert.  
 At St. Charles, repairing east Boyer bridge, box culvert repaired east of station.  
 Necessary repairs made to culvert at Lake St. Charles.  
 At St. Joseph, put new bents under bridge.  
 At Riv. Ouelle, necessary repairs to cedar box culvert.

## MASONRY WORK DONE BETWEEN RIV. DU LOUP AND LÉVIS.

- Etchemin Bridge, repairs made to beam culvert,  $\frac{1}{4}$  mile east of bridge, 14 cub. yds. masonry torn down, and 17 cub. yds. built, repairs made to beam culvert  $1\frac{1}{2}$  miles west of bridge, 16 cub. yds. masonry torn down and 22 cub. yds. built.  
 At Boyer Bridge, arch culvert repaired, 68 cub. yds. masonry built.  
 At Montmagny, open culvert half mile east of station repaired, 80 cub. yds. masonry rebuilt.  
 At Harlaka, beam culvert opposite station repaired, 45 cub. yds. masonry torn down, and 57 cub. yds. masonry built.  
 At St. Charles Jct., Culvert repaired, 45 cub. yds. masonry rebuilt.  
 Between Moose Park and Forestdale, necessary repairs to cedar box culvert.  
 At Maddington Station, new cedar box culvert built east of station. New cedar box culvert built west of station.  
 Between Maddington and Forestdale, new cedar box culvert built.  
 Between St. Monique and St. Leonard, new cedar box culvert built.  
 At St. Leonard, necessary repairs made to bridge, new sidewalk and railing on bridge.  
 At Mitchell, built new cedar box culvert west of station. Built new cedar box culvert east of station.  
 Between St. Monique and Nicolet, built new culvert.  
 At Drummondville, built new cedar box culvert east of station. Built new cedar box culvert west of station.  
 At St. Germain, built new cedar box culvert east of.  
 Between St. Germain and St. Eugène, built new cedar box culvert.  
 Between St. Eugène and Bagot, built new cedar box culvert.  
 Between St. George and Ste. Rosalie, new cedar box built.

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The following bridges were overhauled, scraped, and painted during the year where necessary :—

East of Forestdale station, No. 6 bridge ; East of Moose Park, No. 7 bridge ; East of Kingsburg, No. 8 bridge ; East of Rivière du Chêne, No. 9 bridge ; East of Rivière du Chêne, No. 10 bridge ; East of Laurier, No. 11 bridge ; East of Laurier, No. 12 bridge ; East of Apollinaire, No. 13 bridge ; East of St. Nicholas, No. 14 bridge ; East of St. Nicholas, No. 15 bridge ; East of St. Rosalie, No. 1 bridge ; East of St. Germain, No. 2 Bridge ; East of St. Cyrille, No. 3 bridge ; East of St. Wenceslas, No. 4 bridge ; East of Aston Junction, No. 5 bridge ; East of Derby Junction, Overhead bridge ; East of Bathurst, Middle River bridge ; East of Bathurst, Little River bridge ; East of Dewars, Dewars bridge ; East of Riversdale, Riversdale bridge ; East of Riversdale, Calvery bridge ; East of Pugwash, Pugwash Draw bridge ; East of Little River, Little River bridge ; East of Dewars, Dewars bridge ; East of Wallace, Overhead bridge ; East of Pomquet, Pomquet bridge ; East of Shubenacadie, Shubenacadie bridge ; East of Stewiacke, Stewiacke bridge ; East of James River, James River bridge.

During the working season a gang of men have been employed making necessary repairs to bridges, tightening rivets, &c., &c.

## SIDINGS.

Location.	New.	Extended.
Moncton (iron rack).....	135	
Moncton (round house).....		70
Moncton yard.....		610
Merigomish.....	240	
Merigomish.....		500
Sylvester.....		717
St. Arsene .....	495	
St. Michael.....	230	

## GENERAL.

New buffers made and set up at D. W. T., Halifax. Repairs made to North Street D. W. T., and Young Street crossings.

Necessary repairs were made to trollies, wheelbarrows, and tools, on different divisions.

A number of old box car tops were obtained from the Mechanical Department and sent to different points on the line, repaired and set up, and converted into section men's, hand car, and tool houses.

During the year farm crossings and gates, and cattle guards were renewed and repaired throughout the line where necessary.

Ladders for buildings and semaphores, were provided where required throughout the line.

Whitewashed out-houses and all approaches to public road crossings.

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

T. C. BURPEE,  
*Engineer of Maintenance of Ways and Works.*

J. E. PRICE, Esq.,  
General Superintendent,  
Moncton.

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## INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE CHIEF ENGINEER.

MONCTON, N.B., September 24, 1902.

SIR.—I have the honour to submit the following report on capital account expenditures for the fiscal year ending June 30, 1902.

*To Increase Accommodation at Halifax.*

*North Street Station.*—On account of the largely increased traffic it was decided to remodel and enlarge the station.

Plans and specifications were prepared, tenders asked and contract awarded to Illsley & Horn, of Toronto. The work was almost completed.

Rearranged yard at North Street.

Rearranged coal trestle and tracks at Deep Water Terminus.

Suction pipe D.W.T., encased in cedar culvert. Concrete ash pit built.

Surveys and drawings were made for additions to and rearrangement of yard tracks and buildings and plans were prepared for a new engine house.

*To Dredge and Blast Rock at Halifax.*

The contract to dredge and blast rock from the dock on the south side of pier No. 4, Halifax, was continued to provide 28 feet of water at extreme low tide.

The I.C.R. dredge has also been digging the mud and softer materials to provide 30 feet of water at extreme low tide on the north side of No. 3 pier, and in the docks between Nos. 2 and 3 piers.

The docks were sounded and gauged and plans prepared showing depths of water, for the use of those interested.

*To Complete Highway Bridge at Rocky Lake.*

The erection of a steel overhead highway bridge, made by the Dominion Bridge Co., was completed. Some additional grading of the highway approaches and fencing was done. The highway is now in good condition. The three level crossings are now closed and all traffic goes by the new road.

*Increased Accommodation at Stellarton.*

During the year 3.81 acres of land were purchased to provide room for tracks to accommodate the increased traffic. A considerable quantity of grading for the new yard has been done. One culvert has been lengthened, another partly lengthened, and track materials delivered on the ground.

A 50,000 gallon wooden water tank on a trestle 25 feet high has been erected. Three Fairbanks, Morse & Co., No. 6 water columns have been supplied, but are not yet erected.

*Towards Improvements at Mulgrave.*

The yard was enlarged by completing the filling in the space back of the crib bulkhead built in 1900-1, with material excavated by steam shovel from the cutting towards Pilate Cove. Anchor rods were put in to tie back the bulkhead.

The 56 lb. yard rails were taken up and replaced with 67 lb. rails, fitted with split switches and automatic switch stands. Additional tracks were provided and ballast for the yard brought from James River and River Denys.

One Ellis bumping post was provided at end of freight house siding.

The old cold storage plant belonging to Messrs. Loggie Bros., on railway property, was removed and the ground graded.

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*Towards Improving Ferry Service at Strait of Canso.*

The new ferry steamer *Scotia*, built by Sir W. G. Armstrong, Whitworth & Co., Newcastle-on-Tyne, reached Mulgrave on September 28. On the voyage she encountered heavy weather and the fuel ran out. She was picked up adrift and towed into St. John's, Newfoundland. This necessitated sending her to Halifax to be docked and examined, where painting and scraping was also done. The dimensions and capacity are as follows: Length 282 feet, width 48 feet, load 9 passenger cars, or 18 freight cars, No. of tracks 3, indicated horse power, 2,000. Three Ellis bumping posts were put on deck of *Scotia* and a number of car fastenings provided.

The two transfer bridges, built under contract with the Dominion Bridge Co. of Montreal, one at Mulgrave and the other at Point Tupper, have been completed. Length 200 feet each in 3 leaves.

Two hoisting engines and boilers of 35 horse-power each, built under contract with Rawson, Morrison & Co., of Cambridgeport, Mass., have been delivered and erected in 18 ft. x 24 ft., power houses, made large enough to accommodate a future electric light plant.

Extensive crib and pile wharfs were built at Mulgrave and Point Tupper to provide docks for the accommodation of the *Scotia* and in connection with the transfer bridges.

These wharfs are faced with double rows of spring piling to lessen the effects of blows from the steamer in docking. Heavy guard cribs filled with stone, were also constructed at Point Tupper, north and south of the dock for protection against drift ice.

Special cast-iron mooring-posts and elevated bollards were provided on the wharfs on both sides of the strait to assist in docking the *Scotia* in heavy weather.

The dredging at Mulgrave and Point Tupper necessary for crib-wharfs and docks has been completed. This work was done under contract with M. Connolly, of Montreal.

The work of enlarging Point Tupper engine-house was completed.

*Increased Accommodation at Sydney.*

During the year, the railway purchased 18,886 square feet of land (being 261 feet long and 60 to 85 feet in width) to the north of Ferry street and adjoining the right of way. This is for the purpose of improving the connection between the station and freight yards. 10.23 square acres of land were also purchased from the Dominion Iron and Steel Co.

During the summer and fall, the railway worked a steam shovel at Barrack Point, and filled in a portion of Louisa Gardens. During the spring of 1902, the I. C. R. worked a steam shovel at Sydney river, and the excavated material was used to grade up the new yard.

The ballast for the yard was brought from the River Denys ballast pit.

Seven new sidings have been provided on the west side of the main line.

A number of sidings have been laid between the main line and Muggah creek for coaling tracks and repair yard; these will be finished in the ensuing year.

The crib protection at the back of the engine house has been extended and completed.

A 100,000 gallon water tank, 50 feet high has been provided.

A concrete hot-well in connection with the engine house is under construction.

The 6 in. C. I. water pipe in the old yard has been extended to the new yard and engine house, but the water service has not yet been completed.

Sydney station house was remodelled and provided with water closets on both floors. Seating for waiting rooms was also provided.

*To Raise Sydney and Louisbourg Railway Bridge over I.C.R. at Sydney.*

The Dominion Coal Co. was communicated with on this matter. An agreement was prepared which has not yet been executed.

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*Sea Wall in Cape Breton.*

The work of the sea wall protection under contract with Hugh McDonald was continued to completion.

*Increased accommodation at Picton.*

Plans were prepared, tenders called and contract let for extension of wharf, new freight shed and remodelling old freight shed. The work is fairly well advanced.

The railway department supplied the creosoted piling and the hard pine timber; cast-iron mooring posts were also provided.

Soundings were made and plans prepared showing dredging required. One 10 inch water crane was erected and connection made with town supply.

Two Ellis bumping posts were provided for the tracks in the freight house.

To improve one road crossing a block of land was purchased.

The house located on this land was removed by the owner.

*Improvements at Westchester.*

Yard re-arranged, some grading done and sidings put in.

*Land damages at Subway at Amherst.*

The heirs of Moffatt and others were paid for damages to their land on account of lowering the roadway and building retaining wall in front of their property.

*To extend blacksmith shop at Moncton.*

Plans, specifications and estimates were made and site partly prepared for this extension.

*Building and appliances for making Pintsch Gas.*

A Pintsch gas plant was partly installed at Moncton.

A new brick building was built and was made large enough for future additions to plant.

*To increase accommodation at St. John.*

Water supply for vessels and fire protection service were partly completed in the terminal warehouse on the new wharf, and electric lights and three 6-ton depot scales put in. Gutters were placed over the doors and platform extended.

The contract for dredging of the docks at the terminal wharf was completed.

36,100 square feet of land was purchased for the approach to the terminal wharf.

Surveys and plans were made for a new yard on the Gilbert property.

Plans and specifications were also prepared for buildings in the yard and for a new four track bridge over the Marsh creek. Two acres of land were purchased at Rothesay to provide material for grading up the new yard. Filling was done, and 15,858 lin. feet of track laid at Gilbert's island. The west end of the brick freight shed was converted into a freight office and a second story added.

A wooden sewer was laid at the new freight office.

Steam pipes were laid from the elevator engine house to the new freight office and station.

An air-brake testing plant was installed in the train house.

Additional sidings were provided at the present engine house, and also at the Ballast wharf.

A new steel turn-table was purchased and set up at the present engine house.

A flag-staff was erected, the grounds graded and concrete walks laid in front of station.

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*Station and Freight House at Eel River.*

Plans were made, tenders asked and the contract awarded to Messrs. Wm. Currie & Co., who have the work well under way. Filling has been done around the station to provide a yard and approaches.

*To provide new superstructure for Six spans, Miramichi Bridge.*

Contract was let for these spans and work is under way. Three spans being delivered and partly erected on the ground. Materials were provided for false work for landing and storing the old spans. Hard pine ties were also provided for the new bridge.

*Improvements at St. Octave.*

A new station and dwelling house for the agent has been built and the old station moved to another location. It is proposed to fit the old building for a dwelling for section men.

*To increase accommodation at Lévis.*

The filling of the ponds between Government wharf and Ferry wharf, and between Government wharf and Young's wharf was completed for additional yard room, and a complete system of drainage for the yard was partly put in.

The new passenger station being built under contract by Joseph Gosselin is almost completed.

Electric lights have been placed in the building.

The yard has been re-arranged and extended.

Some rock was removed from the face of the cliff opposite Paradis Mill.

*Station at Nicolet.*

Plans were prepared and tenders asked for new station,

*Purchase of Drummond County Railway.*

The balance of money due on the above was paid over.

*9 Electric and 4 Mechanical Semaphores.*

2 electric semaphores were put up at Oxford Junction.

2 " " " Stellarton.

3 " " " Windsor Junction.

*To Provide Additional Snow Fences along the Line.*

During the year, 1797 rods of snow fence were built.

*Increased Facilities along the Line.*

Electric semaphores were provided or extended at the following places :—Drummondville, St. Charles Junction, Rivière du Loup, St. Flavie, Metapedia, Moncton, Painsec junction, Spring Hill junction, Wentworth, Sydney.

Materials for coaling and ash-handling plant were provided for Chaudière junction.

Station improvements were made as follows :—

South River, platform built.

Truro, rest rooms in station.

Oxford Junction, freight shed moved, and new platform built.

Sackville, platform provided at the lifting crane.

Old Lake Road, station re-modelled.

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St. Philippe de Neri, station remodelled.

Kingsburg Junction, a section house was erected by contract, 24 ft. 4 in. x 26 ft. 4 in.

Plans were prepared for improvements to stations as follows :—

Memramcook, remodelling station.

Humphrey's Mills, new station.

Pollet River. " "

Boundary Creek " "

Chatham Junction, new freight shed.

Metapedia, new station, remodelling present station for dwelling for agent.

Cacouna, for a covered platform.

St. Michel, remodelling station.

St. Charles Junction, remodelling of station and freight shed.

4 mechanical semaphores (Hodgson's pattern) were provided.

*Increased facilities and accomodation along the Line.*

Truro.—Platforms extended, water service rearranged 2, 10 in. stand pipes erected, and 550 ft. of 10 in. cast iron pipe laid.

Antigonish.—Station remodelled and W. C. put in.

Pirate Harbour.—Ash pit put in and water supply provided.

Point Tupper.—Well provided at tank.

Point Tupper Water Supply.—About 13 acres of land for reservoir was purchased, two miles from station. A dam was built and 6 in. pipe line 10,025 ft. long laid to tank. An auxiliary steam pump was put in engine house to force water into tank.

River Denys Water Supply.—A dam was built and  $\frac{3}{4}$  of a mile of 4 in. and 6 in. C.I. pipe was laid. Tank was moved from McKinnon's Harbour and station platform extended.

Alba.—Well provided.

Grand Narrows, water supply and tank completed.

Parrachois.—Platform extended.

North Sydney, planked around foundation of freight house and provided a new scale in freight house.

Westville Station improvements were completed.

Denmark.—Station remodelled and enlarged.

Malagash.—Loading platform erected.

Wallace.—7 ton crane provided.

Conn's Mills.—Well provided.

Debert.—Well provided.

Londonderry Water Supply.—A dam was built and 650 lin. ft. of 4 in. C. I. pipe laid to tank.

East Mines.—Freight shed and remodelling of station was completed.

Spring Hill Junction.—Ash pit provided ; water supply re-arranged.

Amherst.—Platform erected at crane.

Sackville.—The new crane was erected.

College Bridge.—Station improvements were completed.

Point du Chene.—Well provided.

Moncton.—Fire protection system re-organized. Iron rack provided in the Store Department. A bore-hole was sunk for water.

Torryburn.—Work on station was completed.

Barnaby River.—New station and freight house were completed.

Newcastle.—Ash pit provided.

Bartibogue.—Work on station and freight house completed.

Red Pine.—Station completed.

Gloucester Junction, freight shed completed.

Belledune.—Water supply rearranged.

Nash's Creek.—Work in connection with freight shed and improvements to station completed.

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- Dalhousie.—Baggage room was completed.  
 Campbellton.—Addition to freight house was completed.  
 St. Alexis.—Addition to station platform and grading around station.  
 Millstream.—A new section house was built, 24 ft. x 26 ft. with a 14 ft. x 14 ft. ell.  
 St. Octave.—Water supply put in.  
 Ste. Flavie.—A bore-hole was sunk for water and an ash-pit built.  
 St. Anaclet.—New platform built.  
 Sacré-Cœur.—Station platform extended.  
 Rivière du Loup.—Ash pit provided and electric lights put in station.  
 St. André.—Freight shed moved and extended.  
 St. Pierre.—Water supply completed.  
 St. Charles Jct.—Water supply completed.  
 Chaudière Jct.—Materials for water supply provided and contract let for pipe laying which was partly completed.  
 St. Nicholas.—2,640 square feet of land was purchased for additional right of way.  
 Aston Jct.—Section house 24 ft. x 26 ft. with a 14 ft. x 14 ft. ell erected.  
 Forestdale.—New 50,000 gal. tank erected and steam pump and boiler provided and 1,100 ft. 3 in. gal. iron pipe laid.  
 St. Wenceslas.—Station was completed.  
 Ste. Perpétue.—Freight house extended.  
 St. Monique.—Station remodelled.  
 St. Eugène.—Cellar provided.  
 Bagot.—Cellar provided.  
 Ste. Rosalie.—Track scale erected.  
 Sidings were put in or extended at the following places:—

	New.	Extended.
Stewiacke .....	1,410 feet.	
Alton .....	2,280 "	
Union .....	2,117 "	
Estmere .....		205 feet.
Westville .....	445 "	
Brown's Point .....	not complete.	
Aulac .....	2,205 feet.	
Hampton .....	2,298 "	
Patterson's (Between Newcastle and Beaver Brook) .....	3,541 "	
St. Apollinaire .....	452 "	1,435 feet.

*To build new and enlarge old engine houses.*

*Moncton engine house.*—The engine house built in 1889, was found too small to accommodate the large engines now in use, and it was therefore necessary to enlarge the building, making it 81 feet clear inside. A new outer brick wall with concrete foundation was built around the whole circumference of the building, the old wall being removed as the new work progressed. Monitor top sky-lights were built and the roof covered with Sparham roofing. All the engine pits were lengthened and rebuilt and a new track entrance provided. A new concrete floor was laid in part of the building. New smoke-jacks and hoods of the most improved pattern were put in place. New offices for the master mechanic, the engine house foreman and locomotive inspector were provided. The building throughout was piped for water, air and drainage. In the space between the two circular engine houses a brick building was erected in which were placed rest, bath, lavatory equipment and tool rooms.

*Stellarton engine house.*—The contract work on the Stellarton engine house has been completed. The building is of brick on concrete foundation, and contains 18 stalls of 75 feet clear each. A 70 ft. deck steel turntable was erected. Piping for cold water,

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compressed air and steam heating was provided. The building is provided with water closets, urinals and sinks. Water pipes and sewers have been provided where necessary, and the brook running through the site confined to a 4 ft. x 4 ft. cedar box culvert under ground.

A boiler house has been built and a concrete conduit built to convey the steam and air pipes to and from the engine house. Two 100 H. P. Mumford boilers have been installed.

A coaling house 97 ft. x 35 ft. having the track rail on the building 27 feet above the main line rail, has been built with a trestle approach 350 feet long on a grade of 3 per 100.

*Sydney engine house.*—The contract work on the Sydney engine house has been completed, including 27,000 cubic yards of grading done by contractor in and around the building. The building contains 18 stalls of 75 feet each. A 70 feet through steel turntable has been erected. A boiler house has been built and provided with two 100 H. P. Mumford boilers and induced draft 80 in. fan with direct-connected engine in place of a chimney.

The building is heated with hot air blast. The fan being 130 inches, with direct connected engine located in the boiler house. The general plan of building is the same as Stellarton.

*Campbellton engine house.*—Work on the enlargement of engine house was completed.

*St. John engine house.*—Enlarged ash pits in engine house.

*Drop pits.*

Two drop pits have been constructed. One in the Stellarton engine house, and one in Sydney engine house. They extend over two tracks, and are provided with travelling air jacks. The drop pit in Campbellton engine house was completed.

*Large turntables.*

A new 70 feet through turntable was purchased.

TO PROVIDE ADDITIONAL SIDINGS ALONG LINE.

Location.	New.	Extended.
Division—Dartmouth Branch.		
Dartmouth.....	885 feet.....	578 feet.
Black Rock.....	1,017 ".....	
Division—Halifax to Stellarton.		
Windsor Junction.....	1,854 feet.....	
Elmsdale.....	183 ".....	1,650 "
Millford.....		1,250 "
Shubenacadie.....	1,700 feet.....	
Truro, East.....	516 ".....	
Truro, West.....	314 ".....	
Valley.....	671 ".....	
Gordon's Summit.....		2,100 "
Glengarry.....		750 "
Hopewell.....		997 "
Stellarton.....	1,200 feet.....	
Division—Stellarton to Mulgrave.		
Trenton.....	1,343 feet.....	
Woodburn.....		800 "
West Merigonish.....		1,212 "
Piedmont.....	240 feet.....	900 "
Avondale.....	900 ".....	
Barney's River.....		1,200 "
Afton.....		900 "
James River.....	1,644 feet.....	
Linwood.....	1,463 ".....	
Harbour au Bouche.....		950 "

## SESSIONAL PAPER No. 20

TO PROVIDE ADDITIONAL SIDINGS ALONG LINE—*Concluded.*

Location.	New.	Extended.
Division—Point Tupper to Sydney.		
Hawkesbury.....	1,245 feet.....	
Mines Road.....	1,216 ".....	
West Bay Road.....	176 ".....	
River Denys.....	457 ".....	570 feet.
Ottawa Brook.....	248 ".....	
McKinnon's Harbour.....		400 "
Grand Narrows.....	582 feet.....	1,100 "
Leitche's Creek.....	420 ".....	779 "
Division—Truro to Painsec.		
Belmont.....	2,680 feet.....	
Londonderry.....		2,600 "
Wentworth.....		2,156 "
Westchester.....	1,300 feet.....	
Thompson.....	2,450 ".....	
River Philip.....	2,262 ".....	
Maccan.....		4,103 "
Division—Pointe du Chêne to St. John.		
Salisbury.....		788 "
Pollet River.....	2,310 feet.....	
Anagance.....	645 ".....	
Penobscuis.....	2,500 ".....	
Apohaqui.....	2,100 ".....	
Norton.....	3,098 ".....	
Nauwigewauk.....	2,208 ".....	
Rothesay.....	2,783 ".....	
Division—Moncton to Newcastle.		
Berry's Mills.....	820 feet.....	
Catamount.....	3,354 ".....	
Canaan.....	810 ".....	
Division—Newcastle to Campbellton.		
Beresford.....	2,932 feet.....	
Bathurst.....	445 ".....	
Division—Campbellton to Ste. Flavie.		
Metapedia.....	724 feet.....	
Salmon Lake.....		1,323 "
St. Octave.....	3,400 feet.....	
Division—Ste. Flavie to Rivière du Loup.		
Ste. Luce.....		700 "
Rimouski.....		2,600 "
St. Eloi.....		508 "
Rivière du Loup.....	240 feet.....	
Division—Rivière du Loup to Chaudière.		
Dessaint.....	460 feet.....	
Elgin Road.....	365 ".....	
Trois Saumons.....	368 ".....	
St. Charles Junction.....		400 "
Chaudière Junction.....	1,998 feet.....	
Division—Chaudière to Ste. Rosalie.		
Chaudière.....	2,920 feet.....	
St. Nicholas.....	445 ".....	1,238 "
De Lotbinière.....	400 ".....	
St. Léonard Junction.....	3,219 ".....	
Petit Portage.....	402 ".....	
St. Monique.....		825 "
St. Cyrille.....		2,465 "
Near Drummondville.....	300 feet.....	
Ste. Rosalie.....		1,654 "

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*To strengthen bridges.*

Contracts were let for the following bridges under this vote :—

Middle River, 2 spans of 87 feet each through plate girders.		
Nash's Creek, 1 span of 87 feet	"	"
Sayabec, 1 span of 87 feet	"	"
Louison's Brook, 1 span of 65 feet	"	"
Clark's Brook, 1 span of 65 feet	"	"
Westchester, 1 span of 66 feet deck plate girder.		
Little River, 1 span of 66 feet	"	
Eel River, 3 spans of 66 feet	"	
Mill Creek, 3 spans of 66 feet	"	
Gilmore's Brook, 1 span of 66 feet	"	
Grant's Brook, 1 span of 87 feet	"	
Nigadoo, 1 span of 87 feet	"	
New Mills, 2 spans of 87 feet	"	

McKinnon's Brook, 2 spans of 87 feet, deck plate girder. Grand Bic, 1 span of 87 feet, deck plate girder. Trois-Pistoles, 3 spans of 108 feet, Deck Warren trusses.

Some of the above work has been completed and the remainder is under way.

Materials for false work were provided and partly erected by the railway.

The following bridges supplied last year were completed and painted this year :—

Millstream, 4 spans. Causapscal, 3 spans. Amqui, 1 span. Jacquet River, 3 spans. DeBert bridge, 2 spans put in and River Philip bridge, 3 spans doubled up last year were painted. Etchemin, 1 span was also painted. Work started last year was completed this year in putting in Mud Creek and Sodom bridges.

The following bridges have been doubled up :—Tête-à-Gauche, 5 spans. Nepisiguit, 3 spans.

Bedford bridge piers were strengthened and partly eased with concrete. Lydia Brook bridge abutments protected with brush and stone. Etchemin old span was disposed of and amount credited to the vote.

*Original Construction*

Amounts were paid for legal and engineering expenses, in connection with old construction claims at DeBert and on Dartmouth branch and for land at North Sydney.

*Land Damages on O. & N. G. & C. B. Divisions.*

Several Exchequer Court cases for original construction, Cape Breten, were settled.

*Steel Rails and Fastenings.*

Division, Sydney to Point Tupper : 14·69 miles of 56 lbs. 4 in. rails and fastenings were taken up and relaid with 80 lbs. 5 in. rails and fastenings.

Division, Mulgrave to Stellarton : 39·53 miles of 58 lbs. 4¼ in. rails and fastenings were taken up and relaid with 80 lbs. 5 in. rails and fastenings.

Division, Stellarton to Halifax : 0·68 miles of 58 lbs. 4¼ in. rails and fastenings were taken up and relaid with 80 lbs. 5 in. rails and fastenings.

Division, Truro to Moncton : 9·99 miles of 67 lbs. 4½ in. rails and fastenings were taken up and relaid with 80 lbs. 5 in. rails and fastenings.

Division, Campbellton to Ste. Flavie : 24·67 miles of 67 lbs. 4½ in. rails and fastenings were taken up and relaid with 80 lbs. 5 in. rails and fastenings.

Division, Ste. Flavie to Rivière du Loup : 3·24 miles of 67 lbs. 4½ in. rails and fastenings were taken up and relaid with 80 lbs. 5 in. rails and fastenings.

## SESSIONAL PAPER No. 20

To pay G. S. Mayes amount of claim for work done on the Intercolonial Railway at Pictou in 1886. Cheque for amount of claim was drawn and paid Mr. Mayes.

## PRINCE EDWARD ISLAND RAILWAY.

*Murray Harbour Branch.*

The grading on the line to the 42nd mile has been practically completed, and work on all structures well under way. About 6,000 ties have been distributed and rails are being transported from Pictou. Arrangements have been made for transporting cars and engines to Murray Harbour to start ballasting and tracklaying.

*Hillsborough River Bridge.*

All dredging and pile driving is about completed. Five of the ordinary open caissons are in position, and concrete and masonry of the piers are being proceeded with. Two of the pneumatic caissons are ready and will be placed in position at once. Work on materials of abutment caissons has been started. Large quantities of all materials used in the work are on hand at the site.

*To straighten line near Blueshank.*

Under this vote, surveys were made, new line located and contract let for grading, &c., which is about three quarters completed.

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.

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## INTERCOLONIAL RAILWAY.

OFFICE OF THE MECHANICAL ACCOUNTANT.

MONCTON, N. B., October 2, 1902.

SIR,—I beg to submit the following statements for the year ended June 30, 1902 :—

- A. Statement showing the number of locomotives and of the various classes of cars.
- B. Statement showing the locomotive and car mileage and the average number of passenger and of freight cars hauled per mile run by engines.
- C. Abstract of locomotive returns.
- D. Statement of the cost of locomotive power for each month during the year.
- E. General statement of the expenses of the Mechanical Department.

Also a summary of the principal work done in the Moncton locomotive and car shops and in the shops at Halifax and Riviere du Loup.

During the year thirty-two locomotives, six second class sleepers, three dining cars, one first class passenger, five combined postal and express, five combined baggage and express, thirteen hundred and two box freight, and twenty stock cars were purchased on capital account, and added to the rolling stock of the railway.

Seven larger locomotives were purchased and charged to revenue account to replace seven of the smaller locomotives taken out of service.

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

JOHN SUTTON,  
*Mechanical Accountant.*

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

The following work was done in Moncton locomotive shops :—

37 locomotives received heavy repairs, 43 specific, and 74 general repairs, 12 boilers and 62 fireboxes were patched, 23 smokeboxes applied, 1 firebox, 7 new half side sheets, 2 new whole side sheets, were applied, tires were turned for 111 locomotives, 71 boilers were retubed, 41 cylinders rebored, 118 boilers were tested, 808 new and 18,781 repaired tubes and 80 new pilots were put in service. 132 locomotives were equipped with the master car builder's couplers.

Special work was done as follows :—

All screwing and nut tapping machines were transferred from blacksmith to machine shops. Two overhead cranes strengthened, furnace for boiler shop, lorry tracks for carrying material from and to the different shops, round houses, &c. A large number of machines were purchased and charged to capital account necessitating a large amount of work in putting up and building foundations, &c.

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In addition to the above work the following material was turned out :—

183,922 bolts were forged, 1,329,065 lbs., of other forgings, 112,747 lbs. nuts were tapped.

## THE OUTPUT OF THE BRASS FOUNDRY WAS:—

Brass castings . . . . .	129,569	pounds
Brass journal bearings . . . . .	219,627	"
Babbitt metal . . . . .	9,000	"
Antimonial lead for journal bearings . . . . .	103,516	"
Metallic packing . . . . .	5,100	"
Total . . . . .	466,712	pounds.

## MONCTON CAR SHOPS.

The following cars were built new at Moncton shops :—

34 box cars, 21 platform cars, 6 coal cars, built to replace an equal number condemned. The box cars were 60,000 lbs., capacity cars, to replace a similar number of 24,000 lbs. capacity cars.

The following cars received heavy repairs :—

1 official car, 1 parlour car, 18 sleeping cars, 3 dining cars, 51 first class cars, 38 second class cars, 9 second class sleeping cars, 20 postal cars, 20 baggage cars, 23 freight vans, 7 snow ploughs, 4 wing ploughs, 3 flangers, and 382 freight cars.

The following received light repairs :—1 official car, 10 sleeping cars, 3 dining cars, 41 first class cars, 28 second class cars, 16 second class sleeping cars, 21 postal cars, 10 baggage cars, 16 freight vans, 1 steam shovel and 4,329 freight cars.

The following cars were scraped, filled, stained and varnished :—1 official car, 1 parlour car, 3 sleeping cars, 15 first class, 3 second class cars, 2 second class sleeping cars, 5 postal cars, 6 baggage cars.

The following cars were burnt off, repainted and varnished :—2 sleeping cars, 10 first class cars, 13 second class cars, 1 second class sleeping car, 2 postal cars.

The following cars were painted and varnished :—2 sleeping cars, 14 first class cars, 20 second class cars, 6 postal cars, 7 baggage cars and 23 vans.

The following cars were renovated and varnished :—11 sleeping cars, 3 dining cars, 12 first class cars, 2 second class cars, 6 second class sleeping cars, 7 postal cars and 7 baggage cars.

The following were repainted :—181 box cars, 190 flat cars, 44 hopper cars, 7 gondolas, 4 cattle cars, 21 refrigerator cars, 6 flangers, 4 wing ploughs and 8 snow ploughs.

Special work was done as follows :—52 new wooden trucks were built and 167 new Sterlingworth steel trucks were put under freight cars ; 4,094 new chilled wheels were pressed on axles ; 1,056 second hand chilled wheels were pressed on axles ; 398 steel tired wheels were pressed on axles ; 745 new axles were turned ; 542 freight cars were changed from link and pin draw-bars to M.C.B. couplers ; 131 freight cars were equipped with Westinghouse air brakes ; 56 passenger cars had Westinghouse air brake changed from old automatic to emergency ; 85 passenger cars were fitted with Westinghouse air signal appliances, and 60 passenger cars were fitted with the American slack adjuster ; 81 passenger cars were changed from the Miller to M. C. B. couplers ; 5 passenger cars were fitted with Pintsch gas ; 3 passenger cars were fitted with Pullman wide vestibules.

In addition to the lumber prepared for the above repairs, 490,000 feet was milled to store orders ; also a large amount of work was done to freight and baggage car trucks, chairs, footboards, ticket cases and station furniture, on account of store No. 1 ; also a number of new hand cars and lorries for the engineer's department.

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## RICHMOND SHOPS.

Heavy repairs, engines, 16; specific, 101; tires turned, 12 pairs; boilers tested, 27; boilers patched, 2; new pilots, 7; bolts forged, 28,200; bolts screwed, 37,400; boilers retubed, 9; fire-boxes patched, 6.

## RIVIÈRE DU LOUP SHOPS.

Heavy repairs, engines, 28; specific, 168; tires turned, 28 pairs; boilers retubed, 18; boilers tested, 54; boiler tubes put in, 245; boilers patched, 1; fire-boxes patched, 11; bolts forged, 3,210; bolts screwed, 10,350.

## WATER SERVICE

Has been maintained in efficient condition all over the line. Repairs were made at 65 stations.

SESSIONAL PAPER No. 20

A.—INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Locomotives and of the Various classes of Cars on July 1, 1901, and on June 30, 1902.

	THE VARIOUS CLASSES OF CARS.															Total	Steam Cranes.							
	Locomotives.	First Class Sleepers.	Second Class Sleepers.	Parlour.	Dining Cars.	First Class Passengers.	Second Class Passengers.	Postal and Smoking.	Express and Baggage.	Box.	Refrigerator.	Platform, 10, 15, 20 and 30 tons.	Hoppers, 6 tons.	Gondolas, 15 and 20 tons.	Coal Cars, 20 tons.			Stock Cars.	Auxiliary and Tool Cars.	Vans.	Total.	Snow Ploughs.	Wing Ploughs.	Flangers.
On hand serviceable July, 1901	248	27	19	5	4	107	93	28	43	3,811	77	2,483	913	63	577	86	9	95	8,440	49	10	22	2	83
Condemned July, 1901						1			12	73	7	38	86	89	47	17		4	364					
Total	248	27	19	5	4	108	93	28	45	3,884	84	2,521	999	152	624	103	9	99	8,804	49	10	22	2	83
Received on capital account	32		6		3	1		5	5	1,302						20		1	1,342					3
Changed from postal to auxiliary							11																	
Total	280	27	25	5	7	109	93	32	50	5,186	84	2,521	999	152	624	123	10	99	10,146	49	10	22	2	83
Condemned, July, 1901						1			2	73	7	38	86	89	47	17		4	364					
" during the year	8									94	1	106	35	9	22	4		1	272					2
Total	8					1			2	167	8	144	121	98	69	21	5	5	636	2				2
Less rebuilt	7									34		21			6				61	2				
To be rebuilt	1					1			2	133	8	123	121	98	63	21	5	5	575	2				2
Add serviceable and repairing	279	27	25	5	7	108	93	32	48	5,053	76	2,398	878	54	561	102	10	94	9,571	47	10	22	2	81
Total	280	27	25	5	7	109	93	32	50	5,186	84	2,521	999	152	624	123	10	99	10,146	49	10	22	2	83

\*Add. +Deduct.

MONROE, June 30, 1902.

JOHN SUTTON,

Mechanical Accountant.

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B.—INTERCOLONIAL RAILWAY.  
 STATEMENT of Locomotive and Car Mileage, Year ended June 30, 1902.

	LOCOMOTIVE MILEAGE.		CAR MILEAGE.				Snow Ploughs.	Average Passenger.	Average Freight.
	Passenger.	Freight.	Passenger.	Express, Postal and Baggage.	Freight.	Total.			
1901.									
July . . . . .	201,301	338,364	914,601	402,074	4,927,101	6,243,776	6.54	14.56	
August . . . . .	205,033	321,531	916,110	385,874	4,836,273	6,148,257	6.40	15.01	
September . . . . .	188,892	314,591	890,903	389,474	4,875,375	6,155,752	6.78	15.50	
October . . . . .	199,245	323,784	823,630	402,920	5,245,305	6,471,275	6.15	16.20	
November . . . . .	193,912	300,169	664,079	354,379	5,172,301	6,190,959	5.28	17.23	
December . . . . .	194,935	317,831	676,690	359,500	5,522,143	6,558,333	5.31	17.37	
1902.									
January . . . . .	199,102	315,660	667,149	357,182	5,136,468	6,160,799	5.14	16.28	
February . . . . .	179,697	281,271	594,554	319,824	4,270,508	5,184,886	5.09	15.18	
March . . . . .	200,665	307,727	728,275	354,535	5,380,228	6,463,038	5.39	17.48	
April . . . . .	194,348	294,228	714,274	363,984	5,432,816	6,511,074	5.55	18.46	
May . . . . .	205,931	299,600	729,628	378,697	5,516,092	6,624,327	5.38	18.41	
June . . . . .	205,744	285,286	781,129	380,604	5,099,715	6,261,448	5.65	17.88	
	2,367,905	3,700,942	9,100,442	4,459,247	61,414,235	74,973,924	5.73	16.59	

JOHN SUTTON,  
*Mechanical Accountant.*

MONROE, June 30, 1902.

C.—INTERCOLONIAL RAILWAY.

Abstract of Locomotive Returns for Year ended June 30, 1902.

Months.	CONSUMPTION.						AVERAGE CONSUMPTION PER 100 MILES.					
	Hours in Steam.	Locomotive Mileage.	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.	
1901.												
July	65,429	674,284	21,639	27,012	13,548	11,349	10.31	7,208	4.00	2.01	1.68	
August	63,870	661,691	21,508	26,421	13,789	11,202	10.36	7,281	3.99	2.08	1.69	
September	62,747	635,901	21,670	24,126	10,976	10,862	10.13	7,633	3.79	1.73	1.71	
October	67,386	668,778	23,580	25,566	11,666	11,283	9.92	7,898	3.82	1.74	1.69	
November	63,360	626,731	22,997	23,898	10,800	9,209	9.89	8,219	3.81	1.72	1.47	
December	65,921	651,764	26,604	27,749	12,191	10,821	9.89	9,144	4.26	1.87	1.66	
1902.												
January	64,069	649,695	26,335	29,017	12,011	10,692	10.13	9,088	4.47	1.86	1.65	
February	59,098	583,527	24,246	26,827	11,137	10,014	9.90	9,288	4.58	1.90	1.71	
March	61,621	632,537	25,069	29,850	12,489	11,061	10.26	8,877	4.72	1.98	1.75	
April	59,830	613,064	23,123	28,016	12,678	11,534	10.25	8,449	4.57	2.07	1.88	
May	60,292	628,988	22,832	27,797	12,997	11,297	10.44	8,131	4.42	2.07	1.78	
June	57,601	607,813	21,967	27,313	12,919	10,439	10.55	8,046	4.49	2.12	1.72	
	751,191	7,636,113	281,630	323,592	147,231	129,633	10.16	8,261	4.24	1.93	1.69	

JOHN SUTTON,  
*Mechanical Accountant.*

Moncton, June 30, 1902.

D.—INTERCOLONIAL RAILWAY.

STATEMENT of Locomotive Power for each month from July 1, 1901, to June 30, 1902.

Months.	Miles run by Locomotives.	Mechanical Superintendent's Salary, Clerks and Office Expenses.	Engineers' Wages.	AVERAGE PER 100 MILES.						Total.									
				Fuel.	Oil and Waste.	Repairs to Engines, Tenders and Tools.	Water.	Engine Houses and Turntables.	Total.										
		\$ cts.	\$ cts.	% cts.	\$ cts.	% cts.	\$ cts.	% cts.	\$ cts.	% cts.	\$ cts.	Wages.	Fuel.	Oil and Waste.	Repairs.	Water.	Engine Houses & Turntables.	Total.	
1901.																			
July . . . . .	67,284	1,437 02	42,142 52	80,532 69	2,493 41	37,286 25	5,481 22	1,932 04	171,305 15	21	6.25	11.94	.37	5.53	.81	.29	25.40		
August . . . . .	661,691	1,569 75	42,281 16	83,593 64	2,716 91	42,902 27	2,720 96	1,983 65	177,768 34	24	6.39	12.62	.41	6.48	.41	.30	26.85		
September . . . . .	635,901	2,596 85	39,414 48	81,251 49	2,138 57	36,205 24	4,228 80	1,961 83	167,767 26	40	6.20	12.78	.34	5.69	.66	.31	26.38		
October . . . . .	668,778	1,580 43	42,068 52	88,114 41	2,311 66	41,554 56	2,799 13	2,450 52	180,879 23	24	6.29	13.17	.35	6.21	.42	.37	27.45		
November . . . . .	626,731	1,782 70	37,722 97	81,348 27	1,689 30	26,156 81	5,040 65	3,394 50	157,135 20	28	6.02	12.98	.27	4.17	.81	.54	25.07		
December . . . . .	653,704	1,792 90	41,023 07	100,237 46	2,868 09	38,371 15	3,670 50	3,848 16	191,811 33	28	6.29	15.38	.44	5.89	.56	.59	29.43		
1902.																			
January . . . . .	649,095	1,925 33	42,041 78	100,417 98	2,015 48	21,095 28	3,228 54	3,901 94	174,026 33	29	6.48	15.47	.31	3.25	.50	.60	26.90		
February . . . . .	585,527	1,894 59	38,318 24	92,440 74	1,643 48	24,832 31	3,617 81	3,426 21	166,113 38	31	6.55	15.79	.28	4.24	.62	.58	28.37		
March . . . . .	632,537	1,935 80	41,837 34	93,267 65	2,921 67	30,535 41	3,902 75	4,640 53	179,091 15	31	6.61	14.75	.46	4.83	.62	.73	28.31		
April . . . . .	613,064	1,882 90	40,366 10	84,269 77	2,595 61	30,797 78	3,013 97	2,991 74	165,827 87	31	6.58	13.75	.41	5.02	.49	.49	27.05		
May . . . . .	628,988	2,088 40	41,059 60	83,714 51	2,391 87	31,388 93	1,745 75	3,377 04	165,766 10	33	6.53	13.31	.38	4.99	.27	.54	26.35		
June . . . . .	607,813	1,697 68	38,700 94	74,858 81	1,454 18	13,573 60	716 19	1,835 66	132,837 06	23	6.37	12.32	.24	2.23	.12	.30	21.86		
Total . . . . .	7,636,113	22,144 35	186,976 72	1,044,047 42	27,150 23	374,699 59	40,136 27	35,743 82	2,030,928 40	29	6.38	13.67	.35	4.91	.52	.47	26.59		

JOHN SUTTON,  
Mechanical Accountant.

MONCTON, June 30, 1902.

## SESSIONAL PAPER No. 20

## E.—INTERCOLONIAL RAILWAY.

GENERAL STATEMENT of the Expenses of the Mechanical Department, Year ended  
June 30, 1902.

The miles run by trains . . . . .	6,067,947
"    engines . . . . .	7,636,113
"    cars . . . . .	74,973,924
"    snow ploughs . . . . .	64,749
	\$    cts.
Cost of locomotive power . . . . .	2,030,928 40
Cost of car repairs—	
Repairs to passenger cars . . . . .	117,332 16
"    postal, express and baggage . . . . .	31,193 78
"    freight cars and vans . . . . .	304,035 58
"    snow ploughs and flangers . . . . .	7,510 87
Oil and waste for packing . . . . .	6,992 33
	467,064 72
The cost of locomotive power—	
Per 100 miles by train . . . . .	33 47
"    engine . . . . .	26 60
"    cars and ploughs . . . . .	2 71
The cost of repairs to cars and ploughs—	
Per 100 miles by train . . . . .	7 58
"    engine . . . . .	6 03
"    cars and ploughs . . . . .	0 61
The cost of oil and waste for packing—	
Per 100 miles by train . . . . .	0 12
"    engine . . . . .	0 10
"    cars and ploughs . . . . .	0 01
The cost of repairs to cars per 100 miles run by them—	
Passenger . . . . .	1 29
Postal, express and baggage . . . . .	0 70
Freight cars and vans . . . . .	0 49
Ploughs and flangers . . . . .	10 80

JOHN SUTTON,  
*Mechanical Accountant.*

Moncton, June 30, 1902.

2-3 EDWARD VII., A. 1903

## 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.	Place of Accident.
1901.							
July 1.	10.45		Special	E. L. Watts	J. Oakleaf	187	Campbellton
" 2.	5.00		"	P. Dumas	D. Boucher	215	Mentmagny
" 2.	14.00		Shunting		H. Como	A	St. John Yard
" 6.	8.00	29	Freight	J. McFadzen	J. Moore	45	Pointe du Chêne
" 10.	12.45		Special	J. Royer	A. Connell	224	St. Moïse
" 12.	6.50		"	J. T. McDonald	C. Wilson	92	4 miles west of West Bay Road.
" 13.	19.45	149	Accommodation	S. Jones	G. Cloutier	114	St. Hyacinthe
" 15.	10.00		Shunting		S. Martin	122	Point Tupper
" 16.	11.40	36	Accommodation	A. E. Olive	A. Donald	119	Near Kent Jct.
" 20.	12.50		Special	N. Levesque	A. Connell	226	St. Flavie
" 20.	21.45	75	Freight	J. B. Sirois	O. Gagnon	258	L'Islet
" 20.	21.55	45	Accommodation	M. Audet	D. C. Gallan	140	4 miles east of Assametquaghan.
" 22.	14.05	75	Freight	J. Colombe	O. Gagnon	258	Rivière du Loup.
" 22.	18.00		Shunting		P. Fraser	185	Pictou Yard
" 26.							Mitchell
" 26.	7.00		Special	R. H. Wilkins	J. Joncas	14	Alba
" 26.	13.00		Shunting		J. Hessian	188	D. W. T. Halifax.
" 27.	7.50				C. Hunter	127	Bell's siding
" 31.	3.30		Special	J. Fleming	R. Jefferson	34	Stellarton
Aug. 2.	6.35	5	Freight	G. L. Nixon	N. Sinclair	84	Near Boundary Creek.
" 5.	24.45		Shunting		A. Robbins	35	Truro
" 6.	22.40	151	Express	B. Walker	L. V. Sheedy	72	St. Pierre
" 10.	12.00	37	Freight	E. S. Vye	J. Smith	263	Newcastle
" 12.	19.50		Shunting		G. McDonald	75	Sydney
" 12.	22.40	75	Freight	J. T. McGinn	J. Stewart	269	Campbellton
" 13.	13.05	152	Express	J. Dionne	L. Sheedy	198	Lévis
" 13.	23.30		Shunting		J. G. Stockford	122	Point Tupper
" 14.	16.00	101	Accommodation	J. F. Kelly	J. Campbell	50	Near New Glasgow.
" 16.	2.15	34	Express	Geo. Wal cr.	A. J. Sharp		Assamatquaghan
" 16.	2.15	34	"	"	"		"
" 16.	2.15	34	"	"	"		"
" 16.	21.45	48	Accommodation	J. L. Hebert	A. Bernbe	170	River Ouelle
" 17.	17.15		Shunting		F. W. Welling	40	Pointe du Chêne.
" 19.	22.30						New Glasgow.
" 21.	13.45		Special	R. Hunter	A. Fryers	17	Amherst
" 23.	2.45		"	C. W. Lutes	J. Gayley	145	Spring Hill
" 24.	18.00		Shunting		T. O'Brien	89	D. W. T. Halifax.
" 25.	21.00		"		B. Lutz	32	Campbellton

## SESSIONAL PAPER No. 20

## RAILWAY.

line of the Intercolonial Railway during the year ended June 30, 1902.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
B. Foley.....	Employee...	While stepping off engine .....	Ankle sprained .....	Accidental.
P. Dumas .....	" .....	Thrown down in car by quick-application of brakes.	Considerably injured...	
T. Wilson .....	" .....	While coupling .....	Two fingers injured .....	
J. McFadzen .....	" .....	Thrown from rear platform of car.	Considerably injured .....	
V. Desrosiers .....	" .....	While shunting .....	Two fingers injured .....	
Neil Campbell .....	" .....	Struck by train while taking hand car off track.	Fatal .....	
Geo. Laplante .....	Neither .....	Attempting to board moving train.	Right leg and foot injured	
James Cass .....	Employee .....	While shunting .....	Arm and side injured .....	
C. E. Freeze .....	" .....	Fell from engine while oiling it .....	Slightly injured .....	
N. Levesque .....	" .....	Slipped while stepping from van.	Ankle sprained .....	
J. Proulx .....	" .....	Fell in culvert while examining train.	Right thigh broken .....	
F. LeBel .....	" .....	Fell from rear of moving train .....	Slightly injured .....	Accidental.
Earl (boy) .....	Neither .....	Holding on handle of box car door, fell under car.	Foot injured .....	
Wm. Heighton .....	Employee .....	While coupling .....	Shoulder injured .....	
M. Therien .....	Neither .....	Found on track with head cut off; supposed to have been struck by train.	Fatal .....	
J. A. McLean .....	Employee .....	Slipped while getting off train .....	Ankle sprained .....	
Geo. Sullivan .....	" .....	Fell from engine in motion .....	Head cut .....	
William Barnes .....	" .....	While coupling .....	Leg injured .....	
J. Herritt .....	" .....	Foot caught between tender and draw-bar.	Foot injured .....	
R. Elliot .....	" .....	While walking over train, struck face against wire binding car stakes.	Lip cut .....	
J. O. Davison .....	" .....	While shunting .....	Foot injured .....	
T. Laliberte .....	Passenger .....	Fell while attempting to board moving train.	Fatal .....	
P. Bannerman .....	Employee .....	While unloading freight, a box of tin fell on him.	Leg broken .....	Accidental.
D. Patriquin .....	" .....	While shunting .....	Collar bone and ribs broken.	
J. Cummings .....	" .....	Struck by train while walking on track.	Fatal .....	
A. Cote .....	G. T. R. employee.	Head crushed between cars .....	" .....	
J. McInnis .....	Employee .....	While coupling .....	Finger injured .....	
McNeil (boy) .....	Neither .....	Jumped from moving van .....	Slightly injured .....	
A. J. Sharp .....	Employee .....	No. 34 train colliding with No. 75 train.	Fatal .....	
Peter Stevens .....	" .....	" .....	Seriously injured; since died.	
A. Dorin .....	Postal clerk.	" .....	Hand injured .....	
W. Lavoie .....	Neither .....	Supposed to have fallen between cars while stealing a ride.	Fatal .....	
E. Trites .....	Employee .....	While shunting .....	Hand injured .....	Accidental.
N. McLemman .....	Neither .....	Found on track, supposed to have been struck by train.	Fatal .....	
R. Elliot .....	Employee .....	While turning switch lamp fell and hit him.	Head cut .....	
John Dewar .....	" .....	While coupling .....	Hand cut .....	
F. Ritchie .....	" .....	Stepped from moving car and fell against another car.	Collar bone broken .....	
A. Gallant .....	" .....	While coupling .....	Finger injured .....	

2-3 EDWARD VII., A. 1903

## INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the line

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1901.							
Aug. 26.	18·15		Mixed.....	J. McDonald.....	A. Sproull.....	86	Stellarton.....
" 27.	11·00		Shunting.....		W. McKay.....	117	Riv. du Loup....
" 27.	19·05		Working.....	A. Lemieux.....	E. G. Heney....	103	St. Philippe de Neri.
" 29.	6 00		Shunting.....		P. Fraser.....	78	Pictou.....
" 30.	18·30		".....		J. Hall.....	14	Lévis.....
Sept. 2.		26	Express.....	D. McQuarrie....	S. Trider.....	231	Folleigh.....
" 3.	18·15		Shunting.....		A. Dunbar.....	177	Mulgrave.....
" 4.	18·40	86	Accommodation..	D. McIntosh.....	D. Duncan.....	169	New Glasgow....
" 6.	12·30		Shunting.....		H. Cummings...	131	Stellarton.....
" 6.	23·18	10	Express.....	J. Daley.....	J. Smith.....	155	Coldbrook.....
" 7.	10·50		Special.....	W. H. Thomson...	A. McCabe.....	42	Derby Junction..
" 9.	18·00	33	Express.....	G. C. Johnston...	W. E. Turner...	198	1½ miles west of St. George siding
" 10.	9·00		Working.....	J. Dorion.....	W. Fraser.....	219	2 miles east of Little Métis.
" 10.	9·20		Ballast.....	C. D. Phillips...	J. B. Champion.	221	D.W.T. Halifax..
" 14.	13·00		Special.....	H. B. Hanes.....	T. Edwards.....	154	Milford.....
" 19.	23·00		Shunting.....		J. Cloutier.....	183	Pt. St. Charles..
" 21.	16·30		".....		H. Cummings...	121	Stellarton.....
" 26.	4·35		Special.....	A. J. Shanrahan..	W. Atkinson...	133	Sydney.....
" 26.	17·00		".....				Truro.....
" 27.	23·00		Special.....	E. Perron.....	O. Gapson.....	258	Ste. Flavie.....
" 30.	15·30		Shunting.....		W. McKay.....	117	Riv. du Loup....
" 30.	19·35		".....		W. G. McDonald.	75	Sydney.....
Oct. 7.	11·30		".....				Halifax.....
" 8.	11·30		Shunting.....		G. Cameron.....	195	Near Lévis.....
" 8.	19·35		".....		A. Sterling.....	A	St. John.....
" 9.	11·35		".....		R. James.....	189	".....
" 10.	24·00		".....		A. Robbins.....	35	Truro.....
" 12.	8·15		Special.....	E. Herrett.....	A. Probert.....	87	Westville.....
" 13.	5·50		".....	M. McGillivray..	J. Cummings...	176	New Glasgow....
" 15.	9·00		".....	F. Black.....	H. Thomson.....	178	".....
" 19.	6·20		Working.....	C. W. Phillips...	W. Smith.....	216	Near Truro.....
" 20.	22·10		Special.....	Z. Filteau.....	J. Couturier...	205	Hadlow.....
" 22.	14·00		Shunting.....		W. H. Anderson.	94	St. John.....
" 24.	7·30		".....		W. G. McDonald.	75	Sydney.....
" 24.	15·30		".....			75	".....
" 25.	12·15		".....		J. G. Stockford.	207	Cumming's Ballast Pit.
" 26.	16·25	109	Freight.....	C. Couchy.....	J. Dussault....	38	St. Leonard.....
" 28.	12·45	25	Express.....	W. J. Dickson...	C. Atkinson....	169	Memramcook....
" 28.	12·30		Shunting.....		M. Tobin.....	190	D. W. T., Halifax

\* Jury recommended that strong measures be taken to prevent boys from trespassing unnecessarily

## SESSIONAL PAPER No. 20

## RAILWAY.

of the Intercolonial Railway during the Year ended June 30, 1902—*Continued.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
Mrs. W. Sutherland.	Neither....	Walking on track, struck by engine	Shoulder dislocated, leg cut.	
N. Plourde.....	Employee..	While coupling.....	Thumb taken off.....	
A. Laliberte.....	"	"	Finger injured.....	
C. J. McDonald..	"	"	Slightly injured.....	
L. P. Hardy (boy).	Neither....	Fell from cars which were being shunted and was run over.	Fatal.....	Accidental.
S. E. Hue.....	Passenger..	Fell from moving train.....	Face cut, shoulder hurt..	
J. Byers.....	Employee..	While coupling.....	Considerably injured..	
A. McDonald.....	Neither....	Crossing track with team, struck by train.	Slightly injured.....	
M. Seaman.....	Employee..	While coupling.....	Fingers injured.....	
Mrs. J. Lambert..	Passenger..	Fell while getting off moving train	Seriously injured, since died.	
T. Graham.....	Employee..	While coupling.....	Slightly injured.....	
Mr. Spradley....	"	Fell from moving train.....	Considerably injured....	
J. Poirier.....	"	Trying to board moving train...	Foot badly injured.....	
Miss Lovett (little girl).	Neither....	Cable of plough broke and knocked down post which hit her.	Jaw broken.....	
K. McKenzie....	Passenger..	Fell between station platform and train.	Knee slightly injured...	
J. Johnston....	Neither....	Walking on track intoxicated, struck by engine.	Toes cut off.....	
Wm. McDonald (boy).	"	Jumped from cars which were being shunted.	Fatal.....	*Accidental.
R. A. McDonald..	Employee..	While uncoupling.....	Hand injured.....	
R. Campbell.....	"	While closing refrigerator, car door was struck by lever.	Head slightly injured....	
J. B. Thibault....	"	While coupling.....	Hand injured.....	
D. Levesque....	"	While shunting.....	Foot injured.....	
W. J. McPherson.	"	While coupling.....	Hand injured.....	
J. Ryan.....	"	Tripped over rail in yard.....	Leg injured.....	
C. Magnan.....	Neither....	Walking on track, struck by engine	Slightly injured.....	
A. Coates.....	Employee..	While coupling.....	Fingers injured.....	
W. Sullivan.....	"	While getting on front of moving engine.	Knee cap dislocated....	
T. O'Brien.....	Neither....	Asleep under box car which was being moved.	Leg slightly injured....	
A. A. Smith.....	Employee..	While coupling.....	Fingers injured.....	
A. Issard.....	Neither....	Crossing between cars.....	Foot injured.....	
F. Herrett.....	Employee..	While shunting.....	Hand injured.....	
P. LeBlanc.....	"	Climbing between cars, foot caught between drawbars.	Toes injured.....	
O. Begin.....	"	Caught between car and engine while shunting.	Fatal.....	Accidental.
A. Ward.....	"	Caught between drawbars while shunting.	Seriously injured.....	
D. Patriguin....	"	While coupling.....	Finger injured.....	
W. McPherson....	"	"	"	
A. H. McDonald..	"	"	Hand injured.....	
L. Lapointe....	"	While unloading freight.....	Foot injured.....	
A. C. Landry....	Neither....	Horse ran away and threw him in front of engine.	Fatal.....	Accidental.
A. Steele.....	Employee..	While shunting.....	Toes injured.....	

on railway property.

2-3 EDWARD VII., A. 1903

## INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the line

Date.	Time of Train.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1901.							
Oct. 30.	3 25	76	Freight.....	J. Beaulieu.....	A. Connell.....	243	Little Metis.....
" 31.	2:00		Shunting.....		C. McHugh.....	118	Moncton.....
" 31.	10:00	56	Freight.....	B. McLellan.....	E. Kennedy.....	210	Near Merigomish
" 31.	12:00		Shunting.....		J. Finney.....	35	Truro.....
Nov. 1.	16:00		Working.....	A. Vachon.....	O. Halle.....	104	Hadlow.....
" 11.	15:10		Shunting.....		H. Como.....	A	St. John.....
" 13.	2:00		".....		S. Stewart.....	35	Truro.....
" 16.	16:53	8	Express.....	J. H. Sproule.....	C. F. Whitney.....	55	Rothsay.....
" 18.	12:10		Special.....	D. McKenzie.....	A. B. Purdy.....	273	West River.....
" 18.	18 50		Shunting.....		W. Keith.....	5	Sydney.....
" 19.	16:35		Special.....	J. Baxter.....	T. Turpinet.....	26	New Glasgow.....
" 20.							Elmsdale.....
" 22.	5:30		Shunting.....		J. Deboo.....	126	Chaudiere Jct....
" 22.	7:30		".....		T. Hennessy.....	20	Truro.....
" 23.	17:00						Springhill.....
" 25.	13:05	147	Freight.....	J. Therrien.....	W. Blanchett.....	1	Drummondville..
" 26.	17:14		Special.....	R. J. McNeil.....	F. Satchell.....	133	Shenacadie.....
" 27.	15:25		Shunting.....		J. Gorham.....	242	Riv. du Loup....
Dec. 3.	22:30				N. Pearson.....	71	".....
" 7.	7:50		Special.....	A. J. Shanrahan..	F. Satchell.....	130	Orangedale.....
" 10.	22:30		".....	N. St. Pierre.....	H. Johnston.....	81	Drummondville..
" 11.	5:40		".....	J. S. Weatherbee..	T.W. Hennessey..	106	Stewiache.....
" 24.	22:45		Shunting.....		H. Cutten.....	124	Mulgrave.....
" 27.	8:30		".....		Sam'l Ritchie....	189	St. John yard...
" 28.	11:45	42	Freight.....	J. A. Bernier.....	J. Deveraux.....	137	Amqui.....
" 30.	21:25	34	Express.....	G. Levesque.....	C. E. Sawyer.....	76	Near R. du Loup.
" 30.	21:25	34	".....	G. Levesque.....	C. E. Sawyer.....	76	".....
" 31.	10:40	39	Freight.....	T. C. Ayer.....	J. Williamson.....	192	Eel River.....
1902.							
Jan. 1.	19:20		Shunting.....		C. McHugh.....	118	Moncton.....
" 8.	14:20	37	Freight.....	E. S. Vye.....	D. McQuarrie....	259	Gloucester Junc.
" 10.	14:25		Special.....	E. K. O'Brien.....	O. B. Purdy.....	101	Ferrona Junc....
" 10.	19:30		Shunting.....		G. Sorois.....	32	Campbellton....
" 11.	8:15	39	Freight.....	J. Swetnam.....	J. Williamson.....	192	Bathurst.....
" 14.	9:00		Shunting.....		G. Anderson.....	165	Moncton.....
" 18.	20:00		".....	H. Davis.....	T. Townsend.....	123	Pt. Tupper.....
" 20.	15:00		".....		J. McLellan.....	188	Halifax.....
" 22.	5:45		".....		M. Tobin.....	191	".....
" 22.	5:45		".....		J. Phinney.....	30	Truro.....
" 23.	23:50		Special.....	G. A. McKay.....	G. S. Baxter.....	62	Westville.....
" 29.	2:45	76	Freight.....	T. Coffey.....	W. Gross.....	283	Belmont.....
Feb. 7.	19:00		Shunting.....		L. Starratt.....	20	Truro.....
" 8.	24:10		Mail-Special..	J. L. Barnhill.....	J. Flavin.....	161	‡ mile west of Grand Lake.
" 9.	21:00		Special.....	J. L. Barnhill.....	R. Simpson.....	142	Westchester.....
" 9.	21:30		Shunting.....		O. Gilker.....	37	Ste. Flavie.....
" 12.	2:30		Special.....	J. T. McDonald.....	B. Titus.....	14	N. Sydney Junc
" 12.	15:30	5	Freight.....	J. Henderson.....	J. Stratton.....	254	Hampton.....

## SESSIONAL PAPER No. 20

## RAILWAY.

of the Intercolonial Railway during the Year ended June 30, 1902—*Continued.*

Name of Person injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury
Z. Sheehan.....	Employee..	Fell while trying to catch moving van.	Leg broken.....	
J. F. Armstrong..	"	While coupling.....	Finger smashed.....	
Mrs. Jas. Smith..	Neither.....	Attempting to cross track in front of moving train.	Fatal.....	Accidental.
W. C. Layton.....	Employee..	While shunting.....	Side injured.....	
F. LaPointe....	"	"	Foot injured.....	
J. Murray.....	"	"	Hand injured.....	
T. Hayman.....	"	While coupling.....	Finger broken.....	
J. Stewart.....	"	Crossing track, struck by engine..	Head cut, leg bruised...	
D. McKenzie.....	"	Fell while trying to board moving train.	Fatal.....	Accidental.
A. Gotro.....	Neither.....	Crossing track, struck by engine..	Leg cut off.....	
Geo. Barber.....	Employee..	While shunting.....	Fatal.....	Accidental.
W. Murphy (deaf mute).	Neither.....	Found on track, supposed to have been struck by train.	"	Accidental
O. Couture.....	Employee..	While coupling.....	Hand injured.....	
L. Bruce.....	"	While shunting.....	Fingers injured.....	
A. J. Munro.....	"	An anvil fell on his foot.....	Toe injured.....	
W. Dupont.....	"	While coupling.....	Hand injured.....	
D. C. McDonald..	"	Trying to make coupling.....	"	
J. Levesque.....	"	Struck by engine while walking on track.	Fatal.....	Accidental.
F. Durocher....	"	Walking on track, struck by engine	Leg cut off.....	
R. Kennedy.....	"	While coupling.....	Arm injured.....	
R. Hould.....	"	"	Fatal.....	Accidental.
J. S. Weatherbee.	"	Trying to climb on car, fell under wheels.	Leg cut off.....	
Arthur McLean..	"	While coupling.....	Two fingers cut off.	
John O'Neill.....	"	"	Thumb injured.	
J. Martin.....	"	Fell from car while shunting.....	Side injured.	
C. E. Sawyer.....	"	Train ran off the track.....	Leg broken.	
R. Marquis.....	"	"	Hands burned.	
Mrs. J. K. Hamilton.	Passenger..	Train stopped suddenly throwing her down in car.	Ankle broken.	
E. L. Seamens....	Employee..	Fell between cars while shunting.	Legs cut off; since died.	No inquest.
N. Norton.....	"	Getting off van, fell under wheel..	Foot injured.	
Arthur Murray..	"	While shunting.....	Hand injured.	
W. Smith.....	"	While coupling.....	"	
S. Hayward.....	"	"	Finger injured.	
W. Graves.....	"	"	Hand injured.	
L. Embree.....	"	"	Thumb injured.	
H. Andrews.....	Neither.....	Trying to cross between moving cars.	Foot injured.	
J. H. Marr.....	Employee..	While coupling.....	Hand injured.	
N. Gray.....	Neither.....	Trying to jump from moving train.	Leg crushed; since died.	Accidental.
C. Green.....	Employee..	While riding on pilot of engine..	Body crushed; since died.	Accidental.
N. Moor.....	Neither.....	Struck by engine.....	Head and hand injured.	
Mrs. A. J. Wright,	Passenger..	Car left track.....	Slightly injured.	
Miss N. Wright,	"	"	"	
Master A. E. Wright,	"	"	"	
Miss N. Viner..	"	"	Right eye cut.	
A. A. Fisher.....	Employee..	Caught between two cars.....	Hip and leg injured.	
Z. Berubé.....	"	While coupling.....	Finger injured.	
D. A. Cameron...	"	Fell from top of box car.....	Shoulder dislocated; arm injured.	
Mrs. McCarron..	Neither.....	Crawling under moving car.....	Foot injured.	

2-3 EDWARD VII., A. 1903

## INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the line

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1902.							
Feb. 15.	10 00		Shunting		O. Godsoe	52	St. John
" 15.	12 40		Special	J. Coulombe	F. Berubé	264	Isle Verte
" 17.	13 25	64	Express	C. J. Rhodes	W. McLeod	86	Windsor Junc.
" 20.	4 00		Special	A. Lemieux	O. St. Pierre	268	L'Islet
" 22.	8 20	33	Express	G. A. Walker	E. Parsons	71	Lévis
" 23.	12 60		Special	A. Gagnon	S. Ferguson	113	Drummondville.
" 28.	7 15	40	Freight	W. F. Ferguson	A. Cook	259	Gallagher Ridge.
" 28.	16 15				J. Clark	231	Halifax
Mar. 6	21 15		Shunting		A. Fogo	75	Sydney
" 11.	14 32	34	Express	A. B. Vance	J. Clark	232	Alton Crossing..
" 18.	19 00		Shunting		Thos. Townsend.	123	Pt. Tupper
" 22	9 30		Special	J. T. McDonald	J. Gazely	14	½ mile west of McIntyre's lake.
" 24.	14 00		Shunting		A. Urquhart	79	Stellarton
Apr. 1.	7 40	145	Express	S. Jones	J. Houston	132	Mitchell
" 8	7 45		Shunting		G. Sears	32	Canpbellton.
" 12.	3 30		"		J. Jones	442	Mulgrave
" 14.	7 13	83	Accommodation.	G. M. Armstrong.	A. H. Fryers	354	Aulac
" 19.	17 00		Special	L. S. Paulet	F. Cloutier	120	Hadlow
" 20.	16 15		Shunting		J. J. Flavin	440	Richmond
" 25.	20 15		"		O. McGrath	19	D.W.T. Halifax.
" 27.	14 00		"		W. Megarity		St. John
" 28.	21 25	86	Express	J. L. Chisholm	Wm. Wall	152	Elmsdale
May 2.	11 00		Special	J. F. Kelly	J. S. Mitchell	50	Trenton yard
" 3.	8 00		"	G. A. McKay	S. Black	85	Oxford Jet
" 4.	21 00		"	D. Marquis	W. Brooks	181	St. Fabien
" 6.	24 46	34	Express	E. McKenna	O. Gagnon	74	St. Fabien
" 6.	7 45		Shunting		J. Gilker	71	Little Metis
" 6.	7 45		Shunting		A. Fogo	47	Sydney River
" 9.	7 50	169	Freight	C. Couchy	G. Cloutier	81	Hadlow
" 9.	19 45	9	Express	J. B. Pollock	J. Hessian	153	Halifax
" 14	5 57	14	Freight	R. Doyle	G. Feetham	114	2 miles east of Stewiacke.
" 14.	20 30		Working	W. N. Bovard	D. Cool	217	Bathurst
" 16.	14 05		Special	F. Dixon	M. O'Shaughnessy.	211	Belledune
" 19.	14 13	25	Express	W. McClafferty	W. J. Hunter	61	Bloomfield
" 19.	10 16	76	Freight	J. L. Hebert	S. Gorham	247	Isle Verte
" 21.	12 30	41	"	J. B. Dubé	J. Deverance	261	Princess Siding
" 29.	11 15	58	"	T. Quinen	R. Wilson	275	Windsor Jct.
" 31.	14 40		Shunting		W. Coffey	52	St. John
June 1.	10 00	39	Freight	W. W. Irving	T. W. Henry	348	Jacquet River
" 3.	7 30		Shunting		P. O'Toole	43	Richmond
" 7.	10 00		"		A. Dunbar	442	Mulgrave
" 9.	17 00	42	Freight	J. Michaud	T. Matheson	266	St. Alexis
" 12.	13 00		Shunting		H. Cummings	79	Stellerton
" 14.	8 22		Special (passenger)	A. Robbins	W. J. Ellis	278	Greenville
" 15.	18 20		Mail (special)	R. Doyle	N. Purcell	157	Ferry crossing, Halifax.
" 18.	13 00		Special	R. W. Orchard	E. B. Price	100	Moffatt's Bridge.
" 19.	11 00	16	Freight	J. A. Hughes	J. McAuley	254	Belmont

## SESSIONAL PAPER No. 20

## RAILWAY.

of the Intercolonial Railway during the Year ended June 30, 1902—*Continued.*

Name of Person injured.	Whether Passenger or Employee.	Particulars of Accidents.	Extent of Injury.	Verdict of Coroner's Jury.
Fred. Ogilvie.....	Employee..	While coupling.....	Hand injured.	
C. Morin.....	"	"	Two fingers injured.	
Jane Pike.....	Neither....	Struck by train.....	Right leg injured.	
L. P. Wilson.....	Employee..	While coupling.....	Hand injured.	
C. E. Marquis....	"	"	"	
S. Ferguson.....	"	Fell from tender of engine.....	Foot injured.	
J. W. Patterson..	Passenger..	Train stopped suddenly, throwing him against arm of seat.	Head cut.	
J. Harris.....	Neither....	Trying to cross track; struck by engine.	Fatal.....	Accidental.
W. Moore.....	Employee..	While coupling.....	Hand injured.	
C. Fisher.....	Neither....	Crossing track in team; struck by train.	Slightly injured.	
D. O'Hanley.....	Employee..	While coupling.....	Hand injured.	
Capt. A. Stewart..	Neither....	Lying on track; struck by train..	Fatal.....	Accidental.
Paul Good.....	Employee..	While shunting.....	Hand injured.	
H. Lacharite....	Passenger..	While boarding moving train.....	Head cut.....	
B. Hachey.....	Employee..	While coupling.....	Thumb injured.....	
J. Byers.....	"	"	Finger injured.....	
Ed. King.....	Neither....	Trying to cross track in front of train.	Slightly injured.....	
F. Nolan.....	Employee..	While coupling.....	Thumb injured.....	
N. Perrie.....	"	Caught between deals and end of car.	Hand injured.....	
J. Drake.....	"	While coupling.....	"	
Jas. Murray.....	"	"	Fingers injured.....	
Mr. Sutherland..	Passenger..	Jumped from moving train.....	Head badly cut.....	
F. Strickland....	Employee..	While coupling.....	Hand injured.....	
E. L. Briggs.....	Employee..	While shunting.....	"	
Lieut. J. Irving..	Passenger..	Fell from moving train.....	Slightly injured.....	
M. Mullin.....	Employee..	Trying to board moving train.....	Toes injured.....	
A. H. McDonald..	"	Coupling cars.....	Fingers injured.....	
X. Jacques.....	Neither....	Struck by train.....	Foot injured.....	
R. Conrad.....	Employee..	Jammed between truck and engine	Leg slightly injured.....	
R. Rodgers.....	Neither....	Walking on track, struck by train.	Fatal.....	Accidental.
W. King.....	Employee..	Fell on rail.....	Hip injured.....	
M. Dooling.....	"	While shunting.....	Fingers injured.....	
Mrs. Fillmore and little boy named Brown.	Neither....	Trying to cross track, struck by train.	Fatal to both.....	Accidental.
N. Sirois.....	Employee..	Trying to board moving train.....	Back and legs injured.....	
J. Martin.....	"	Fell between cars.....	Head hurt.....	
S. Lindsay (boy)..	Neither....	Crossing track between cars.....	Leg injured.....	
H. Wetmore (boy).	"	Playing on track, fell under cars.	Foot injured.....	
— Doyle (boy)....	"	Trying to board moving train.....	Hand and head injured..	
F. Druhan.....	Employee..	While coupling.....	Fingers injured.....	
J. Clancy.....	"	Fell from moving engine.....	Fatal.....	Accidental.
C. Poirer.....	"	While unloading freight.....	Hand hurt.....	
D. W. Gordon....	"	While shunting.....	Fingers hurt.....	
Two children (immigrants).	Passengers..	Car left track.....	Slightly injured.....	
C. Purcell.....	Neither....	Crossing track in team, struck by train.	"	
Unknown man..	"	Struck by train.....	Fatal.....	Accidental.
Jas. McCurdy....	Passenger..	Thrown against window casing by train stopping quickly.	Eye slightly cut.....	

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## INTERCOLONIAL

RETURN of Accidents and Casualties which have occurred in Canada on the line

Date.	Time of Day.	No. of train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1902.							
June 19.	16:00		Shunting.....		John Walsh.....	443	Halifax.....
" 23.	3:00		"		A. B. Purdy.....	86	Pictou.....
" 23.	13:10	33	Express	F. Derouin.....	H. Goddard.....	125	Lévis.....
" 24.	7:00		Shunting.....		G. Sears.....	455	Campbellton.....
" 24.	19:20	86	Express	J. Buchanan.....	W. Wall.....	154	1½ miles west of Elmsdale.
" 25.	8:20	43	Freight..	A. Rioux.....	T. Berubé.....	256	St. Luce.....
" 26.	13:50		Shunting.....		W. Megarity.....	441	St. John.....
" 28.	11:00	86	Express	J. Martin.....	D. McLennan..	115	1 mile east of Shubenacadie.
" 28.	17:50		Shunting..		{ M. Tobin.....	188	} Halifax.....
" 30.	4:30				{ J. McLellan..	43	
" 30.							1½ miles west of Amqui.
" 30.							Pt. St. Charles..

GENERAL MANAGER'S OFFICE,  
MONCTON, N.B., October 8, 1902.

## SESSIONAL PAPER No. 20

## RAILWAY.

of the Intercolonial Railway during the Year ended June 30, 1902—*Concluded.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict of Coroner's Jury.
G. Sullivan . . . . .	Employee . .	Standing on box car, struck bridge while passing under it.	Slightly injured. . . . .	
J. McDonald . . . . .	" . . . . .	While shunting. . . . .	Hand injured . . . . .	
C. Goulet . . . . .	" . . . . .	Struck by engine. . . . .	Hip dislocated . . . . .	
J. Laviolette . . . . .	" . . . . .	While coupling . . . . .	Hand injured . . . . .	
B. Green . . . . .	Neither . . . .	Walking on track, struck by train.	Slightly injured. . . . .	
C. Morin . . . . .	Employee . .	Fell from top of box car . . . . .	Leg slightly injured. . . . .	
W. H. Needham . . . . .	" . . . . .	While coupling . . . . .	Fingers cut off . . . . .	
S. McKinnon . . . . .	Passenger . .	Fell from moving train. . . . .	Head cut . . . . .	
R. McLellan . . . . .	Employee . .	Trying to board moving train. . . .	Legs crushed, since died.	No inquest.
J. Desrosiers . . . . .	Neither . . . .	Found on track, supposed to have been struck by train.	Fatal . . . . .	Accidental.
Mr. Shields . . . . .	G.T.R. employee.	" . . . . .	" . . . . .	No inquest.

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## WINDSOR BRANCH RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,  
MONCTON, N.B., September 23, 1902.

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 June 30, 1902.

- No. 1.—Revenue account.  
No. 2.—Maintenance of way and works.  
No. 3.—General balance.  
No. 4.—Statement of earnings.

I also send you the report of the engineer of maintenance on the 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 show an increase over those of last year as follows:—

Earnings 1901-2 . . . . .	\$49,604 59
Earnings 1900-1 . . . . .	47,261 89
	<hr/>
Increase . . . . .	\$2,342 70

The earnings from freight traffic increased \$3,021.07. There was a decrease of passenger earnings of \$682.05.

The net earnings for the year were \$33,228.32.

The permanent way and works received necessary repairs and 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.

SESSIONAL PAPER No. 20 •

## No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT, Year ended June 30, 1902.

Previous Year.	Expenditure.	Year ended June 30, 1902.	Previous Year.	Earnings.	Year ended June 30, 1902.
§ cts.		§ cts.	§ cts.		§ cts.
16,862 66	Maintenance of way and works..	16,376 27	16,834 60	Passenger traffic ..	16,152 55
30,399 23	Balance..	33,228 32	29,279 13	Freight traffic ....	32,300 20
			1,148 16	Mails. ....	1,151 84
47,261 89		49,604 59	47,261 89		49,604 59

E. & O. E.,  
MONCTON, N.B. June 30, 1902.

T. WILLIAMS,  
*Chief Accountant and Treasurer.*

## No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE OF WAY AND WORKS, Year ended June 30, 1902.

Previous Year		Year Ended June 30, 1902.
§ cts.		§ cts.
9,328 30	Repairs of track.....	9,867 23
1,306 78	Rails and fastenings.....	197 38
2,173 59	Ties.....	3,937 59
651 00	Bridges.....	670 53
49 81	Signals.....	66 78
169 14	Culverts, cattle guards, etc.....	201 78
34 15	Wharf at Windsor.....	
1,342 42	Buildings and platforms.....	518 28
74 00	Hand cars and trolleys.....	0 90
354 11	Removing snow and ice.....	359 75
205 05	Tools and repairs of same.....	209 66
639 61	Fencing.....	223 24
488 52	Accountant's office and expenses.....	570 15
46 18	Miscellaneous.....	81 32
16,862 66		16,376 27

E. & O. E.,  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Accountant and Treasurer.*

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## No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL BALANCE, Year ended June 30, 1902.

Dr.

Cr.

		§ cts.			§ cts.
1902. June 30.	To Stores .....	384 09	1902. June 30.	By Dominion Accounts. . . .	633 33
	Old Rails .....	141 04			
	D. A. Ry .....	108 20			
		633 33			633 33

E. & O. E.,  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Accountant and Treasurer.*

## No. 4.—WINDSOR BRANCH RAILWAY.

MONTHLY STATEMENT OF RECEIPTS, ONE-THIRD EARNINGS.

Month.	Passenger Traffic.	Freight Traffic.	Mails.	Totals.
1901—July .....	1,893 20	2,125 72	96 91	4,115 83
August .....	2,143 89	2,268 07	96 90	4,509 86
September .....	2,484 25	3,631 97	96 91	6,213 13
October .....	1,965 09	4,171 09	96 91	6,233 09
November .....	1,111 57	3,971 56	96 90	5,180 03
December .....	1,077 48	2,710 85	96 91	3,885 24
1902—January .....	825 66	2,984 28	94 46	3,904 40
February .....	672 64	1,899 45	94 45	2,666 54
March .....	867 13	2,220 92	94 45	3,181 50
April .....	820 65	2,255 71	95 68	3,172 04
May .....	990 91	2,203 42	95 68	3,290 01
June .....	1,300 08	1,857 16	95 68	3,252 92
	16,152 55	32,300 20	1,151 84	49,604 59

E. & O. E.,  
MONCTON, N.B., June 30, 1902.

T. WILLIAMS,  
*Chief Accountant and Treasurer.*

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY, OFFICE OF THE ENGINEER OF MAINTENANCE,  
MONCTON, N.B., September 18, 1902.

SIR,—I have the honour to submit herewith the report of the maintenance of the Windsor Branch, for the year ending June 30, 1902.

#### TRACK.

During the past year 196 feet of four and a quarter inch rails which were worn at the ends were taken up. 43 feet of four inch, and 296 feet of four and a quarter inch rails were relaid

#### TIES.

14,671 ordinary ties have been renewed during the year.

#### SEMAPHORES AND SWITCHES.

Necessary repairs were made to semaphores and switches throughout the line where necessary.

#### FENCING.

40 rods of Page wire fence were erected during the year, and existing fences were overhauled and repaired.

#### BUILDINGS AND PLATFORMS

At Windsor, repaired freight platform. Part of the roof freight shed reshingled. Repaired clapboards and casing on station, and made repairs to the dwelling apartments. Necessary repairs were made to the passenger platforms.

At Mount Uniacke, built a temporary tank house 14' x 16', repaired passenger platform, put new sills under station and reshingled part of roof. Put a new door between waiting room and private apartments, and done necessary glazing to windows. Shingled and repaired freight shed.

At New Port, rebuilt passenger and freight platforms.

At Beaver Bank, repaired station platform.

#### BRIDGES AND CULVERTS

At Wilkins Bridge, tore down and rebuilt 30 cub. yds. masonry.

At Garlands Crossing, necessary repairs made to the masonry work of culvert.

At Sackville, Bridge, necessary repairs were made.

#### GENERAL.

Repaired buffer at Beaver Bank. Repaired scales at Ellershouse. Cattle guards and farm crossing gates were repaired where necessary.

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

T. C. BURPEE.  
*Eng'r Maint. of W. & W.*

J. E. PRICE, Esq.,  
General Superintendent,  
Moncton, N. B.

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## PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,  
 MONCTON, N.B., September 24, 1902.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway, for the fiscal year ended June 30, 1902.

I inclose the report of the Superintendent including statements of the various accounts, also the report of the Chief Engineer on the works charged to Capital Account.

The mileage of railway in operation was the same as last year, 209 miles.

The expenditure on Capital account during the year was \$475,997.04. The two principal items being for the Murray Harbour Branch and for the Hillsborough bridge.

The total cost of the railway on June 30, 1902, was.....	\$4,599,825 15
The working expenses for the year were.....	270,159 97
The gross earnings were.....	197,999 93
Difference.....	<u>72,160 04</u>

The gross earnings show an increase of \$4,116.45 over the previous year, the increase was in passenger traffic.

There was an increase of working expenses of \$8,393.73 due to the additional work done and the increased cost of labour and materials used.

The necessary work was done to maintain the permanent way and works, and the rolling stock, and they are in a state of efficiency.

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

D. POTTINGER,  
*General Manager, Government Railways.*

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

## SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY,  
SUPERINTENDENT'S OFFICE, CHARLOTTETOWN, P.E.I.

August 18, 1902.

SIR,—I have the honour to submit the following report on the working of the Prince Edward Island Railway for the fiscal year ended June 30, 1902 :—

I also inclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor and the 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 store 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 the railway in operation is the same as last year, 209 miles.

CAPITAL ACCOUNT.

The total expenditure to June 30, 1901, was \$4,123,827.21.

The additions during the year were as follows :—

Extension of sidings.....	\$	4,998 06
New machinery.....		5,000 00
Steel rails.....		6,000 00
Reducing curves.....		9,999 88
Hillsborough bridge.....		177,595 53
Murray Harbour Branch.....		272,404 47
		-----
Making the total cost on June 30, 1902.....		\$4,599,825 15

Extension of sidings.—A number of sidings were lengthened to the extent in all of 3,834 feet. (Particulars given under the head of 'sidings'.)

New machinery.—An air compressor and pneumatic tools, a new lathe, a stone crusher and a number of jack screws were added to the plant of the railway.

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Steel rails.—Good serviceable second-hand rails were purchased from the Inter-colonial Railway.

Reducing curves.—This consisted of 9,100 feet of grading, involving the removal of about 25,000 cubic yards of earth. The bridge over Wilmot River was raised 5 feet, and 1,700 feet of track had to be raised on an average of 4 feet. A cedar bridge was built over the Blueshank road, providing an under crossing instead of a grade crossing as formerly. The new work does away with three 9°, one 8° and two 6° curves, and saves 1,000 feet of track. Mr. Thomas Campbell is the contractor, and the work is nearly completed.

Hillsborough bridge.—Very good progress is being made at this undertaking. (Particulars are given by the chief engineer in his report).

Murray Harbour Branch.—The grading is nearly completed, and tracklaying has begun. (Further details are given by the chief engineer in his report). Two locomotives were purchased, and four passenger cars were built and charged under this head.

## REVENUE ACCOUNT.

The earnings show a small increase, and to the passenger traffic belongs the credit. The decline in the freight traffic is accounted for by a partial failure in the crops, caused by drought. Trade in general was very good throughout the province.

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

Gross earnings.....	\$197,999 93
Working expenses.....	270,159 97
Difference.....	<u>72,160 04</u>

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

In 1901-1902.....	\$ 197,999 93
1900-1901.....	193,883 48
Increase.....	<u>\$ 4,116 45</u>

The earnings from passenger traffic compare as follows :—

In 1901-1902.....	\$ 85,086 44
1900-1901.....	78,689 73
Increase.....	<u>\$ 6,396 71</u>

The earnings from freight traffic compare as follows :—

In 1901-1902.....	\$ 95,577 79
1900-1901.....	97,425 85
Decrease.....	<u>\$ 1,848 06</u>

The earnings from mails and sundries compare as follows :—

In 1901-1902.....	\$ 16,335 70
1900-1901.....	17,767 90
Decrease.....	<u>\$ 1,432 20</u>

## SESSIONAL PAPER No. 20

The number of passengers carried compare as follows :—

In 1901-1902.....	184,748
1900-1901.....	157,793
Increase.....	<u>26,955</u>

The weight of freight carried compares as follows :—

	Tons.
In 1901-1902.....	75,381
1900-1901.....	73,696
Increase.....	<u>1,685</u>

## WORKING EXPENSES.

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

In 1901-1902.....	\$ 270,159 97
1900-1901.....	261,766 24
Difference.....	<u>\$ 8,393 73</u>

The expenditure is large in consequence of the high price of fuel, lumber, iron, ties and other material used in repairs to cars, timber for wharfs and repairs to buildings, and the maintenance of the track.

The average compare with the previous year as follows :—

Per mile run by engines.

In 1901-1902.....	\$ 76 77
1900-1901.....	<u>76 06</u>

Per mile run by trains.

In 1901-1902.....	\$ 98 65
1900-1901.....	<u>96 88</u>

Expenditure per mile of railway.

In 1901-1902.....	\$ 1,292 63
1900-1901.....	<u>1,246 50</u>

## TRACK.

There were renewed during the year 58,000 ordinary ties, 30 sets of switch ties, 30 head-blocks with frames, and 1,500 second grade ties were used in yards and sidings.

## SIDINGS.

At DeBlois the siding was extended 300 feet.

Alma	"	"	275	"
Elmsdale	"	"	350	"
Coleman	"	"	450	"
Northam	"	"	350	"
Bedford	"	"	192	"
Tracadie	"	"	376	"
Marie	"	"	292	"
Midgell	"	"	200	"
Selkirk	"	"	534	"
Perth	"	"	90	"

Kirkwood a temporary siding of 425 feet was erected, Elmsdale, Tracadie and Selkirk were made through sidings.

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## FENCING.

There were 32,776 feet of Page wire erected on new cedar posts, and 3,000 feet of barbed wire. 7,233 feet of snow fence were rebuilt, and repairs were made to fences where necessary. Sixty farm gates were renewed.

## BALLASTING.

1,932 cars of ballast were distributed, and 359 cars of clay were used in widening embankments and grading yards.

## BRIDGES AND CULVERTS.

Sixteen culverts were rebuilt during the year: two cast iron pipe culverts put in, and all bridges needing repairs were attended to. Twenty-eight cattle guards were rebuilt. The iron bridge at Morell received two coats of paint.

## WHARFS AND BREASTWORKS.

At Summerside a new slip was made for the accommodation of the winter steamer *Stanley*, and very extensive repairs were made to the wharf. In order to provide better facilities for the handling of freight the warehouses were raised and moved further in from the west side of the wharf, making a good roadway round them. In effecting repairs the following material was used: 13 pieces hemlock timber, 1,260 feet spruce plank, 5 pieces birch timber, 200 feet spruce boards, 2 kegs spikes, 13 screw bolts, 19 creosoted piles, 89 hemlock piles, 2 creosoted mooring posts, 7 hemlock mooring posts, 320 lineal feet outside fenders, 500 feet 6" x 12" cedar, 12 pieces hard pine 12" x 12", 30 feet long, 1,548 lineal feet 12" x 12" hemlock, 174 feet 12" x 12" hemlock curb timber, 172 hardwood plank, cross ties and stringers 8,898 feet 12" x 12" hemlock; in raising warehouse 11,880 feet 12" x 12" hemlock timber; for covering wharf 17,772 feet 3" hemlock deal, 22 cars stone, 7 cars poles, 5 cars slabs, 16 cars brush and 22 cars clay.

At Charlottetown the following material was used in making repairs to the wharf: 37 piles 30 feet long, 32 piles 15 feet long, 2,230 cubic feet 12" by 12" hemlock timber, 27 cars muck, 12 cars brush, 48 pieces 12" by 12" hemlock, 56 pieces 10" x 12" hemlock and 600 butt bolts.

At Georgetown, 5 piles 37 feet long, 5 pieces 10" x 12" hemlock timber, and 35 butt bolts were used in repairing wharf.

## BUILDINGS AND PLATFORMS.

Tignish—One side of roof of freight house was reshingled.

St. Louis—Platform, 200 feet long, rebuilt.

Bloomfield—80 feet of platform rebuilt.

West Devon—Platform rebuilt.

McNeill's Mills—Platform rebuilt.

Port Hill—Station platform was rebuilt.

Summerside—The coal shed was raised, the foundation partly renewed, and the building repaired. The engine house was partly reshingled, and new sills put under the building. One new door was put in wharf warehouse, and station platform recovered with 2" plank.

Traveller's Rest—Platform rebuilt.

Kensington—The agent's dwelling was repainted, papered and thoroughly renovated within, and station platform repaired.

Emerald—Agent's dwelling was repainted and papered throughout, and station platform repaired.

## SESSIONAL PAPER No. 20

Cape Traverse—Agent's dwelling was repainted and papered. New doors were put on engine house, and the roof repaired.

Albany—A new cattle pen was built, and the station platform repaired.

Bradalbane—Cattle pen was rebuilt and enlarged.

Hunter River—Roof of one side of station was reshingled, and new door put on freight house. The agent's dwelling was thoroughly renovated within, all the rooms being repainted and papered.

Colville—Station and platform were rebuilt.

Milton—Station and platform rebuilt.

Royalty Junction—Platform recovered with 1-in. spruce boards.

Charlottetown—Floor in baggage room relaid, roadway in front of store re-planked, cashier's office sheathed and painted, new doors put on ice house, gates at loading platform renewed, and other necessary repairs made to the buildings.

York—New floor put in waiting room.

Bedford—Platform extended 80 feet,

Tracadie—Station moved to a more suitable location, and platform rebuilt.

Mt. Stewart—Agent's dwelling was re-painted and papered.

St. Peter's—Agent's dwelling was papered, re-painted and thoroughly renovated.

Bear River—Office sheathed and painted, waiting room replastered and repainted, building raised one foot, new sills put under it and partly reshingled, also repainted on outside.

Souris—Roof of warehouse on wharf was reshingled, and new roof put on well house at station.

Peakes—Station platform was rebuilt.

Cardigan—Platform was extended 25 feet, new floor put in waiting room, and cattle pen rebuilt.

Georgetown—New waiting room, 20 by 20 feet, built on end of wharf for the accommodation of passengers by winter boat.

## STORES.

The value of stores purchased was.....	\$117,248 56
The value of stores used was.....	126,478 53
The value of old material sold was.....	5,316 26

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

Ordinary stores .....	\$51,071 78
Fuel .....	7,754 30
Iron and steel rails and fastenings.....	6,290 48
Old material for sale.....	1,862 38
	<hr/>
	\$66,978 94

## GENERAL.

The rolling stock, road bed, and buildings have been maintained in a state of efficiency.

I inclose a return of minor casualties which occurred during the year.

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

G. A. SHARP, *Superintendent.*

D. POTTINGER, Esq.,

General Manager, Government Railways,

Moncton, N.B.

2-3 EDWARD VII., A. 1903

## PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT,  
CHARLOTTETOWN, P.E.I., July 29, 1902.

SIR,—I beg to submit for your information the following statement of the operation of the Mechanical Department for the year ending June 30, 1902:—

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

## LOCOMOTIVES.

Two new engines were purchased from the Kingston Locomotive Works (Nos. 24 and 25) and charged to capital account.

Six engines received specific repairs, and 9 heavy repairs.

The following work was performed and new parts supplied:—

Two engines had their cylinders bored out, received new fires boxes, pistons, balance valves, slides, crossheads, driving and truck boxes, and cab mountings, and had all wearing parts renewed. Four tenders and 12 injectors were largely rebuilt. Three locomotives received new extension smoke boxes. 2,700 tubes were pieced and put in locomotive boilers. Six pop valves, 6 whistles, 100 sets of steam packing, and 30 new driving and truck springs were made. 186 car axles, 14 sets of truck wheels, and 28 sets of driving wheels were turned. 304 wheels were bored and pressed on axles. 32 sets of new truck boxes were fitted with spring covers. 3,877 lbs. of nuts were tapped. 12,000 bolts were forged and threaded. 89,187 lbs. of iron and 1,037 lbs. of steel were forged. 130 driving and truck springs were repaired. In addition to this a great many running repairs were made which are too numerous to mention.

We have placed in machine shop one new 16-inch shaping machine and a new air compressor, and in connection with the latter have furnished all the shops with 2-inch pipe, and I am happy to say that we have now better facilities for doing work than ever before.

## ROAD DEPARTMENT.

Sixteen new frogs, 13 sets of switch gear, and 12 smoke stacks were made.

Fourteen frogs, 3 sets of track scales, 6 sets of small scales, and 8 track ratchets were repaired.

26,116 lbs. of iron and 485 lbs. of steel were forged.

575 lbs. of nuts were tapped.

One bridge was erected and stayed for Wellington.

A great many repairs were made to tools in addition to this which are too numerous to mention.

## BRASS FOUNDRY.

Output : 3,877 lbs. of brass castings, 48 battery zincs.

## PAINT SHOP.

Five station dwellings, 10 stations, 3 first class cars, 6 second class cars, 31 box cars, 5 stock cars, 22 flat cars, 159 car roofs, 13 freight and baggage trucks, and 10 locomotives were painted.

## SESSIONAL PAPER No. 20

Eight first-class cars, 4 second class cars, 3 baggage cars, and one locomotive were cleaned and varnished.

264 panes of glass were put in buildings, and 37 sashes glazed for stations.

Freight office and station at Charlottetown were painted inside and out.

For the Murray Harbour Branch 5 tide-boards, 5 level rods and 5 boxes were stained and varnished.

## CAR SHOP.

Two second class and baggage cars combined were built, and two first class almost finished, all of which were charged to capital account.

Thirteen platform cars, 2 coal cars, 2 box cars, 2 stock cars, one auxiliary van, and 1 snow-plough were rebuilt.

Four first class, 4 second class and nineteen box cars, and 4 flangers received heavy repairs.

Five first class cars, 6 second class cars, 25 box cars, 20 platform cars, one flanger and two snow-ploughs received light repairs.

## ROAD AND TRAFFIC DEPARTMENTS.

Five cattle stages, 35 loading platforms, and 14 switch frames were made and mounted.

Eight gates, 23 boxes, 1 ticket case, 1 large parcel case, 7 coal wagons, 1 office desk, 4 pairs of sashes and frames, 7 doors and door frames, 4 signal ladders and 6 freight trucks were manufactured.

Two freight trucks were repaired.

Three large and 6 small weigh scales were repaired and new foundations put in.

100 barrels of plugs were cut.

Four lorries were made, and other sundry jobs done for the Murray Harbour Branch.

Yours respectfully,

W. S. POOLE,

*Mechanical Superintendent.*

G. A. SHARP, Esq.,

Superintendent, P.E.I. Railway, Charlottetown, P.E.I.

2-3 EDWARD VII., A. 1903

## PRINCE EDWARD ISLAND RAILWAY.

RETURN of Accidents and Casualties which have occurred on the line of the Prince Edward Island Railway during the Year ended June 30, 1902.

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Engine 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.
1901.												
July 12	8.50 p.m.	2	Express	G. Louton	C. McElman	10	Summerside	John L. Weatherbie.	Neither.	Struck by train while crossing track.	Fatally injured.	Accidental.
Sept. 20		8	Mixed	A. Gillis	H. J. Love	6	Kensington	Isaac Clarke	Employee	Struck by gillpoker	Body injured	
Oct. 7					H. J. Love	21	Charlottetown	J. H. Buxton	"	Knee injured while oiling engines.	Wound in knee cap.	
" 19	6.00 p.m.	21	Mixed	J. McAnshin	D. McEwen	21	North Wiltshire.	D. A. McKay	"	Hand caught while coupling cars.	Two fingers crushed.	
Nov. 5							St. Teresa	I. Kneebone	"	Hip injured by fall	Injury to hip	
" 20							Charlottetown	N. McInnis	"	Hand crushed by pile-driver.	Two fingers amputated.	
" 25							Hughes Siding	Jos. White	"	Thrown from hand car	Body and head injured.	
Dec. 3	2.00 p.m.	11	Mixed	D. McKenna	C. McElman	22	Miscoucle	A. Stetson	"	Leg injured while handling freight.	Leg injured	
" 4	11.30 a.m.	16	"	J. R. McKee	A. J. McLaine	6	Souris	F. A. McDonald.	"	Ankle sprained while alighting from train.	Ankle sprained	
1902.												
Jan. 7	6.05 p.m.	3	Mixed	D. McKenna	J. Millman	10	Kensington	W. Essoy	"	Fell off train	Head injured	
May 15			Shunting		J. Dalziel	13	Charlottetown	John N. McLean.	"	Hand injured while coupling cars.	Hand crushed	
May 22	8.50 p.m.	1	Express	F. Kelly	J. Yeo	8	Summerside	W. Wilson	Neither.	Getting on train fell between platform and car.	Foot crushed	

## SESSIONAL PAPER No. 20

## No. 1.—PRINCE EDWARD ISLAND RAILWAY.

DR.		CAPITAL ACCOUNT.		CR.		
1901.		§	cts.	1901.	§	cts.
June 30.	To cost of road and equipment, to date.....	4,123,827	21	June 30.	By Dominion of Canada	4,123,827 21
1902.				1902.		
June 30.	To expenditure, year ended June 30, as follows:—			June 30.	"	475,997 94
	Extension of sid- ings.....	§	4,998 06			
	New machinery..		5,000 00			
	Steel rails.....		6,000 00			
	Reducing curves.		9,999 88			
	Hillsborough bridge.....		177,595 53			
	Murray Harbour Branch.....		272,404 47			
			475,997 94			
			4,599,825 15			4,599,825 15

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., June 30, 1902.

## No. 2.—PRINCE EDWARD ISLAND RAILWAY.

DR. REVENUE ACCOUNT for Year ended June 30, 1902. CR.

Previous Year.	Expenditure.	Year ended June 30, 1902.	Previous Year.	Receipts.	Year ended June 30, 1902.
§		§	§		§
cts.		cts.	cts.		cts.
73,813 90	Locomotive power, per Abstract No. 1.....	76,193 20	78,689 73	Passenger traffic.....	85,086 44
42,836 26	Car expenses, per Abstract No. 2.....	44,347 99	97,425 85	Freight traffic.....	96,577 79
93,213 25	Maintenance of way and works, per Abstract No. 3	99,080 81	17,767 90	Mails and sundries.....	16,335 70
36,281 47	Station expenses, per Ab- stract No. 4.....	37,920 98	193,883 48	Total receipts.....	197,999 93
12,621 36	General charges, per Ab- stract No. 5.....	12,616 99	67,882 76	Balance.....	72,160 04
261,766 24	Totals.....	270,159 97	261,766 24	Totals.....	270,159 97

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., June 30, 1902.

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## No. 3.—PRINCE EDWARD ISLAND RAILWAY.

## LOCOMOTIVE POWER (Abstract No. 1.)

Previous Year.	Details.	Year ended June 30, 1902.
§ cts.		§ cts.
1,075 29	Mechanical superintendent's salary, clerks, office and travelling expenses...	2,289 31
21,100 38	Wages of drivers, firemen and cleaners.....	21,646 26
27,913 56	Fuel.....	29,429 13
2,398 83	Oil, tallow, waste and small stores.....	1,485 08
18,992 09	Repairs to engines, tenders and engine tools.....	18,715 63
468 95	Water, including pump and tank repairs.....	600 54
1,864 80	Miscellaneous.....	2,027 25
73,813 90	Totals.....	76,193 20

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., June 30, 1902.

## No. 4.—PRINCE EDWARD ISLAND RAILWAY.

## CAR EXPENSES (Abstract No. 2.)

Previous Year.	Details.	Year ended June 30, 1902.
§ cts.		§ cts.
7,782 14	Repairs to passenger cars.....	5,352 53
3,336 27	" postal, express and baggage cars.....	1,177 85
5,270 46	" freight cars and vans.....	10,032 40
453 97	" snow ploughs and flangers.....	1,170 35
21,250 49	Wages of conductors, train baggage masters and brakemen.....	21,061 48
688 09	Oil and waste for packing.....	595 91
2,799 71	Small stores and fuel.....	3,576 86
1,253 13	Miscellaneous.....	1,380 61
42,836 26	Totals.....	44,347 99

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., June 30, 1902.

## SESSIONAL PAPER No. 20

## No. 5.—PRINCE EDWARD ISLAND RAILWAY.

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

Previous Year.	Details.	Year ended June 30, 1902.
§ cts.		§ cts.
360 40	Engineer's salary, clerks, office and travelling expenses .....	321 08
48,626 05	Wages in repairing roadway, fences and semaphores .....	44,487 62
9,937 26	Rails, chairs and spikes .....	4,021 55
13,666 46	Ties .....	24,823 44
2,706 98	Timber and lumber for repairs to bridges, cattle guards, etc. ....	5,988 36
7,354 74	Repairs to wharves .....	6,813 06
5,454 66	" buildings and platforms .....	10,172 30
1,490 83	" tools .....	1,585 28
6,615 87	Clearing ice and snow .....	868 12
96,213 25	Totals .....	99,080 81

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., June 30, 1902.

## No. 6.—PRINCE EDWARD ISLAND RAILWAY.

## STATION EXPENSES—(Abstract No. 4).

Previous Year.	Details.	Year ended June 30, 1902.
§ cts.		§ cts.
23,261 62	Salaries and wages of station masters, agents, clerks, telegraph operators, station baggage masters, yardmasters, switchmen, watchmen and labourers .....	29,104 76
8,019 85	Fuel, oil, light, stationery and other incidental expenses .....	8,816 22
36,281 47	Totals .....	37,920 98

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., June 30, 1902.

2-3 EDWARD VII., A. 1903

## No. 7.—PRINCE EDWARD ISLAND RAILWAY.

## GENERAL CHARGES.—(Abstract No. 5.)

Previous Year.	Details	Year ended June 30, 1902.
§ cts.		§ cts.
5,898 22	Superintendents' and train dispatchers' salaries, clerk's office and travelling expenses.....	6,443 63
4,788 01	Accountant and auditors', paymasters' and cashiers' salaries, clerk's office and travelling expenses.....	4,996 60
651 01	Advertising.....	294 01
578 05	Damages to men, animals and goods.....	377 94
446 95	Telegraph expenses (not including pay to operators).....	371 74
259 12	Miscellaneous.....	133 07
12,621 36	Totals.....	12,616 99

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., June 30, 1902.

## No. 8.—PRINCE EDWARD ISLAND RAILWAY.

## STATEMENT OF GENERAL STORES ACCOUNT, Year ended June 30, 1902.

1901.	DR.	§ cts.	§ cts.
June 30...	To balance brought forward .....		73,924 24
1902.			
June 30...	Purchases during the year, including rails.....	117,248 56	
	Charges from other departments.....	10,095 61	
	Pay rolls.....	1,189 04	
			128,533 21
	CR.		
June 30...	By issues during the year.....		202,457 45
	Balance {		
	Ordinary stores.....	\$ 51,947 78	
	Fuel.....	7,754 30	
	Rails and fastenings on hand.....	6,824 36	
	Old material serviceable.....	452 50	
			66,978 94

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., June 30, 1902.

## SESSIONAL PAPER No. 20

## No. 9.—PRINCE EDWARD ISLAND RAILWAY.

DR.	GENERAL BALANCE.		CR.		
	\$	cts.	\$	cts.	
General stores .....	66,978	94	Dominion Account .....	79,372	18
Cash .....	2,223	97	John McDougall & Co. ....	878	75
Stations .....	1,281	20	Rhodes, Curry & Co .....	631	13
Through ticket ledger. ....	213	92			
Post Office Department .....	2,536	40			
Militia Department .....	234	49			
Anglo-American Telegraph Co. ....	46	43			
Judge Weatherbie .....	30	00			
Sidney Grey .....	30	00			
Railway Extension, Charlottetown ..	812	83			
B. & M. Rattenbury .....	76	20			
Intercolonial Railway .....	1,367	74			
Accident Insurance .....	1,366	22			
M. J. Haney .....	3,683	72			
Totals .....	80,882	06	Totals .....	80,882	06

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWN, P.E.I., June 30, 1901.

2-3 EDWARD VII., A. 1903

## No. 10.—PRINCE EDWARD ISLAND RAILWAY.

COMPARATIVE STATEMENT of Averages for Years ended June 30, 1902 and 1901.

Details.	1902.	1901.
Mileage of railway open .....	209	210
Engine mileage.....	351,907	344,144
Train mileage.....	273,832	270,255
Car mileage.....	1,658,968	1,645,521
Receipts per engine mile..... Cents.	56·26	56·34
"    mile of railway..... Dollars.	947·36	923·25
Percentage of passenger earnings to gross receipts .....	42·97	40·59
"    freight    "    "    .....	48·78	50·25
"    other    "    "    .....	8·25	9·16
Expenses per engine mile:—		
Drivers, firemen and cleaners wages.....	6·15	6·13
Fuel .....	8·36	8·11
Oil, tallow, waste and small stores .....	·42	·70
Repairs to engines.....	5·32	5·52
Water and tank repairs.....	·17	·13
Miscellaneous.....	·58	·54
	21·00	21·13
Mechanical superintendent's salary, office and travelling expenses .....	·65	·31
Total..... Cents.	21·65	21·44
Locomotive power, per engine mile.....	21·65	21·44
Car expenses .....	12·60	12·45
Maintenance of way and works, per engine mile.....	28·16	27·96
Station expenses.....	10·77	10·54
General charges.....	3·59	3·67
Total per engine mile..... Cents.	76·77	76·06
Locomotive power, per train mile .....	27·82	27·32
Car expenses .....	16·19	15·85
Maintenance way and works .....	36·18	35·60
Station expenses .....	13·85	13·43
General charges.....	4·61	4·68
Total per train mile..... Cents.	98·65	96·88
Working expenses, per mile of railway..... Dollars.	1,292·63	1,246·50

W. T. HUGGAN,

*Accountant and Auditor.*

CHARLOTTETOWNS, P.E.I., June 30, 1902.

SESSIONAL PAPER No. 20

A.—PRINCE EDWARD ISLAND RAILWAY.  
MECHANICAL DEPARTMENT.

STATEMENT of Cost of Locomotive Power for the Year ended June 30, 1902.

MONTHS.	Miles run by Engines less ballasting.	COST OF										AVERAGE PER 100 MILES.									
		Mechanical Superintendents salary, Clerks and Office Expenses.	Enginemen's Wages.	Fuel.	Oil, Wastes, &c.	Repairs.	Water.	Engin Houses and Turntables.	Total.	Mechanical Superintendents salary, &c.	Wages.	Fuel.	Oil, Wastes, &c.	Repairs.	Water.	Engin Houses and Turntables.	Total.				
		%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.	%	cts.				
1901—July .....	34,031	93 35	2,035 44	3,262 34	153 69	1,883 13	112 90	89 00	7,629 85	0 27	5 98	9 59	0 45	5 54	0 33	0 26	22 42				
August .....	31,489	187 42	1,847 33	3,011 28	102 32	1,514 67	.....	109 26	6,772 28	0 59	5 87	9 56	0 32	4 81	.....	0 35	21 50				
September .....	29,199	206 58	1,854 42	2,743 52	111 95	1,177 16	112 50	109 69	6,315 82	0 70	6 35	9 39	0 38	4 04	0 39	0 38	21 63				
October .....	32,048	190 97	1,852 55	3,161 84	132 33	1,614 01	.....	172 66	7,124 36	0 58	5 68	9 69	0 40	4 94	.....	0 53	21 82				
November .....	31,700	200 17	1,757 89	3,291 46	133 12	1,816 22	23 98	191 36	7,414 20	0 63	5 54	10 39	0 42	5 73	0 08	0 60	23 59				
December .....	30,025	187 98	1,735 26	3,357 25	157 67	1,826 37	130 40	376 01	7,770 94	0 61	5 67	10 96	0 51	5 97	0 42	1 23	25 37				
1902 January .....	23,356	200 67	1,732 47	2,484 32	113 80	2,016 34	13 22	230 56	6,851 38	0 86	7 67	10 64	0 49	8 64	0 06	0 98	29 34				
February .....	23,485	195 13	1,697 75	2,549 84	128 56	1,532 97	16 08	231 67	6,352 00	0 83	7 23	10 86	0 55	6 53	0 07	0 98	27 05				
March .....	23,921	231 58	1,819 44	2,045 87	125 75	1,571 46	0 82	139 25	5,434 17	0 97	7 60	8 55	0 52	6 56	0 03	0 58	21 81				
April .....	28,740	203 71	1,604 55	1,097 83	101 67	990 52	117 24	157 18	4,272 70	0 71	5 58	3 82	0 35	3 45	0 41	0 55	14 87				
May .....	32,644	192 82	1,978 01	1,155 60	125 53	1,517 61	8 30	83 91	5,061 81	0 59	6 06	3 54	0 38	4 65	0 03	0 25	15 50				
June .....	30,069	198 93	1,671 15	1,267 98	98 69	1,255 14	65 10	136 70	4,693 69	0 66	5 56	4 22	0 33	4 17	0 21	0 45	15 60				
Totals .....	351,907	2,289 31	21,646 26	29,429 13	1,485 08	18,715 63	600 54	2,027 25	76,193 20	9 65	6 15	8 36	0 42	5 32	0 17	0 58	21 65				

S. F. HODGSON,  
Mechanical Accountant.

2-3 EDWARD VII., A. 1903

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.
1901—July . . . . .	4,208	12,941	14,399	2,337	168	29,845	192	6,785	36,822
August . . . . .	4,018	11,683	14,337	5,182	48	31,250	62	5,874	37,186
September. . . . .	3,859	9,736	13,665	3,945	.....	27,346	298	6,095	33,739
October . . . . .	3,667	10,437	16,000	414	.....	26,851	.....	6,361	33,212
November. . . . .	3,573	7,340	17,866	.....	.....	25,206	59	6,435	31,700
December . . . . .	3,515	10,115	14,497	.....	.....	24,612	.....	6,013	30,625
1902—January . . . . .	3,026	3,598	12,959	.....	.....	16,557	49	6,750	23,356
February . . . . .	3,029	3,714	13,060	.....	270	17,044	199	6,242	23,485
March . . . . .	3,140	3,509	13,613	.....	.....	17,122	249	6,550	23,921
April. . . . .	3,390	7,016	14,573	.....	64	21,653	.....	7,087	28,740
May. . . . .	3,929	10,576	14,573	2,088	44	27,281	236	7,470	34,987
June . . . . .	3,511	10,012	13,019	1,699	.....	24,730	142	7,236	32,108
Totals.....	42,865	100,677	172,561	15,665	594	289,497	1,486	78,898	369,881

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## ISLAND RAILWAY.

## DEPARTMENT.

of Locomotives for the Year ended June 30, 1902.

Total Mileage.		Average Mileage.			Consumption.				Consumption per 100 miles run by Engines.			
Cars.	Snow Ploughs.	Average of Cars per Mile run with Train.	Miles to one hour in steam.	Of cars to one of engines.	Tons of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Oil.	Pints of Valve Oil.	Pounds of Waste.
187,914	.....	6.33	8.75	5.10	635	1,534	454	629	3,048	4.16	1.23	1.70
200,159	.....	6.41	9.25	5.38	647	1,561	388	602	3,897	4.19	1.04	1.61
174,283	.....	6.37	8.74	5.17	578	1,544	428	618	3,897	4.58	1.26	1.83
165,801	.....	6.18	9.05	4.99	612	1,400	292	546	4,128	4.21	0.88	1.64
153,289	.....	6.08	8.87	4.83	619	1,308	326	500	4,374	4.12	1.03	1.57
134,058	189	5.45	8.71	4.38	621	1,268	368	538	4,542	4.14	1.20	1.75
100,338	.....	6.06	7.71	4.30	460	1,068	189	420	4,412	4.57	0.77	1.80
115,271	1,448	6.76	7.75	4.90	450	1,071	264	468	4,292	4.56	1.12	1.99
110,355	599	6.44	7.62	4.61	420	1,088	228	563	3,933	4.55	0.95	2.10
137,875	.....	6.39	8.49	4.80	370	1,202	292	493	2,883	4.18	1.01	1.71
162,157	.....	5.95	8.90	4.63	500	1,256	300	485	3,201	3.59	0.86	1.38
146,993	.....	5.94	9.15	4.58	380	1,349	384	523	2,651	4.20	1.19	1.62
1,788,493	2,236	6.19	8.63	4.84	6,292	15,649	3,904	6,325	3,810	4.25	1.05	1.71

S. F. HODGSON,  
*Mechanical Accountant.*

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## C.—PRINCE EDWARD ISLAND RAILWAY.

## MECHANICAL DEPARTMENT.

MONTHLY STATEMENT of Car Mileage for Year ended June 30, 1902.

Months.	First Class.	Second Class & Baggage.	Postal and Smoking	Box and Stock.	Platform.	Total.
1901—July. . . . .	44,209	27,015	30,113	59,175	27,402	187,914
August . . . . .	33,482	26,366	31,904	51,988	56,419	200,159
September. . . . .	28,750	23,672	28,875	52,561	40,425	174,283
October. . . . .	30,150	25,336	26,969	68,479	14,867	165,801
November . . . . .	25,009	23,095	26,582	65,300	13,303	153,289
December. . . . .	26,446	24,087	25,683	52,972	4,870	134,058
1902—January . . . . .	16,967	16,067	16,896	37,914	12,494	100,338
February . . . . .	16,817	14,200	17,158	40,092	27,004	115,271
March. . . . .	18,586	13,503	18,004	39,788	20,474	110,355
April. . . . .	22,835	18,112	23,348	62,266	11,314	137,875
May. . . . .	26,552	18,692	30,273	67,174	19,466	162,157
June. . . . .	25,557	18,152	26,439	52,447	24,398	146,993
Totals. . . . .	315,360	248,297	302,244	650,156	272,436	1,788,493
Less ballasting. . . . .			16,127	14,541	98,857	129,525
Balance . . . . .	315,360	248,297	286,117	635,615	173,579	1,658,968

S. F. HODGSON,  
*Mechanical Accountant.*

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## 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 June 30, 1902.

	CLASSIFICATION OF CARS.																	
	Locomotives.	1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Car.	Stock.	Coal.	Platform.	Total.	Snow Ploughs.	Flangers.	Total.
On hand, serviceable, June 30, 1901 ..	23	19	8	4	2	3	4	1	3	203	1	17	18	144	427	8	7	15
Condemned, July 1, 1901.....														3	3			
Total.....	23	19	8	4	2	3	4	1	3	203	1	17	18	147	430	8	7	15
Purchased during the year on capital account. ....	2																	
Built during year on capital account.....		2		2											4			
Total.....	25	21	8	6	2	3	4	1	3	203	1	17	18	147	434	8	7	15
Condemned, July 1, 1901 .....														3	3			
"    during the year .....							1		2	2		2	2	10	19	1		1
Total condemned.....							1		2	2		2	2	13	22	1		1
Less rebuilt.....									1	2		2	2	13	20	1		1
To be rebuilt.....							1		1						2			
Add serviceable and repairing.....	25	21	8	6	2	3	3	1	2	203	1	17	18	147	432	8	7	15
Total.....	25	21	8	6	2	3	4	1	3	203	1	17	18	147	434	8	7	15

S. F. HODGSON,  
*Mechanical Accountant.*

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## E.—PRINCE EDWARD ISLAND RAILWAY.

## MECHANICAL DEPARTMENT.

COMPARATIVE STATEMENT of the Expenses of the Mechanical Department for the Years ended June 30, 1901 and 1902.

	1901.	1902.
The miles run by trains were.....	270,225	273,832
" engines were.....	344,144	351,907
" cars were.....	1,645,521	1,658,968
" snow ploughs were.....	12,575	2,236
	\$ cts.	\$ cts.
The cost of locomotive power was.....	73,813 90	76,193 20
" repairs to cars was.....	16,388 87	16,562 78
" " passenger cars was.....	7,782 14	5,352 53
" " postal and smoking cars was.....	3,336 27	1,177 85
" " freight cars and vans was.....	5,270 46	10,032 40
" labour, oils, and waste for cars was.....	688 09	595 91
" repairs to snow ploughs and flangers was.....	455 97	1,170 35
The cost of locomotive power per 100 miles run by trains was.....	27 31	27 82
" " " engines was.....	21 45	21 65
" " " cars was.....	4 45	4 59
The cost of repairs to cars per 100 miles run by trains was.....	6 06	6 04
" " " engines was.....	4 76	4 70
" " " cars was.....	0 99	0 99
The cost of labour, oil and waste for packing per 100 miles run by trains was..	0 25	0 22
" " " engines was.....	0 19	0 17
" " " cars was.....	0 04	0 03
The repairs to passenger cars per 100 miles run by trains were.....	2 88	1 95
" postal and smoking cars were.....	1 23	0 43
" freight cars and vans were.....	1 95	3 66

S. F. HODGSON,

*Mechanical Accountant.*

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## No. 2

## CANALS

## SAULT STE. MARIE CANAL.

SUPERINTENDENT'S OFFICE, August 14, 1902.

DEAR SIR,—I beg herewith to submit my seventh annual report on the operation of this canal for the fiscal year ending June 30, 1902.

The canal was closed for traffic last season on December 21, having been in operation for 246 days and was opened for business on April 1, this present season.

During the fiscal year just ended there has been made 3,257 lockages passing through 4,343 registered craft and 477 unregistered vessels with a total tonnage of 3,078,440 tons with an average time of 15·25 minutes to each lockage. Of this tonnage 1,010,887 tons was of Canadian bottoms, being an increase of 421,357 tons over last year's tonnage of this class. In the total tonnage for the year there was an increase of 589,182 tons. The increase can be attributed no doubt to the accident to the swing bridge crossing the American Canal by reason of which the American canal was closed for traffic for five days (June 7-12) and the whole of the Lake Superior traffic had to be carried through this canal, taxing it to more than its capacity. During this rush of traffic, although we only had half the width of the lower channel to operate in owing to the dredging going on there, still we did not have any accidents or groundings as in former rushes of this kind. We are very much indebted to the assistance of the American canal officials and also of their revenue cutter service in keeping the vessels in their proper places during the blockade as we did not have sufficient piers to hold the boats waiting their turn for lockage, and had to hold them out in the river at both ends and have them sent in the canal in their proper turn.

At the present time of writing the dredging in the lower entrance is completed and the work taken from off the contractor's hands and we now have a draught of 21 feet 6 inches of water, so vessel captains will not have the excuse of shallow water for not using the canal as in former years, and it remains to be seen whether the spending of so many thousand dollars by the Government on this approach is appreciated by the vessel men or not.

The machinery has been thoroughly gone over and repaired and is in good working order, and there has been no breakages.

The buildings have been all painted and the swing dam is now being done.

Last September the new lower main gates were put in by Messrs. J. & R. Miller, necessitating the closing of the canal whilst so doing. Owing to the gate pontoon breaking down this closing down was of a longer period than we expected.

During the winter we have built a new and better gate pontoon capable of lifting at least 150 tons. So far the new gates have been working all right and giving good satisfaction.

Very little damage has been done to the walls and piers by vessels using the canal.

The east half of the lower north pier has been replanked and it will be necessary next year to nearly replank the whole of the remaining piers.

The daily exchange of vessel reports with American canal officials is still carried on, thus keeping intact the whole volume of the Lake Superior traffic as in former years. In my last report I spoke of the large traffic passing through the two canals at this point as being a record breaker, but when one comes to see the report of the traffic for the season of 1901, it is indeed a record breaker as there was nearly three million tons more freight carried than in 1900, and from present indications this present season there will be a record far above the thirty million ton mark.

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The following table gives the traffic passed through the canal at this point since the opening of the first canal in 1855 on the American side and the Canadian canal in 1895. It may be of interest to some of its readers.

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total freight Tonnage.	Cost of carrying per Mile. Tons.	Estimated Value of Freight carried.	Percentage of Freight earned in Canadian Canals.	Number of Passengers.
				Mills.			
1855.....	No record.	106,296	No record		No record		4,270
1860.....	"	403,657	until 1881.		kept until		No record.
1865.....	997	409,962	"		1887.		19,720
1870.....	1,828	690,826	"		"		17,153
1875.....	2,023	1,259,534	"		"		19,685
1880.....	3,503	1,734,890	"		"		25,766
1885.....	5,380	3,035,987	3,256,628		"		36,147
1890.....	10,557	8,454,435	9,041,213	1 3	102,214,948	3 5	24,856
1895.....	17,956	16,806,781	15,062,580	1 14	159,575,129	3 75	31,656
1897.....	17,171	17,619,933	18,982,755	83	218,235,927	3	40,213
1898.....	17,761	18,622,754	21,234,634	79	233,069,739	2 2	43,426
1899.....	20,255	21,958,347	25,255,810	1 5	281,364,750	3 1	49,082
1900.....	19,452	22,315,834	25,643,073	1 18	267,041,959	3	58,555
1901.....	20,041	24,626,976	28,403,065	99	289,906,865	4	59,663

The south pier at the lower end should be extended out some 800 feet to give more length of pier for vessels to tie up to after locking down while waiting for daylight to go on down the river.

The extension out for about 800 feet of the south pier at the upper end would in a great measure cut off the danger of vessels drifting down on to the bank owing to the strong cross current at that point, numerous cases of which has happened previously to this time, the last one only a couple of days ago.

A small frame building should be built for the use of the lockmen as the room now used by them in the power-house is too small and besides it is necessary for the use of the electricians.

The efficiency of the staff has been maintained.

The present plank walks in use along the lock walls will required to be replaced next year and when done they should be rebuilt of cement, which would add greatly to the appearance of the grounds.

Now that the deepening of the lower channel has been completed the necessary soundings should be taken for the widening of the upper channel, and also the deepening of the same if that is to be done. This should be done the coming winter as that is the only time it can be done with any degree of certainty.

The levelling of the grounds on the north side of the lock would add greatly to the appearance of the grounds. Trees have been planted wherever the ground would admit of its being done, in advance of this levelling. A small sum set aside each year for this purpose would soon accomplish the desired end, and give our grounds a very much improved look.

I have the honour to be, sir,

Your obedient servant,

J. C. BOYD,

*Superintendent.*

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

## SESSIONAL PAPER No. 20

ENGINEER'S OFFICE, SAULT STE. MARIE, ONT., August 14, 1902.

SIR,—I beg leave to submit the following report upon the improvement work to the channel ways at the Lower and Upper approach to the Sault Ste. Marie Canal.

## DREDGING LOWER ENTRANCE.

A contract was let on May 13, 1901, to Mr. A. F. Bowman for dredging and excavating in the channel way at the lower entrance. Work was started on this contract May 20, 1901.

The work consisted (firstly) in the deepening of the channel way from 18 feet 6 inches below what was known as lowest recorded water level at time of construction of the lock, to the depth of 21 feet 5 inches below the same level, or one foot below the level of the mitre sill of the lower main gates, (secondly) in widening the channel way at the bend below the entrance piers, in order to provide more space for turning upon entering or leaving the lock, (thirdly) to provide a berth for a proposed extension of 800 ft. to the south entrance pier.

The progress of the work was as follows: During the summer of 1901 the north half of the channel way was worked over while the south half was reserved for navigation. Night lights were provided at the contractor's expense to protect navigation during the progress of the work. It was during this period of the work through an accident, which resulted in the closing of the large Poe lock of the American canal, the channel way was found not of sufficient depth to pass all the boats safely through, and the pier accommodation quite inadequate to meet the demand for much less traffic. By September 21 the north half of the channel way had been dredged over, but as small banks between dredge cuts and boulders and stone in places had not been removed a depth of 19 feet 6 inches was all that could be assured, and was accepted for the channel way for traffic, until the south half should be worked and cleaned up to the required depth as per contract. This was done in order to provide a safe channel way at the earliest possible time, as much injury had been done to the patronage of the canal through the unsafe condition of the half in use at the time. The channel ranges were moved over 35 feet to the north to provide an entrance to the north half of the channel way. On the south half dredging was performed for the remainder of the season, which came to a close on December 7. Owing to the exceptionally early breaking up of the ice, work was resumed on March 25. The contractor's drill scow was placed in position, and a large area of solid rock that had been stripped and made ready was drilled and blasted for dredging. On April 4 the dredge resumed work on the south half of the channel, and a night and day crew were employed up to the completion of the work. The derrick scow, with diver, removed stone left after dredging until the required depth of 21 feet 5 inches was secured over the south half of the channel way. The channel ranges were again established on the regular centre line of channel on June 24, 1902. The remaining work of cleaning up the north half of the channel way was proceeded with, and brought to a completion July 31, 1902. The final sweeping was started on August 1, and a careful examination throughout the whole contract was made. Small obstructions were found in places, and immediately removed by the contractor until the depth of 21 feet 5 inches below mean level, or one foot below the mitre sill of the lower main gates, was procured.

In reference to low water level, as established at the time of the construction of the lock from records kept since then, the low level has reached 1.52 below this mark.

## IMPROVEMENTS AT LOWER ENTRANCE.

On the completion of the deepening and widening of the channel way at the lower entrance, I beg leave to state that a channel way of 315 has been secured with additional width at the bend or turning-point of entrance to the tangent to the lock. This channel-way might be increased at a small cost by the removal of boulders and large

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stones which are found with 19 feet of water over them just outside the approved channel line and beyond the turning buoy located 1,200 feet from the end of the south pier. At present it is considered that after this buoy is passed vessels may take any course in river towards the American channel, and be perfectly safe. A proper examination of this should be made to ascertain as a certainty what water then is outside of the channel limit, and if found wanting in safety, buoys marking the channel way to the juncture with the American channel ranges should be placed out, or the obstruction removed.

The widening of the channel way on the south side from the end of the proposed south pier extension by a line parallel with the centre range, and also with the north channel limit would greatly diminish risks in navigation, and could be done with a small outlay.

## SOUNDINGS AND PROPOSED WORK AT UPPER ENTRANCE

During parts of winter season of 1900 and 1901 an examination of the channel way at the upper entrance of the Sault Ste. Marie Canal was made by sounding. A plan or scale of 200 feet to an inch was made, which shows both approaches. At the upper entrance a projected location for an improved channel way was laid down, and an estimate made for both the widening and deepening to carry out this work. An extension to the south entrance pier of 800 feet was also shown. The want of the additional width in the channel way has much been felt during the last few years, when passages had to be made between the large freighter with consorts entering and leaving the locks. The requirement of additional pier accommodation has also been forcibly brought before my notice, as well as the protection it will provide in keeping vessels from being driven on the bank by the heavy cross current found at the upper approach.

Detailed plans are now being prepared for proposed pier extension, both at upper and lower approach, and a plan showing proposed widening at upper entrance.

Soundings will be required at upper entrance in connection with proposed widening for quantities, and can be procured with much more accuracy and despatch on ice during the winter season.

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

F. B. FRIPP,  
*Engineer in charge.*

COLLINGWOOD SCHREIBER, Esq., C.M.G.,  
Deputy Minister and Chief Engineer,  
Ottawa, Ontario.

## SOULANGES CANAL.

COTEAU LANDING, September 1, 1902.

SIR,—The navigation season of 1902 was opened here on May 1 with the electrical apparatus in full use both for light and power. No breakdown whatever has occurred to date: and it is believed that, after patient and prolonged study and experiment, this machinery has been so simplified that its operation will be attended with the minimum of risk of accident, while vessels are now passed through the canal both by day and night safely and expeditiously. There are only two men at a lock,—one on each side; and the observed results have verified the calculations made as to the time of filling the chamber, opening the gates, sluices, &c., &c. A steamer of ordinary size is passed through one of the 23½ feet lift locks in about ten minutes; and the whole length of the canal (14 miles) and its five locks were easily traversed this season by the *Columbian* in two hours and twenty minutes.

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All the works embraced in the contracts sections No. 1 to 13 are completed; and only two final estimates (sections 1 and 2 and sections 4, 5, 6 and 7) have not yet been sent in. These will, however, be ready in a few days. A number of claims for alleged extra and additional work have been presented. These amount, in the aggregate, to a very large sum, and will doubtless entail considerable labour and trouble before they can be disposed of finally.

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The protection dock at Cascades Point is finished; and a channel is being dredged to it so that it will be easy of access at periods of lowest water in the Ottawa River. A storehouse will be required here—plans for which will be prepared shortly. The work of extending the pipe culvert under the canal at Bissonnette Gully is also completed; and the high banks there, which are partly of blue clay, are sodded, drained, and thoroughly secured. The protection lining of section No. 3, which required extensive overhauling, will be completed this month. In brief, all the works essential to the safe and efficient operation of the canal are now completed. The trees planted during the past two seasons have grown considerably—and will in time form wind breaks in exposed positions—and the drainage throughout has been well attended to, so that but little damage is done by rainstorms. The stone road on the north bank from Coteau Landing to Cascades Point is now in excellent condition throughout.

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It may be of service, to place on record here a short technical description of the electrical apparatus as finally adopted for practical use on this canal. It is of course evident that this system cannot be applied to canals like the Welland, without such extensive and radical alterations on the masonry of the locks as would render this course inadvisable. The Soulanges Canal was arranged from the outset for the reception of machinery on the general lines of that now in use. The following description is taken principally from a paper prepared by the Canadian General Electric Co., who did all the electrical work connected with the lighting and power throughout.

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The application of alternating current apparatus to work of this class being a novelty, many interesting engineering problems were encountered and successfully solved.

As stated in previous reports the hydraulic equipment at the power house consists of two wheel pits, in each of which are installed two pair of 24 inch Victor turbines on one horizontal shaft operating under a head of about 20 feet, at 225 r.p.m.: and discharging into Graisse River, which is used as a tailrace. Each set of wheels is furnished with a Geisler governor. To each of these two water-wheel units, is coupled a three phase revolving field 60 cycle generator of 264 kilowatts (360 h.p.) capacity at 2,400 volts, each generator being set on a heavy concrete foundation capped by large dressed stone. Two four pole exciters are also furnished, each of 17 kilowatt capacity at 125 volts being sufficient to excite the fields of both generators. These are driven by belts from the main water wheel-shafts.

The switchboard is of blue Vermont marble, the end being guarded by a brass grille work which also extends around the top. It comprises five panels 90 inches high, and has a total width of 12 feet. Two generator panels each furnished with a three-pole main switch of the old break type; three ampere meters and one volt meter, all of the Thomson inclined coil type:—three expulsion fuse blocks, one volt meter and synchronizing plug switches—two pilot lamps, field rheostat and switch. One exciter panel furnished with two main exciter switches, two ampere meters, one volt meter switch, two field rheostats and two pilot lamps: two feeder panels each furnished with two three-pole quick break switches, one for power and one for arc lights—two ammeters—six explosion fuse blocks, and two electrostatic ground detectors.

The wiring is such as to admit of any circuit being connected to either or both machines. The cables between switchboards and machines are carried in conduit, which is covered by iron checker plate.

The lighting of the power house is effected by means of 16 c.p. incandescent lamps set very closely together just below steel beams which carry the travelling crane, each lamp being set at an angle of  $45^\circ$  with the horizontal and provided with a neat reflector. The wiring is concealed in moulding, and switches are provided to turn on the light in sections. A hand-operated travelling crane is provided of sufficient capacity to easily handle the heaviest parts of the generators. A novel feature of the generator room is the marble mosaic floor, also the substantial brass railing forming a passage-way down one side of the room.

The switchboard is connected to the transmission lines by means of highly insulated lead encased cables which pass under the canal and terminate at fuse blocks placed in a neat and substantial terminal house in which are also located the lighting arresters protecting the cables from lightning discharges. From this terminal house (situated on the north bank of the canal) four three-phase circuits emerge. The circuit to the upper entrance at Coteau Landing (5 miles) consists of No. 6 B&S—the arc-lighting circuit being of the same size. The power circuit to the lower entrance at Cascades Point (9 miles) consists of No. 4 B&S, and the arc-lighting circuit No. 2 B&S: all bare copper wires. These transmission lines are carried on red cedar poles perfectly straight and dressed to an octagonal shape. They were brought from British Columbia, it having been found impossible to obtain satisfactory timber nearer. All poles are set 6 feet in the ground, and 120 feet apart: every fourth pole supporting an inclosed arc lamp. The lamp poles are 35 feet long and the others 30 feet; and all are painted four coats white lead. The poles are all set with an instrument to both line and level, and therefore present a perfectly uniform appearance throughout. All six pin cross arms are strengthened by ornamental iron braces, and the brackets for supporting the lamp arms are of similar design. The lamps are of the multiple inclosed arc type: the capacity is  $7\frac{1}{2}$  amperes (2,000 c.p.), all being furnished with clear outer and inner globes. The lamp cases are weather-proof and are furnished with an enamelled metal reflector. These lamps are each provided with thousand watt type H oil cooled transformer. This extra capacity is provided to ensure a large factor of safety, which precaution is carried out through the whole installation. Crossing the canal are five electrically oper-

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ated road bridges. Four of these are on the summit level and one on the reach between locks 3 and 4. The motors and controlling apparatus for these are contained in a cabin situated on the down-stream side of each bridge. The motors are of two h.p. operating at 220 volts and are geared to the turning mechanism. Between the electrical and bridge gearing a flexible friction is interposed which is operated by a lever, and acts either as a clutch or brake as occasion requires. The bridges (240 feet long) each weigh upwards of 100 tons and are opened or closed in about  $1\frac{1}{2}$  minutes. On top of each bridge a red lantern is placed exactly on the centre line of the canal, showing both ways as a danger signal when the bridge is closed. This lantern is lighted by a cluster of incandescent lamps. Power is conveyed to the pivot pier of each bridge by means of submarine cables from a transformer placed in one of the adjacent line poles.

The lock chambers have an effective length of 270 feet, with a width of about 46 feet. The gates are of Douglas fir from British Columbia, and are built on what is called the 'solid' plan. The lower gates of locks 1, 2 and 3 are 42 feet high and weigh over 70 tons. These are closed and opened by a steel I beam with a rack secured to it which is operated by a pinion. There are recesses or tunnels formed in the masonry to receive these beams when the gates are opened. The lock gates and stony sluices are operated by three-phase 220 volt constant speed induction motors in the following manner :—

The lock gate motors are of 3 h. p. capacity, and are connected to the pinion which operates the rack by a pair of gears. At one point, however, is interposed a friction device which is so arranged that by operating a lever two wide friction pulleys can be brought into contact, thus applying the power to move the gate ; and by reversing this lever a powerful brake is applied, which is used either to stop the motion of the gate or control its movements when nearing the mitre sill or approaching the back of the masonry recess. This brake also serves to hold the gate in position at all times. The mechanism connected with the motor is housed in a cast iron box fitted with a rain-proof cover. The top of this box stands about 15 inches over the top of the lock coping. The motor boxes are placed so as not to interfere with the ship's lines or the free navigation of the lock. The lever which operates the friction is attached to a shaft which projects through the wall of the box, as does also another smaller lever which operates a reversing switch used to change the direction of rotation of motor. The power required to start the motor is very slight : the only friction at starting being that of a small pinion and gear and four bearings. The motor can be reversed in a very few seconds. This feature is of much importance as it enables the motion of the gates to be changed very quickly in case of emergency. In order that the motormen may be able to tell the position of the sluice gates an indicating device is arranged inside the box by which an index hand outside shows when the gates arrive at the end of its travel in either direction. The mechanism is so arranged that the lock gates can be opened or closed in one minute.

The sluice gates are operated on precisely the same principle as the lock gates, but the rate of travel is so arranged that they can be fully opened or shut in forty-five seconds.

The transformers which supply current to the lock motors are contained in a switch cabin of suitable size and design. These transformers, of which there are two, are of 7,500 watts capacity, thus allowing ample margin for overloads on the motors. The switch houses also contain a fuse cabinet which holds a fuse block for each motor and each lighting circuit. Above the fuse cabinet is arranged an enclosed switch with a projecting handle to operate the same. By means of this switch current can be cut off from the entire lock. As these switch houses are used by the motormen, everything is arranged with a view to the greatest possible safety ; and therefore all metal carrying current is inclosed in a substantial and effective manner. The cabins are lighted inside by 16 c.p. incandescent lights, and outside on the face towards the lock are six 32 c.p. incandescent lamps in marine weather-proof fixtures. The lock motors are connected to the fuse block in the above mentioned fuse cabinet by means of highly insulated lead cables, which enter the cast iron motor boxes through brass stuffing boxes. The general

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lighting of the canal makes it as easily navigable by night as by day. Both entrances and all locks are lighted from both sides of the canal.

The electrical apparatus is very effectively protected against lightning—arresters of the short-gap type being installed at each lock and at every point where cables pass under the canal for lighting power or telephone services. All the locks, &c., are connected by a telephone system which has proved very effective during the navigation season.

Electrical heaters are placed in all switches and bridge cabins. These are 750 watts capacity each. This heating system is also adapted in the power house, in which a 750 watt heater is installed in each of the living rooms and 4,000 watt heaters in the store room. The heaters are of the Simplex Electrical Company's manufacture.

The cost of running the electrical apparatus, including power house men, lamp trimmers, linemen, superintendent, repairs, new material, &c., is now about \$5,000 per annum. In this connection it should not be forgotten that night lighting almost doubles the carrying capacity of the canal—a great point in our short navigation season, while the precision of movement rendered possible by the use of machines will largely diminish the chances of accident in stormy weather or during a time of numerous lockages.

The business of this canal to date is much less than last year. The chief cause of this diminished tonnage is the great coal strike now on in the United States. May to August, 1901, (both months inclusive) there passed here about 221,000 tons of coal. During the same period of 1902, this tonnage was only 70,000, a falling off, in this item alone, of about 150,000 tons. The grain traffic has not, however, diminished to any great extent—the comparison May–August of 1901 and 1902, being as 323,543 tons to 306,238 tons grain of all kinds, while it is quite probable that during the next three months the volume will increase so much as to render 1902 a record grain season. It is of course too late now to recover the loss in coal tonnage in 1902. Indications of the ultimate success of the St. Lawrence route are slowly appearing. This line of transportation is in a transition state. The canals are complete to fourteen feet draught between Lake Erie and tide water, but there are no vessels in existence to take full advantage of their carrying capacity, while the most strenuous efforts are being made on behalf of the railways to retain the trade. It is, however, inevitable the bulk of the enormous grain crops of our own territories of Manitoba and the North-west which are increasing at a marvellous rate, shall eventually follow the national and natural route to Montreal instead of as heretofore being diverted to southern lines. Corroborative of this view, I may state that there are at present ten steel freight steamers of full Canadian canal size under contract for delivery in 1903 at various points on the upper lakes. These are to be 255 feet in length over all, 241 feet keel, 41 feet beam, and 18 feet in depth with triple expansion engines. They are to cost \$150,000 each, and it is reckoned they will carry 2,200 tons on 14 feet draught. This will form an efficient nucleus for the Canadian grain fleet of the future. At 25 round trips, Port Colborne to Montreal, and assuming one-third return freight, they will move at least 750,000 tons in an ordinary season. Preparations for an increased volume of trade are also being made in other directions; the chief impediments now experienced being want of despatch at Montreal and the dangers to navigation between that port and the open sea, all of which will, it is to be hoped, disappear when the works of improvement now about being undertaken shall have been completed.

#### OPERATION.

The Soulanges canal was closed by ice on the 28th last November, and this formed so suddenly that nine tugs and barges were frozen in near the lower or Cascades Point end. Some of these were however released, but a few had to remain during the winter, without suffering much damage. The cross sectional area of the summit is large and the current so slow that the canal freezes sooner than if there were a current of say a mile per hour which would probably follow the establishment of manufactories requiring considerable power, and for which a lease has been granted. I may say here that during

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the past three seasons the water level of Lake St. Francis has been remarkably uniform, varying only a few inches from the plane of 155 above datum.

The supplementary contract entered into with the Canadian General Electric Co., on April 23, 1901, which was for the complete installation of the electric plant, as modified, expired on October 1 of last year. The period of this was extended to the date of opening the navigation in 1902, but so many vexatious delays occurred, that it seemed doubtful if even this extension would secure the completion of the work in time. This was however at last accomplished, with the results set forth at the beginning of this report. The machines are so simple that a fairly efficient staff to operate them was obtained by selection from the employees of last year. The force was reduced from 76 to 42: the money saved to the close of the fiscal year 1901-2, being at the rate of almost \$9,000 per annum.

The earthworks, structures, &c., stand well, and it is now fairly certain that the canal slopes are consolidated under the new conditions and no extensive slides will again occur.

I am, sir, your obedient servant,

THOMAS MONRO, M. Inst. C.E.,  
*Superintending Engineer.*

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

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## QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,  
MONTREAL, September, 1902.

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

SIR,—I have the honour herewith to submit my annual report on the works under my charge for the fiscal year ended June 30, 1902.

The canals in this division are the Lachine and the Beauharnois on the St. Lawrence route; the Ste. Anne, the Carillon and the Grenville canals, on the Ottawa river, and the St. Ours lock and the Chambly canal on the Richelieu river.

Of these, the Lachine canal is by far the most important, on account of its immediate connection with the harbour of Montreal, the great export centre of the Dominion.

The traffic through it has rapidly increased of late years, owing to the development of industries and agriculture in western Canada and the Canadian North-west, and it will certainly take a still greater importance with the completion of the deepened canals, especially when adequate facilities for handling freight and grain shall have been provided for.

The Ottawa canals afford a most convenient route for the transportation of the produce of the extensive forests of the Ottawa valley, a large proportion of which finds its way to the United States through the Richelieu river canals.

In view of repeated inquiries as to the largest vessels which can be passed through the locks of the canals of this division, I have thought it advisable to supplement the present report with sketches giving information on this point. See page 34.

## LACHINE CANAL.

Length,  $8\frac{1}{2}$  miles; 5 locks, 270 by 45 feet; 14 feet water on sills; total rise, 45 feet. Old locks, 200 by 45 feet; still available with 9 feet of water on the sills.

Navigation on this canal was uninterrupted during the year. A serious accident however occurred on June 3 last, when the steamer *Ocean* going westward collided with the upper gates of the old lock No. 1. Both pairs of gates were thrown down and more or less injured. While repairs were being made all boats had to use the new locks.

A day or two after repairs had been completed a leak which had existed for a long time increased in a threatening manner. The canal diver was at once sent down, and after a thorough examination reported that both the sill and the walls above and below it were seriously undermined. The damage was found to be so serious that the lock was closed to navigation. It will not be reopened. Tenders for the rebuilding of both old locks 1 and 2 will shortly be invited. In the meantime the old basin between them, still accessible through old lock 1 is being used by freight boats, the R. O. Navigation Co.'s vessels which were formerly berthed here being given the use of one of the small basins near Colborne street.

## REPAIRS AND RENEWALS.

The water was drawn out of the canal on April 1 and readmitted into it on May 1, 1902.

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The most important repairs executed here during the fiscal year were as follows :—

Three pairs of gates, one each for new locks Nos. 2, 3 and 5 were taken apart, rebuilt and provided with butterfly valves in place of Townsend valves.

The upper mitre sill of old lock No. 3 (St. Gabriel) which had been raised about 4 inches by the force of the water, was replaced in position and safely anchored.

Some serious scouring had taken place at the foot of lock No. 4 (Cote St. Paul). The hole thus formed was completely filled with stone. However, more permanent repairs will have to be done shortly at this point by the extending of the platform.

A piece of masonry on the south side of basin No. 2 at the foot of Colborne street, which was in an advanced state of decay, was removed during April and replaced by a block of concrete, 30 feet long, 5 feet high and about 4 feet thick, faced with steel plate.

The breastwall and the eastern buttress of waste weir No. 2 had been lately showing signs of weakening. Upon removing the planking below the breastwall in April last it was found that extensive scouring had taken place on a length of over 40 feet, the holes being as deep as 11 feet in some places. The eastern buttress was taken down and rebuilt after the foundation for it had been reformed of concrete. The space between the two buttresses and between the buttresses and the abutments was similarly treated and the holes below filled with blocks of stone carefully packed by hand, after which new planking was placed over the whole width of the tailrace on a length of some 60 feet. The breastwall was also thoroughly grouted and a masonry wall on the east side of the tailrace torn down and replaced by a concrete wall.

The iron covering on the roof of St. Gabriel shed No. 2 which was completely worn out, was renewed, such of the plank supporting it as was found unsound being also replaced.

After a protracted rain in December last, the syphon culvert above Cote St. Paul bridge became choked by an accumulation in its outlet of a quantity of refuse and the low lands along the canal at that point were flooded during a couple of days. The obstruction having been removed and the conduit thoroughly cleaned by the rush of water which followed, a strong iron rack was placed at the mouth of the inlet and a plank roof built over the syphon well in order to prevent refuse being either carried or dumped into it in future.

The macadamizing of the road on the south side of the canal above Côte St. Paul bridge was continued during last summer, some 6,000 feet of it being built before the winter set in. An improvement on the work done previously was the compacting of the road metal with a heavy steam roller hired from the Municipality of St. Henry. This road is now completed with the exception of 700 feet, the stone for which is on the ground.

Besides the above a large amount of work was performed during the year in maintaining the various structures, viz., locks, bridges, piers, wharfs, buildings, fences, roads, &c.

Traffic was unusually heavy throughout the year and as it increases, the demand for wharf accommodation in the lower section of the canal becomes greater. A good means of meeting this want would be the building of the large basin in the river as sketched out on the plan furnished you with my report of January 7, 1901, or the building of another basin off basin No. 2, on the site of the present dry dock.

I again beg to call your attention to the fact that owing to the larger class of vessels now using the canal, the passage way at both Brewster's and Côte St. Paul bridges is practically too narrow. The swing at these points only covers a channel 45 feet in width on either side of the centre pier, the bridge between the swing and the banks being formed of two small piers and fixed spans. I would strongly advise the replacing of the said two antiquated bridges by steel structures of sufficient length to dispense with the fixed spans.

## DEEPENING BETWEEN LOCK NO. 2 AND LOCK NO. 3.

The work done under the above head during last year consisted mostly in the deepening of the whole of basin 3 and part of basin 4, St. Gabriel, to one foot below

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the plane of the mitre sill of lock No. 3. Some 26,000 cubic yards of material were dredged out and deposited into the harbour wharfs. At the close of the year Dredge No. 2 was engaged in completing the excavation in basin No. 4.

## POWER HOUSE AND ELECTRIC STATION AT COTE ST. PAUL.

During winter all the electric machinery was put in place and a few minor changes made in the building. About the middle of April last everything was in running order.

The station is equipped with two 60-inch special new American turbines, driving the generators and one 16-inch turbine of the same make running the exciter, switchboards, generator panel, transformers, &c.

After the canal had been unwatered in April, the bottom of the wheel pit consisting of soft rock, was found to have been considerably scoured out. In order to prevent further scouring a heavy concrete floor was laid over the whole space care being taken to thoroughly protect the foundation walls of the building, and a piece of cement rubble wall some 15 feet in length was built as a protection for the cribwork forming the north side of the tailrace.

The whole of the canal from Montreal to Lachine is now electrically lighted from our two stations. The machinery for the operation of the lock gates and bridges will be installed next spring.

## LAKE ST. LOUIS CHANNEL.

Dredge No. 2 was sent up to Lake St. Louis on July 17, 1901. For a few days she was kept busy breaking up and removing wrecks of barges which were in the way of navigation, and attempting to deepen a channel leading from the main one to the wharfs in the entrance. This latter work proving difficult beyond expectation and there being no special appropriation for it, it was given up for the time being and the dredge moved to the new channel where she kept at work for 3 weeks removing stray boulders and excavating a dangerous shoal on the north side in the vicinity of light-ship No. 2.

## HYDROGRAPHIC SURVEY.

The hydrographic survey was resumed at the end of August, 1901, and continued till the end of November. During that period, soundings were taken along parallel lines 200 feet apart and a topographical survey of the shores was made from Ste. Anne to Beaurepaire.

As expected the last summer's work disclosed the existence of an almost straight deep channel from the wharf on Ile Perrot to the foot of Lindsay's Island where it opens in the main channel.

The map inclosed herewith will show that the new channel is over 14 feet deep on a minimum width of 200 feet and that the removal of a couple of small shoals would not only make it perfectly straight but would also increase the width of the deep water area to at least 300 feet.

Field work was resumed on this survey during May last. The section between Beaurepaire and Pointe Claire is now under way and will be completed this season. Permanent triangulation points are also being established; they consist of heavy blocks of concrete set down in the ground below the frost line.

## REBUILDING WALL, SOUTH SIDE OF BASIN NO. 2.

Work on this wall was resumed on April 1 last, the water in the river having fallen this year much earlier than usual. With the fine weather that prevailed all through the month and the greater facilities experienced in securing men, a much greater quantity of concrete could be laid than was possible the year before.

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Operations have so far been confined to underpinning the old masonry wall by means of detached blocks of concrete 9 feet deep, 10 feet wide at base and 8 feet wide at top. These blocks are built at least 4 feet under the foundation of the present wall, leaving a step in front of it, 4 feet wide, upon which the new concrete face wall will be started. The spaces left between the blocks built during one season are filled in in the same manner the following spring.

The length of wall to be so treated is 1,560 feet, of which only about 400 feet have been laid up to date.

The above construction works, which were until April last under the supervision of either Mr. L. G. Papineau or Mr. L. S. Pariseau, are now being superintended by Mr. H. R. Lordly, who replaced Mr. Papineau now in the Public Works Department.

## RIVER ST. PIERRE.

Some 350 cubic yards of dry retaining wall were rebuilt on both sides of the collecting drain connected with this river during the fall of 1901, and a concrete overflow weir with stone masonry wings was built at a point near Rockfield where the river had been diverted. In addition to these works the collecting drain was cleaned on its whole length and its banks cleared of brush and weeds.

## NEW LOCK.

It having been decided not to proceed at present with the construction of the new entrance lock for which tenders had been called for last year, nothing was done in connection with the work beyond the testing of a lot of 25,000 barrels of cement which had been delivered in December, 1901, by Messrs. F. Hyde & Co. The brand supplied was 'Ironclad' and the tests made gave very satisfactory results.

A pretty large quantity of this cement was used during the spring on the various canals of this division, the value being in all cases credited to the new lock appropriation.

## SLOPE WALLS.

About 2,500 cubic yards of dry wall were built last spring by Mr. J. B. DeLorimier, contractor for this work. It is expected that the rebuilding on the north side of the canal will be completed in 1903.

The bottom part of these walls can only be built in April of each year. The work done during that month is only brought up to the level of the water in the canal and the part above that level is reserved for the summer season. The contractor is now engaged on the latter, as well as delivering stone for next year's operations.

## REPAIRS TO VESSELS.

None but ordinary repairs were performed in connection with the dredging fleet during last year, except the rebuilding of the hull of the small tug Josephine which was entirely worn out, and the purchasing of a pair of engines for the new tug which is being provided in connection with the Lake St. Louis survey, the hull of which was built in 1901.

## REGULATING WEIR AT LACHINE.

As reported last year, this work was completed in 1901, and there is now nothing further to report than the preparing of the final estimate, the details and calculations of which were handed you before the close of the fiscal year.

The new weir has been doing splendid service since its completion; the proper feeding of the canal is now ensured.

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## MILL STREET PAVING.

The portion of Mill street lying between the tailraces of waste weirs No. 1 and No. 2, was paved with syenite blocks laid on a 6 inch concrete foundation in the fall of 1901, the contractors for the work being "The Sicily Asphaltum Paving Co." Both sides of the roadway, which is 30 feet wide, were lined with heavy curbstones and necessary drainage pipes laid at the lower points.

This work was done in a very substantial manner and to the entire satisfaction of the city authorities, who have agreed to take over the street and maintain it in future.

In connection with the above work, the bridge over the tailrace of waste-weir No. 1, was widened, the stone abutments being entirely removed and rebuilt, and the old wooden superstructure replaced by heavy steel girders.

The construction of and the preparing of the final estimate for the new regulating weir, as well as the paving Mill street, was supervised by Mr. G. L. Viger.

## BEAUHARNOIS CANAL.

Length,  $11\frac{1}{4}$  miles ; 9 locks, 200 feet x 45 feet ; 9 feet of water on sills ; total rise,  $82\frac{1}{2}$  feet.

Since the opening of the Soulanges canal to navigation, the traffic through the Beauharnois canal has been very light, a few market boats only using it. The day will soon come when it will have to be permanently closed. A number of bridges, roads, &c., will, however, have to be maintained by the department unless the whole canal were leased for industrial purposes.

## REPAIRS AND RENEWALS.

The rebuilding of the waste weir at lock No. 10, which had been commenced in the spring of 1901, was completed last fall. The bottom part of the breast and wing walls was made of concrete and the stone in the old weir used in the top part of the structure. The temporary weir was also removed and the banks of the head race repaired.

A ferry scow was built during the year and considerable work performed on the Hungry Bay dyke which had been seriously damaged by the waters of Lake St. Francis.

## CHAMBLY CANAL.

Length, 12 miles ; 9 locks, 118 feet x  $22\frac{1}{3}$  feet ;  $6\frac{1}{2}$  feet of water on the sills ; total rise, 74 feet.

The only interruption to navigation on this canal during the fiscal year occurred on July 4, 1901, when the sill of lock No. 3 gave way. The repairs occupied about 9 hours.

## REPAIRS AND RENEWALS.

Outside of ordinary repairs the following works were performed :—

A pair of gates was built and placed at lock No. 8. The sills of locks 3, 4 and 6 were overhauled and bedded in concrete.

The lower sill of lock No. 9 at the lower entrance had been leaking considerably for some time and was a menace to the navigation of the canal. In order to repair it a coffer-dam was built at the foot of the wing walls and the lock pumped dry. It was found that the cause of the leak was due both to the sill which had been worn out and to the gates which did not properly fit the hollow-quoins. A new sill bedded in strong concrete was placed, the gates trimmed and the floor of the lock above the gates rebuilt with tongued and grooved plank. The leak is now completely stopped, but the top of

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the walls, from a few feet above the hollow quoins to the lower end will have to be rebuilt shortly.

The repairing of the pier forming the east side of the lower entrance has been completed except for the planking of a portion of the eastern face. The plank floor on this pier has been removed and replaced by a heavy coat of gravel which will outlast the timber work and will do away with costly repairs each year.

A part of the wharf above bridge No. 8 at Chambly was widened some 12 feet on a length of 250 feet.

A culvert under the Main street at Chambly which consisted of a wooden box about 2 feet square having become choked, a new one was built which necessitated the excavating of a trench 128 feet long and 18 feet deep.

## COLLECTING DRAIN.

The collecting drain along the front street in the town of St. Johns was extended, during the fiscal year just ended, from St. Charles street to Lemoine street a distance of 1,750 feet and thence to the shore of the Richelieu river, where a flushing trap was provided for the purpose of cleaning the drain at high water in the spring.

The work was performed under contract by the late Louis Forgeue.

It consists of vitrified clay pipes, 24 inches in diameter with concrete manholes 300 feet apart. The portion between St. Charles and St. James streets is composed of two such pipes laid side by side, and the balance of only one pipe. The work was completed in the last days of June last.

## SYPHON CULVERT.

A contract for a concrete syphon culvert to replace the old wooden structure under the Chambly canal at the foot of Ste. Thérèse Island, was awarded to Mr. W. J. Finn on February 10, 1902. By the end of that month the contractor had built two substantial coffer-dams and the excavation on the site of the culvert was well advanced. However, the unusually heavy rains during the month of March brought such a quantity of water upon the contractor's works, that the upper dam was carried away. This was rebuilt and work resumed, but a new flood ensued which washed away both banks of the canal for a considerable distance at the site of the dams. When the water receded the season was so far advanced that the contractor could not possibly complete the work for the opening of navigation. He was, therefore directed to re-form the banks, and put everything in good order for the opening of the canal on the 1st May.

The contractor will resume operations at the close of navigation next fall, and the work will be completed during the winter.

## ST. OURS LOCK.

Length of canal,  $\frac{1}{8}$  mile; one lock 200 x 45 feet; 7 feet of water on the sills; total rise, 5 feet.

There was no interruption to navigation on this section during the year.

The only works of importance performed here in 1901-2 were the following:—

Repairing two ice breakers above the submerged dam, the four top courses of timber being renewed and some 200 cubic yards of field stone being deposited in the pockets.

Building a blacksmith shop 28ft. x 24ft., and fully equipping it.

Building a shed 20ft. x 20ft. for the storage of lumber.

Rebuilding 2 pairs of spare lock gates to replace decayed ones, and a shed 68ft. x 28ft. for storing them.

During last spring the wharfs at both entrances, which had been considerably damaged by moving ice were overhauled, a section about 200ft. in length being almost entirely rebuilt.

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## ST. OURS DAM.

The repairing of this dam reported on last year, was completed last summer. The whole structure was rebuilt, from the apex to about 7 feet below it. Most of the frame timber used was white pine and the covering consists of tongued and grooved tamarack 4 inches thick. The whole work was most satisfactorily done by the contractors, Messrs. Finn & Filion.

A detailed final estimate with plans and cross sections was handed you some months ago.

The engineering work in connection with the collecting drain at St. Johns, the syphon culvert under the Chambly canal and the St. Ours dam, was performed by Mr. L. S. Pariseau.

## OTTAWA RIVER CANALS.

## STE. ANNE'S LOCK.

Length of canal,  $\frac{1}{8}$  mile; one lock 200 x 45 feet; 9 feet of water on sills; total rise, 3 feet. Old lock still available, 200 x 45 feet; 6 feet of water on sills; total rise, 3 feet.

Navigation at this point was uninterrupted during the fiscal year.

All the structures in connection with the lock and its entrances were kept in a good state of repair and the following works were performed outside of ordinary maintenance. The puddle trench intended to staunch the old lock was completed.

The pier at Ile aux Tortues was repaired by the addition of seven courses of timber at its upper end.

A new shed was built to replace the old one on the south side of the lock.

During last spring's high water the wing dam forming the south side of the upper entrance to the old lock was considerably damaged by ice. An appropriation was voted at last session of Parliament for the purpose of repairing it. The work will be done at low water this fall.

## CARILLON AND GRENVILLE CANALS.

## CARILLON CANAL.

Length,  $\frac{3}{4}$  mile; 2 locks, 200 x 45 feet; 9 feet of water on sills; total rise, 16 feet.

## GRENVILLE CANAL.

Length,  $5\frac{3}{4}$  miles; 5 locks, 200 x 45 feet; 9 feet of water on sills; total rise,  $43\frac{3}{4}$  feet.

Both these canals are under one overseer. They are separated by a stretch of navigable river about five miles long, and between them is to be found the old Chute-a-Blondeau lock which has been abandoned since the completion of the dam at the head of the new Carillon canal in 1883, the rise at that point having been practically obliterated.

## REPAIRS AND RENEWALS.

The only work of some importance performed on the above canals during the fiscal year, beyond ordinary repairs consisted in the staunching and strengthening of a portion of the Carillon submerged dam.

On October 15, 1901, I reported in detail as to the damage suffered and the possible cost of the repairs. Work was commenced in November, 1901, the water being

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very low. But as the work neared completion a sudden thaw caused the river to rise so rapidly and to such an extent that work had to be abandoned. Some of the cribs already placed in position as well as a few booms were carried away. The cold weather that followed caused ice to form on the crest of the dam to an unprecedented height, the channel becoming almost entirely blocked and the water above the dam rising to spring flood level.

In March last the portions of the apron which had been uncovered of their timber flooring were temporarily repaired so as not to be damaged during the spring freshet.

The permanent repairs will be resumed at low water this year.

## CARILLON CANAL.

*Guide Pier at the Upper Entrance.*

Messrs. Martineau, Fils & Lemoine, contractors for the above work, commenced operations at the beginning of July, 1901. Owing to the limited space on and around the pier, considerable difficulty was experienced in the storing of materials and the disposal of the plant. However, the tearing down of the old pier was begun on the 17th of the month.

Last season was exceptionally favourable for proceeding with the work, the water level being unusually low and the weather fine until the close.

On August 29 some of the broken stone foundation had been put in and the concrete work started. By September 20 the walls on both sides of the pier were completed on a section 118 ft. in length. The 2nd section, 160 ft. long, was at once proceeded with. Concrete on it was started on October 29 and completed on December 3, except the face finish and the top moulding.

The river froze on November 27 and the latter part of the work could only be proceeded with on the mouldings.

Preparations were then commenced with a view to complete the filling between the concrete walls during winter with stone taken out of a quarry on the north side of the canal entrance.

In January a solid bank of ice formed and the water rose to an unprecedented height, flooding the quarry and putting an end to operations there.

Early in May this year the contractors commenced preparations for the season's work. At the close of the fiscal year another section of the old work, 173 feet in length, was being taken down, but the water was still 6 feet above the foundation level and falling very slowly. There was then a little more than half of the concrete work done, and the contractors were in hopes of completing the balance during the present season.

The cement used on this work is the 'Dykerhoff' and 'Condor' brands. It is being supplied by the department.

A careful examination and record of the ice action on the section of the Ottawa river between Grenville and Carillon were made throughout the past winter until the ice ran out at Carillon on the nights of March 24 and 25, about three weeks earlier than in the spring of 1901.

The low water of last summer continued until the middle of December, when large fields of ice came down and landed on the crest of the dam, completely blocking the channel except in two places where the water had a free passage on an aggregate width of some 400 feet. The weather being cold the loose ice deposited on the dam was soon converted into a solid mass some 15 feet high in places, and the water rose rapidly, reaching its maximum of 11 ft. 6 in. above the summer level on January 9.

A portion of the ice crest then gave way and a fall of 2 feet in the level above immediately resulted. By the middle of February the ice had so far gone from the dam that the river above it had fallen down to normal level, but the crest was not entirely cleared of ice before March 14.

The highest water last spring occurred on April 2, but was 3.75 ft. below the level of the freshet of January last, and 2 feet below the high water of 1901.

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Nothing extraordinary occurred in connection with the ice and water conditions in other parts of this section during last winter.

During the winter Mr. F. J. Lynch, the resident engineer at Carillon was engaged in making a survey of the Carillon and Grenville canals. The plan of this survey will show all the structures on both canals with their exact positions and dimensions. It is intended as a reference document. Similar plans have already been prepared for the Lachine and Chambly canals and have proved very useful in a number of cases.

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

ERNEST MARCEAU,  
*Superintending Engineer, Quebec Canals.*

P.S.—Annexed to this report are tabular statements showing the highest and lowest water on the mitre sills of the locks at the upper and lower entrances of each canal during the fiscal year ended June 30, 1902.

E.M.

SESSIONAL PAPER No. 20

## QUEBEC CANALS.

STATEMENT of the opening and closing of navigation.

	Closing.		Opening.	
	1901.		1902.	
Lachine Canal.....	November	30.....	May	1.....
Beauharnois Canal ..	"	30.....	"	16.....
Chambly Canal .....	"	30.....	"	1.....
St. Ours Lock.....	"	23.....	April	8.....
C. & G. Canals .....	"	30.....	"	28.....
Ste. Anne's Lock.....	"	28.....	"	22.....

## LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1, at lower entrance, and new Lock No. 6, at upper entrance, during the fiscal year ended June 30, 1902.

MONTHS.	NEW LOCK No. 1, LOWER SILL.		NEW LOCK No. 5, UPPER SILL.					
	Highest.	Lowest.	Highest.	Lowest.				
1901.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July.....	18	9	18	0	16	8	15	4
August.....	18	5	17	1	15	8	15	0
September .....	17	8	16	2	15	5	14	8
October.....	16	11	16	3	15	4	14	8
November.....	16	7	15	11	15	0	14	2
December.....	30	7	16	0	17	5	14	6
1902.								
January .....	33	0	26	10	16	11	14	10
February.....	27	7	24	5	15	8	13	0
March.....	37	11	25	1	19	1	13	1
April.....	30	7	21	3	19	1	17	6
May.....	22	9	20	9	18	3	17	6
June.....	22	4	20	2	18	0	17	1

Mitre sill of old Lock No. 1, 2 ft. 2 in. above sill of new Lock No. 1.

Mitre sill of old Lock No. 5, 5 ft. above sill of new Lock No. 5.

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## BEAUHARNOIS CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 6, at lower entrance, and Lock No. 14, at upper entrance, during the fiscal year ended June 30, 1902.

MONTHS.	LOCK NO. 6, LOWER SILL.				LOCK NO. 14, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1901.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July.....	11	5	10	0	11	8	11	0
August.....	10	3	9	11	11	2	10	10
September.....	9	11	9	7	11	2	10	8
October.....	9	6	9	2	10	11	10	8
November.....	9	3	9	0	10	10	9	10
December.....	10	10	9	2	11	6	10	2
1902.								
January.....	16	6	10	6	12	0	11	2
February.....	16	8	13	5	11	4	9	10
March.....	14	8	12	6	12	6	10	2
April.....	13	6	12	0	11	7	10	7
May.....	11	4	12	0	11	7	11	2
June.....	12	4	11	6	11	7	11	2

## CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 9, at lower entrance, and Lock No. 1, at upper entrance, during the fiscal year ended June 30, 1902.

MONTHS.	LOCK NO. 9, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
1901.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July.....	12	6	9	11	9	10	8	4
August.....	10	1	9	5	8	7	7	10
September.....	9	9	8	6	8	2	7	2
October.....	10	5	8	6	8	9	6	10
November.....	9	3	8	5	7	11	7	1
December.....	16	9	8	9	9	7	7	5
1902.								
January.....	12	6	10	4	9	7	8	6
February.....	13	11	12	2	8	10	8	4
March.....	22	10	12	6	12	10	8	6
April.....	19	8	15	11	12	10	11	7
May.....	16	3	13	6	11	9	10	2
June.....	14	11	13	4	10	11	10	2

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## ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours Lock during the fiscal year ended June 30, 1902.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1901.								
July.....	10	10	7	10	10	1	8	5
August.....	8	6	7	1	8	6	8	3
September.....	8	6	6	3	9	2	8	4
October.....	7	4	6	3	10	3	8	4
November.....	7	6	5	11	9	3	8	3
December.....	17	3	7	5	14	1	8	6
1902.								
January.....	11	2	9	0	10	0	8	11
February.....	10	0	8	4	9	4	9	0
March.....	23	3	9	1	19	1	9	2
April.....	19	5	14	4	15	7	12	8
May.....	15	0	12	1	12	11	11	1
June.....	14	4	10	10	11	11	11	5

## STE. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of Ste. Anne's Lock during the fiscal year ended June 30, 1902.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 1, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1901.								
July.....	11	9	10	4	12	10	11	3
August.....	10	7	10	1	11	3	10	7
September.....	10	3	9	3	10	8	9	6
October.....	10	0	9	6	10	5	9	8
November.....	9	8	9	1	10	9	10	3
December.....	12	5	9	6	11	11	10	4
1902.								
January.....	12	2	10	3	11	11	11	2
February.....	11	4	9	2	11	10	10	6
March.....	14	3	9	2	15	10	10	6
April.....	14	0	12	7	16	4	14	8
May.....	13	2	12	4	15	8	14	5
June.....	12	9	12	1	14	11	13	8

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## CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Locks Nos. 1 and 2, Carillon Canal, during the fiscal year ended June 30, 1902.

MONTHS.	LOCK NO. 1, LOWER SILL.				LOCK NO. 2, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1901.								
July .....	13	8	12	0	14	2	11	10
August.....	12	3	11	8	12	3	11	3
September.....	11	11	10	10	11	4	10	5
October.....	11	4	10	6	11	2	10	5
November.....	11	11	11	4	11	5	11	0
December.....	13	4	11	8	16	8	11	0
1902.								
January.....	13	6	12	5	21	6	12	7
February.....	12	6	11	11	13	3	10	5
March.....	17	11	12	0	17	9	10	7
April.....	17	11	16	2	18	1	16	6
May.....	17	11	16	2	18	0	16	4
June.....	16	5	16	0	17	0	15	6

## GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Locks Nos. 3 and 7, Grenville Canal, during the fiscal year ended June 30, 1902.

MONTHS.	LOCK NO. 3, LOWER SILL.				LOCK NO. 7, UPPER SILL.			
	Highest.		Lowest.		Highest.		Lowest.	
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
1901.								
July.....	17	11	14	3	14	6	11	8
August.....	14	7	13	0	12	0	10	11
September.....	13	11	12	3	11	0	9	0
October.....	13	5	12	3	10	8	9	1
November.....	13	8	13	5	10	11	10	1
December.....	19	0	13	4	13	0	10	2
1902.								
January.....	24	0	15	4	12	3	11	4
February.....	20	6	15	7	11	4	10	0
March.....	21	10	15	7	18	6	10	4
April.....	21	11	20	6	19	0	17	5
May.....	22	4	20	0	19	0	17	3
June.....	20	8	18	9	17	10	16	0

## TRENT CANAL.

SUPERINTENDING ENGINEER'S OFFICE,  
PETERBORO, July 1, 1902.

SIR,—I have the honour to submit the annual report on the works on the Trent Canal under my charge for the fiscal year ending June 30, 1902.

The Trent Canal is a term applied to the several stretches lying for the greater part along the valley of the Trent River, between the Bay of Quinté, on Lake Ontario, and Georgian Bay on Lake Huron, which, however, in their present condition does not form a continuous line of navigation. The object of the works at present going on is to connect these several water stretches by short canals so as to form a continuous line of land-locked navigation from Lake Huron to Lake Ontario. A glance at the map of the district will show how comparatively small the length of waterway 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 Huron and Lake Ontario is about 200 miles. By utilizing the numerous lakes and rivers and taking advantage of the natural features of the lands 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 Heeley'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 sills, the land 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 8 feet could be provided at a comparatively little extra cost.

## MAINTENANCE.

Navigation closed on both the upper and lower reaches November 19, 1901, and opened April 9, 1902.

The height of water on the mitre sills of the locks was very fair throughout the season, though there is still room for very 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 Lakefield and Peterborough is, under the present circumstances, very unsatisfactory, and as the power at the several dams along the river is developed, the trouble will be increased. Owing to the mills at Lakefield using all the surplus water, any temporary stoppage in the mills almost stops the entire flow, in consequence the mills below are often stopped for a time. If the power owners at Lakefield and other dams were to notify the caretakers of the dams, or otherwise compensate for the stoppage by allowing extra water to

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escape, when it was necessary to stop temporarily for repairs, the cause of complaint would be removed.

With reference to the water supply, it is not generally known that such a vast system of reservoirs exists as there are in the country to the north of the direct route of the canal. From a recent survey of these reservoirs, it was ascertained that there are over fifty dams at present constructed which control about 70,000 acres of water in which over 25 billion cubic feet of water can be stored, not taking into account the large quantity that could be stored by many new dams that could be constructed. The proper storing and regulating of the large quantity of water above referred to is a most important matter, not only to navigation but to the vast commercial interests that are located along the valley of the Trent. The total number of lockages for the season was 5,185, being an increase of 857 over last year's lockages, 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 over thirty steamers engaged in commerce between Lakefield and Balsam Lake, besides a large number of small steamers belonging to private individuals.

There are five steamers on the reach between Peterborough and Heeley's Falls and several on Lake Simcoe. Many of the larger steamers are of considerable size, some of them carrying as many as 450 passengers.

#### REPAIRS.

The following repairs were executed at the different stations:—

##### CHISHOLM'S RAPIDS.

The dam at this station became so dilapidated that some three or four years ago I reported it was a waste of money to make further expenditures in the way of repairs upon it. An appropriation was made for a new dam some years ago, but it was withdrawn. About half the dam has since gone out. The lock and canal at this place are in a good state of repair.

##### HASTINGS.

New upper lock gates were constructed and hung. The lock walls were repointed and the mitre sills were caulked. A new quoin stone was set at the north-west gate to replace the old stone which was badly cracked.

##### OTONABEE RIVER.

Some dredging was done at the mouth of the river, removing some sawdust and silt that had lodged in the navigation channel.

##### PETERBOROUGH.

A new storehouse was built for the storage of tools, material, &c.

##### LAKEFIELD.

The flooring of the high level bridge was renewed and part of the platform of the dam was removed.

##### YOUNG'S POINT.

Part of the old dam was left remaining in above the new dam. This prevented the free flow of the water into the flumes of the Lakefield Portland Cement Company. This old part of the dam was removed by dredging.

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## STONY LAKE.

Owing to the carelessness of the men in charge of the saw-log drives, the buoys marking the navigation channel are continuously being removed from their places. There is no necessity for this state of things, and is entirely due to carelessness of the foremen in not pressing upon their men the importance and danger caused by the removal of buoys. Some drastic means will have to be taken to remove this danger to the travelling public. The buoys are all substantially put in and cannot be removed without some extraordinary force be applied. A great number of these buoys have to be replaced every season.

## BURLEIGH FALLS.

The lower wooden entrance pier at the west side was so dilapidated that it was taken down and replaced with a concrete pier, which was at the same time extended by 125 feet in length. The upper landing pier was planked over and raised for a length of 75 feet.

## BUCKHORN.

The valves, swinging gear and anchorage of the gates were repaired. New capstan chains were put on the lower gates.

## BOBCAYGEON.

The long dyke adjoining the dam on the north side was gravelled for a length of 1,000 feet. This has stoppad the great leakage which went through this dyke before it was gravelled. The flooring of the lock chamber and the upper mitre sill were repaired. The wall between the lock and the mill raceway was staunched and pointed. New stoplogs were provided for the dam where required.

## FENELON FALLS.

The old guard timbers at the south road approach to the swing bridge were so rotten that they were removed and replaced with substantial masonry walls on both sides of the roadway. The swing bridge was repainted. The culvert which carries the creek below the lower wharf became stopped during the freshet and burst. This was repaired. Ten new stoplogs were replaced in the dam. A new valve was placed in one of the centre gates to take the place of the old one, which had broken across the corner. Other minor repairs were done to the gates and lock.

## OTHER REPAIRS.

A new scow, 60 x 16 feet, for use in the work of repairs, was constructed. A considerable amount of repairs was made to the dredge, and two of the dump scows were almost wholly rebuilt.

## INCOME.

The following chargeable to income was executed :—

The work of dredging was continued on the shoals at 'Yankee Bonnet,' 'Dangerfield' and below Peterborough lock, on the Otonabee river, and on the Trent, near Hastings.

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## BUOYING OUT CHANNEL.

Buoys and anchors for buoying out the channel between Lakefield and Peterborough were prepared, but as this reach was not ready to be opened for navigation the placing of the buoys was deferred till the current year.

## HASTINGS.

New upper lock gates of solid timber were constructed and hung.

## HEELEY'S FALLS.

Five new sluices, 25 feet in width, were constructed in the flat tumble dam, part of the framework of the old dam having been removed for that purpose. These sluices have been of the greatest service in providing greater area for the discharge of the freshets, which was greatly needed.

## CAPITAL.

*Construction.*

Section No. 1, Peterborough-Lakefield Division.—The contract for this section, which was awarded to Messrs. Brown, Love & Aylmer, was completed last year, with the exception of some dredging in the river below Lakefield and below Nos. 3 and 5 locks. The freshet this spring lasted till so late in the season that it was impossible to get to work till a very short time before the end of the fiscal year, at which time this work had not been completed. There is only about a month's work to do to complete this work.

Section 2, Peterborough-Lakefield Division.—The contract for this section was awarded to Messrs. Corry & Laverdure on May 21, 1896, and the time for completion was November 1, 1897, nearly five years ago. As I reported last year that from the mode of operation adopted by this firm it is difficult to say when the work will be completed. There was only about a month's work to be done by an ordinary force of men at the beginning of this season, but at the present date it will still take three months or more to complete the work at the present rate of progress. There is still a considerable amount of concrete to do in connection with the hydraulic lock, as well as excavation in the prism of the canal below the hydraulic lock: finishing up the sodding, protection lining, trimming slopes, &c.

Section No. 1, Simcoe-Balsam Lake Division.—The contract for this work was awarded to Mr. Andrew Onderdonk and has been satisfactorily completed. The plans and calculations for the final estimate are now being prepared.

Section No. 2, Simcoe-Balsam Lake Division.—The section is under construction with Messrs. Larkin and Sangster as contractors. The work has progressed satisfactorily. The greater part of the excavation has been completed. The excavation for the pits of and the concrete walls for the approach to the hydraulic lock have been well advanced and there is a fair prospect that they will be nearly completed this fall. The substructures for all the bridges are completed, awaiting the superstructures. The walls of hydraulic lock No. 2 are yet to be excavated and prepared for the steel work, and the pits for the chambers are to be lined with concrete.

Section No. 3, Simcoe-Balsam Lake Division.—The contractors for this section are Messrs. Brown & Aylmer. Fair progress on this section has been made, but owing to the effect of the wet weather on the heavy clay on this section the work of excavation has been much delayed. Not quite half of the excavation of the section has been completed. The structures so far completed are lock No. 5, the culvert and bridge piers at the Portage Road crossing; and the abutments of the Grand Trunk Railway crossing. Arrangements were made between the contractors and the Grand Trunk Railway Com-

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pany and the department whereby the crossing of the railway was to be by means of a high level bridge instead of a swing bridge as at first proposed; the Grand Trunk Railway Company undertaking to do the filling for the approaches at the contractors price for filling. The work was to be completed by May 1 last, but at the end of the fiscal year very little of the filling had been done. The contractors have built a dredge for excavating the reach between lock No. 4 and Lake Simcoe. They have not yet started this excavation.

*Hydraulic, No. 1. Peterborough.*

The steel work of this hydraulic lock was awarded to the Dominion Bridge Company. Owing to the delay caused by the contractors for the concrete work of the lock not being completed no steel work (except some of that which is to be embedded) has been put in place. A rigid inspection of the main hydraulic presses by tests have been gone on with for some months. Considerable trouble was experienced in getting the cast iron ram sections east of the proper consistency and compactness, but this was finally accomplished. Nearly all the steel work has been prepared and stored on a lot adjoining the bridge works, which has been leased to the government for that purpose.

*Lock tender's house.*

A dwelling-house for the lock tender was constructed at the Peterborough lock.

*Plant.*

The dredge *Otonabee* has been employed continuously throughout the season. Most of the season it was rented to the contractors, Messrs. Brown, Love & Aylmer for the excavation of the river on Section 1, Peterboro-Lakefield Division.

The dredge *Trent* was employed in dredging shoals in the River Otonabee between Peterborough and Rice Lake and in the Trent river near Hastings.

The tug *Empire* has been fully employed throughout the season in hauling scows of dredge material from the dredge, buoying out the navigation channel, delivering timber, gravel and stone for the various works of repair along the route.

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

RICHARD B. ROGERS, M.I.C.E.,

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

*Superintending Engineer.*

Deputy Minister and Chief Engineer,  
Railways and Canals.

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## RIDEAU CANAL.

SUPERINTENDENT ENGINEER'S OFFICE, OTTAWA, July 15, 1902.

SIR, I have the honour to submit herewith my annual report on the Rideau Canal, under my charge, for the fiscal year ending June 30, 1902.

Navigation closed at Ottawa, November 25, 1901.  
 " " Kingston Mills, November 18, 1901.  
 " opened at Ottawa, May 1, 1902.  
 " " Kingston Mills, May 1, 1902.

The depth of water maintained in the various levels throughout the whole season of navigation, was excellent: no trouble or delay on account of low water, having occurred anywhere.

The freshet this spring occurred unusually early; but fortunately was not nearly so violent as usual, still some damage was done to the works, as will be detailed under the headings of the various stations.

The principal works and repairs executed along the line of the canal, at the various lock stations, is as follows:—

## OTTAWA.

Some repairs were made to the basin wharfs, by putting in new stringers and planking; and the roadway behind the wharfs was also macadamized and graded up where required.

A new frame storehouse for cement, and also for housing our portable engine, was built at the locks.

The upper piers of lock No. 7 were taken down and rebuilt by our own masons, the stone having been cut in Elgin quarry during the summer; and I may here state that considerable repairs are necessary for the masonry of this station, which is built of stone of very poor quality. These repairs will of course be carried out gradually from year to year; it being proposed this summer, to cut stone in the quarry for two piers of lock No. 5, and also new coping for the uppertown side of lock No. 8.

The grounds round the locks have been put into first-class order, the slopes and flats being nicely kept, and flower beds placed therein, so that I think I may be allowed to say that the station in general presents a most creditable appearance, and is in keeping with the surrounding improvements lately made in that portion of the city.

## STEWARTON BRIDGE.

New plank was placed on both approaches, and small repairs were made to the swinging gear of the swing span.

## BANK STREET BRIDGE.

Small repairs were made to the approaches and to the machinery and rests of the swing.

## HARTWELL'S LOCKS.

The timber piers under the small bridge across the Waste Weir were rebuilt by our own carpenters. The tow-path road was raised and graded, both above and below the station, which on account of the very heavy traffic passing continually over it, is now an annual necessity. The lockmaster's house was sheathed outside and clapboarded and painted. The coping of the locks throughout this station will soon require to be taken up and replaced with new stone.

## HOGSBACK LOCKS.

The whole chamber wall on the west side of the lower lock was taken down and rebuilt by our masons last winter. This wall had for years been bulging out, and had become dangerous; but it is now new. The large abutment crib on the west side of the old bulkhead was taken down and rebuilt by our carpenters. New sills were placed under some of the outbuildings at the lock house, and the said buildings were reshingled. Repairs were made to the protection boom, and also to some of the bents of the east bulkhead. This bulkhead is about worn out, and will be rebuilt next winter. A large quantity of gravel was placed on the tow path road, between this station and Hartwells. Some of the planking below the apron of the west bulkhead was carried away by ice this spring, but will be replaced during the present summer.

## BLACK RAPIDS LOCK.

The damage done by ice to this station last year was repaired, and the boom straightened. A new ice-breaking crib was to have been built here before the ice broke up, but on account of the unusually early freshet this year, it could not be built in time; but the timber and stone, which is all on the ground, will be used for this purpose next winter. Small repairs were made to the lockmaster's house and outbuildings, and sundry small repairs to the station.

## LONG ISLAND LOCKS.

Two new sluice frames were put into the middle lock. Two new swing bars on lock gates. The swing bridge was replanked, and the storehouse was repaired and reshingled.

## MANOTICK BRIDGE.

The whole bridge, excepting the swing span, was rebuilt last winter. The piers were rebuilt by our own carpenters, from low water mark up, and a fine steel superstructure was built under contract with the Dominion Bridge Company of Montreal. This bridge, which formerly consisted of five wooden spans and a swing span, is now of only three steel spans with a wooden swing. The removal of two piers has also given more outlet to the ice and water in the spring.

## BURRITT'S RAPIDS LOCK.

Some stone and gravel were placed on the dam and embankments, and sundry small repairs made to the station. The swing bridge and the railing on both sides of its approaches were painted by the bridge tender last season.

## WELLINGTON BRIDGE.

Sundry small repairs to planking, and painting, &c. done.

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## BECKETT'S LANDING BRIDGE.

Sundry small repairs done by the bridge tender. This bridge is to be entirely rebuilt next winter, with a steel superstructure.

## NICHOLSON'S LOCKS.

One new pair of lock gates were put in last winter, and one new swing bar and six new chain blocks, and sundry small repairs to station.

## CLOWES' LOCK.

Considerable damage was done to the slope at the back of the lock wall on the river side, during the freshet, by ice and water carrying away the stone rip-rap protection facing of the slope, and undermining the slope itself. However the slope will be repaired as soon as navigation closes, and a protection crib will be built along the face of the said slope. A new waste weir was built last winter, as well as the apron below; a collar dam-having been put in to do the work. The wing wall of the bulkhead was also taken down to the low water mark, and rebuilt by our masons.

A new fence was built along the northern boundary of the canal land to replace the old log fence, and sundry small repairs made to the station in general.

## MERRICKVILLE.

Two pairs of lock gates were rebuilt. The fixed bridge across the waste water channel was replanked. The upper lock was grouted and a considerable quantity of leakage thus stopped. The early freshet prevented the south pier of the bulkhead from being rebuilt, but the timber is on hand, and the work will be done next winter instead. The south wall of the lower basin is to be taken down and rebuilt next winter, as well as the lower wing wall of the middle lock on the south side, which adjoins it. The stone for this will be cut in Elgin quarry during the summer; and the stone for the basin wall will be purchased in Merrickville.

## MAITLAND'S LOCK.

The swing bridge was repaired and replanked, and the approaches on both sides were repaired: and sundry small repairs were made to the station in general.

## EDMOND'S LOCK.

Several large stones were replaced in the retaining dam, from which they had been carried last year. The upper mitre sill of the lock was repaired, and the waste weir was repaired and replanked.

## OLD SLY'S LOCKS.

A considerable quantity of grouting was done at this station, and repairs made to sluice frames, and sundry small repairs made to the station in general. Repairs to the piers above the locks, and also to some of the ice-breaker cribs, could not be made on account of the early freshet; but the timber is all on the ground, and the work will be done immediately after the close of navigation this year.

## SMITH'S FALLS COMBINED LOCKS.

The old wooden sidewalk on the west side of the roadway leading from the north side of the canal to the swing bridge, was taken up and relaid with a granolithic walk,

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in keeping with the granolithic sidewalk on the south side of the approach to the swing bridge.

The swing bridge was jacked up and moved, whilst the old wooden pivot pier was taken away, and a substantial stone pier built in its place; the work being done by our own men.

The long bridge leading to Jason Island was renewed in timber by our own men, and sundry repairs such as pointing, grouting, &c., were made to the station.

## SMITH'S FALLS DETACHED LOCK.

Sundry small repairs were made to the station in general.

## POONAMALIE LOCK.

Sundry small repairs were made to the station in general. The upper wing wall of the lock on the south side, is in bad condition, two of the submerged courses of stone being almost gone. This wall will be rebuilt next winter; some of the stone and cement being already on the ground. The lock labourers' house is in a bad condition, and will in all probability have to be pulled down, and a new house built, as it is built on sills which have completely gone, and the old log house will not bear raising up again.

## BEVERIDGE'S BAY LOCKS.

Sundry small repairs were made to the station and embankments. A roadway was built out to the long dam; the right of way having been purchased from a Mr. McLean some years ago. A well is required at this station, and a contract has been made with a well sinker to drill one this summer.

## PERTH.

The old planking was taken off the face of the basin wharfs, and new cedar plank substituted therefor. The wharfs themselves had two new rounds of timber put on, and the planking was renewed where necessary. The iron swing bridges were overhauled, and the tension cables repaired, and the turntables and swinging gear put in order. The culverts on the tow path road were repaired, and the road repaired in places.

## OLIVER'S FERRY BRIDGE.

The whole bridge was replanked by the bridge tender, and some painting has been ordered to be done to the steel superstructure.

## THE 'NARROWS' LOCK.

Some stone was placed on the slopes of the long dam, and the roadway on top of it was raised and graded with gravel. A new woodshed was built for the lockmasters's house, in place of the old one which had fallen into decay; the work being partially done by the lockmaster and lock labourer.

## NEWBORO LOCK.

Small repairs were made to the station in general. A new set of stoplogs were made and put into the canal reservoir dam at the outlet of Wolf Lake, which dam had hitherto been under the charge of the lockmaster here.

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It might be as well to state here, that this dam had not been used for a number of years, as there was, until last year, a private mill-dam below it, which was maintained by the owner to supply his mills with water at Westport; and the effect of his keeping the stoplogs in his dam, was to back the water up on our dam, and consequently in the lake, so that it was useless for us to keep stoplogs in our dam; and in fact, the storage of water for the canal was effected just as well by this private dam whilst it was maintained, as by our own dam; so in consequence our stoplogs for some years were not put in. However the mill dam having become useless to hold water, and the owner having stated that he did not intend to rebuild it; made it necessary for us to hold up the water in Wolfe Lake, in order to supply the canal levels descending to Kingston, in dry seasons; so, as above stated, a set of stoplogs were made and put in and will be continually kept in until after navigation closes each year, when they will be taken out, and the lake allowed to fall low to make room for the freshet in the ensuing spring.

As this dam is some miles away from Newboro' lock, which renders it impossible for the lockmaster to look after it properly, and as more than one attempt has been made to destroy it by unknown persons, I, with your approval, placed a man in charge, who lives on the spot, and who can regulate the water as required, and also protect the dam, should attempts be made again to destroy it.

## CHAFFEY'S LOCK.

The By Wash bridge was rebuilt, and also the approaches to the swing bridge across the lock. The upper wing walls of the lock are in bad shape, and arrangements have been made to take them down and rebuild them next winter. Sundry other small repairs were made to the station in general.

## DAVIS'S LOCK.

One new pair of swing beams were put on the lock gates, and six new chain blocks. Six new stoplogs were furnished for the waste weir. The lock labourer's house was repaired and reshingled, and small repairs made to the station in general.

## JONES'S FALLS LOCKS.

The approaches to the swing bridge across the middle lock, were rebuilt. Two pairs of the high lock gates were strengthened by heavy timbers being bolted to the frame rails. These gates are the largest on the canal, and when the locks are full, hold back over 22 feet of water. A fence was built, as well as a small stone wall along the side of the road past the locks. This was done to keep cattle from straying onto, and destroying the lock slopes and flats, which, now that this fence is there, are kept nicely mown and tidy.

This lock station, which is on account of its natural beauty, a favourite summer resort, is now in first-class order, and a credit to all concerned. Morton Dam, situated three miles from Jones's Falls, and which is under the charge of the lockmaster of that place, is in good order.

## BRASS'S POINT BRIDGE.

Sundry small repairs to the planking were made by the bridge tender. This coming winter, the whole bridge, with the exception of the swing span, which was rebuilt last year, will be taken down and rebuilt in steel and iron, with half the number of spans there are at present.

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## UPPER BREWER'S MILLS LOCKS.

One pair of lock gates were renewed, also 8 chain blocks, and repairs were made to the sluice racks on the lower gates. Sundry small repairs were made to the station in general.

## LOWER BREWER'S MILLS LOCK.

Some gravel was placed on the dam and embankments, and sundry small repairs made to the station in general.

## KINGSTON MILLS LOCKS.

One pair of lock gates was renewed. The stone waste weir was taken down and rebuilt, and now nearly all the leakage that existed through the old walls is staunch. Some new chain blocks were framed and placed on the locks. Two hundred and fifty cubic yards of stone were quarried and placed on the face of the long embankments. The station was grouted with cement, and sundry small repairs made.

The lock house is in bad condition, and an estimate will be made and submitted to you for your approval, of the cost of raising and repairing the same. However, as this house has been added to at various times, it will be a somewhat costly operation to raise it, and I think that the cheapest thing to do, is to build a small new frame house, and pull down the old one. This however will be the subject of a separate report to you later on, for your decision.

## GENERAL.

The pointing and grouting of the lock masonry was done as usual, this spring, by our lockmen, the cement for which, as well as that used on the more extensive repairs, was purchased under contract from the Ottawa Fireproof Supply Co.; the brand of cement used being 'Gibraltar'. We purchased 1,500 barrels of this cement, which gave good satisfaction although a silica cement.

The painting of lock gates, bridges, houses, &c., was done by the lockmen, the paint therefor having been supplied under contract with Mr. W. G. Charleson of Ottawa, who supplied about 3,000 lbs. of this material.

The Douglas fir dimension timber required for new lock gates, &c., was furnished under contract by Messrs. Cameron & Co. of Ottawa, and a contract for smaller hemlock timber was also awarded to Mr. T. M. Woodburn of Ottawa.

## DREDGING PLANT.

The dredge *Rideau* was employed last season in dredging the channel from Birmingham's Landing towards Upper Brewer's locks. She has made good progress; but will not complete the cut this season. A new boiler was purchased from, and placed in the dredge, by Messrs. Selby & Youlden of Kingston, and gives good satisfaction, having a working pressure of 125 lbs. of steam, which is easily maintained. The dredge is now in every respect equal to new. The tug *Shanly* was caught in the ice last winter, and compelled to winter at Smith's Falls. Small repairs were made to her at that place; but she is now so old, and her frames and boiler are in such a condition as to make it hardly worth while to spend much money on large repairs. She, will however, last one more year when she will be unserviceable; having been then 16 years in commission, and on account of her heavy draught, she has been subjected to very much harder wear and tear in the shallow rock cuttings on the canal, than she would have been called upon to undergo, had she been of the required draught for this canal.

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A new flat scow was built last summer at Smith's Falls, which is most useful for the tug to deliver stores, derricks, &c., with, along the canal. The coal scow is in fair order; but our dump scows are worn out; and when scows are required again for the dredge, new ones must be built.

I append hereto, a table showing the highest and lowest water during each month, at Ottawa and Kingston Mills lock stations, during the last fiscal year.

I have the honour to be, sir,

Your obedient servant,

ARTHUR T. PHILLIPS, M.C. Soc. C.E.

*Superintending Engineer.*

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

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## RIDEAU CANAL.

TABLE showing monthly the Highest and Lowest water on the Lower Mitre Sills of Locks Nos. 1 and 47 at Ottawa and Kingston Mills respectively, from July 1, 1901, to June 30, 1902.

OTTAWA, LOCK NO. 1.				KINGSTON MILLS, LOCK NO. 47.			
Highest.		Lowest.		Highest.		Lowest.	
Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
July 1.....	12 2	July 28 and 29...	8 3	July 1-10, 24-31	7 11	July 11 to 23 ...	7 10
Aug. 1 and 2....	8 8	Aug. 31.....	7 1	Aug. 1.....	7 11	Aug. 27 to 31....	7 6
Sept. 4.....	7 5	Sept. 30.....	5 4	Sept. 1 to 4....	7 5	Sept. 25 to 30....	7 0
Oct. 31.....	7 0	Oct. 1.....	5 7	Oct. 1 to 4....	7 0	Oct. 28 to 31....	6 8
Nov. 24 to 30....	7 5	Nov. 1.....	7 0	Nov. 1 to 14....	6 8	Nov. 22 to 30....	6 6
Dec. 18 to 31....	10 4	Dec. 1.....	7 4	Dec. 1.....	6 6	Dec. 11 to 19....	6 0
Jan. 1.....	10 4	Jan. 13 to 31....	10 2	Jan. 16 to 31....	6 4	Jan. 1 and 2....	6 2
Feb. 1 to 5.....	10 2	Feb. 6 to 28....	10 1	Feb. 1 to 10....	6 4	Feb. 25 to 28....	6 2
March 31.....	17 0	March 1.....	10 1	March 31.....	7 6	March 1.....	6 2
April 5 and 6....	17 10	April 22 and 24..	16 4	April 5 to 20....	7 7	April 20 to 30....	7 6
May 6 to 11....	18 2	May 24 to 26....	16 0	May 1-2, 29 to 31	7 6	May 6 to 19....	7 4
June 4 to 9.....	16 8	June 30.....	14 4	June 15 to 30...	7 8	June 1 to 5....	7 6

ARTHUR T. PHILLIPS,  
*Superintending Engineer.*

RIDEAU CANAL OFFICE,  
OTTAWA, July 15, 1902.

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## ST. LAWRENCE DISTRICT.

SUPERINTENDING ENGINEER'S OFFICE,  
CORNWALL, July 1, 1902.

SIR,—I beg to submit my annual report upon works of construction and survey, in connection with the enlargement of the St. Lawrence canals, for the year ending June 30, 1902.

## CORNWALL CANAL.

*(Opened for traffic, 1843.)*

This canal was originally designed and constructed to allow vessels of not over nine feet draught to surmount the Long Sault rapids, extending from Cornwall to Dickenson's Landing, a distance of  $11\frac{1}{4}$  miles, with a rise of forty-eight feet, originally made in six locks, but since reduced to five.

The canal is situated on the north side of the St. Lawrence river on ground sloping rapidly towards the river, and generally about thirty feet above it. The high embankments thus rendered necessary when not perfectly constructed, or when resting on treacherous foundations, which are common along this section of the river, have given rise to frequent landslides, accompanied by subsidence, entailing, as in 1888, very serious consequences.

In order to make the St. Lawrence navigable by vessels of the same class that pass through the Welland canal, and to carry out the general scheme of enlargement adopted by the government, work was commenced on the Cornwall canal division in 1876.

This work consisted in deepening, widening and straightening the original channel, strengthening and protecting the embankments, and in building enlarged locks 270 feet long by 45 feet wide, with not less than 14 feet of water on the mitre-sill, when the river is at its lowest stage, supply weirs, bridges, &c., also in addition to the above, and not included in the original contracts, the repair or renewal of the foundations and general restoration of the damaged masonry of the old locks 15, 16, 17, 18, 19 and 20, and the adaptation of the basin between old locks 16 and 17 to the purpose of a dry dock. Also dams, weirs and the guard gates, and automatic dam above lock 20, rendered necessary by the adoption of the Sheik's Island channel, and the masonry superstructure with ice-breaker on the old pier at the upper entrance.

The Sheik's Island channel does away with the imperfectly constructed embankments west of Milleroches, embraced in contracts Nos. 6 and 7 and parts of 5 and 8, which were abandoned when the decision to construct the channel had been arrived at. This diversion from the line of the old canal does away with three and a-half miles of very tortuous canal navigation, unfit for the class of vessels for which the enlarged canal system was intended and substitutes two and three-quarter miles of what can be classed as lake navigation, thus dividing the canal into two sections, the lower or eastern section six miles long, upper or western section two and a quarter miles, with two and three-quarter miles of lake navigation between, and saving about half a mile in distance.

The guard gates and automatic dam at lock 20 were constructed to protect the lower reaches from the large body of water impounded by the construction of the Sheik's Island dams, in case of accident to the locks or other structures.

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For the purpose of construction, the canal was divided into nine sections, commencing with No. 1 at the lower or eastern entrance. The work of enlargement was commenced on this section in 1876 and was finished in 1882, except some work on old lock 17 and the weir and headrace to the mills, which were afterwards completed under the contract for section No. 2.

The next section to be let was No. 10 to Messrs. Jocks, Delorimier & Broder, who commenced work in 1884, and, with the exception of the upper entrance, completed it in 1895.

## LIST OF CONTRACTORS.

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.....	5, 6, 7 & 8	" .....	June 19, 1893.
Milleroches.....	5	The Gilbert Blasting and Dredging Co. ....	Nov. 2, 1888.
Moulinette.....	6	" .....	" .....
Sand Bridge.....	7	" .....	" .....
Long Sault.....	8	" .....	" .....
Dickenson's Landing.....	10	Jocks, Delorimier & Broder.....	April 7, 1884.
Upper Entrance.....	10	Weddell & McAuliffe.....	Sept. 28, 1899.
Strengthening bank east of Pitt Street, Cornwall.....	1	J. J. Fallon.....	Feb. 8, 1902.
Cornwall Canal.....	1 to 10	Michael P. Davis.....	May 20, 1902.

NOTE.—Section No. 8 adjoins Section No. 10.

The work to complete the upper entrance was let to Messrs. Weddell & McAuliffe under contract entered into on September 28, 1899, to be completed by November 13, 1900.

It consists in the extension, straightening and widening of the channel on the north or landward side of the present entrance, from deep water which commences 900 feet west of the upper gates of guard lock No. 21 and extends to a point about 1,100 feet west of the lighthouse on the south entrance pier, a distance of about 3,500 feet.

Excavation above water by means of steam shovel which was in operation in June, 1901, was completed August 13, 1901.

Dredging operations were resumed November 20, 1901, and stopped for winter months December 21, 1901, resumed March 25, 1902, and completed on May 3.

Stone protection to slopes and preparing seat for the same which was in progress in June, 1901, was continued up to November 4, 1901, resumed April 3, 1902, and completed on June 5, 1902.

The sodding and soiling of slopes was commenced on August 1, 1901, continued until October 31, resumed on May 6, 1902, and completed on June 5, 1902.

This contract was wholly completed on June 5, 1902, and the final estimate is now being prepared.

In connection with the additional water power granted at lock 18 to the Paper Mill Company, attention is again directed to the necessity for rebuilding and enlarging the regulating weir at old lock 17.

On February 8, 1902, a contract was entered into with Mr. J. J. Fallon for widening and strengthening the north bank east of Pitt St., at Cornwall. This consists in the widening of the north bank of the canal and the building of a revetment wall for a distance of 1,000 feet from the east end of the present steamboat wharf at foot of Pitt St.

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Two hundred and twenty lineal feet of this wall is now completed, as also the stone filling in the rear of same.

Building operations are, however, now suspended until the canal is again unwatered ; in the meantime the contractor will get all the necessary stone quarried, dressed and delivered in order to resume building and complete the work as early as practicable in the spring of 1903.

On May 20, 1902, a contract was entered into with Mr. M. P. Davis for the mechanism for operating the locks, guard gates, weirs and bridges of the Cornwall canal, to be completed August 15, 1902.

This work is now in progress at lock No. 20.

### FARRAN'S POINT CANAL.

*(Opened for traffic, 1847.)*

This canal is situated about five miles west of the village of Dickenson's Landing, the head of the Cornwall canal. It was built to overcome a short, swift rapid above the village of Farran's Point, and was about three-quarters of a mile long, with a lockage of  $3\frac{1}{2}$  feet.

In the year 1847 the original canal for 9 feet navigation was opened for traffic. The present enlarged canal has been extended to Empey's Bay, thus increasing the length to  $1\frac{1}{2}$  miles and the lockage to 4 feet.

The enlargement having been authorized, tenders were advertised for, and on June 1, 1897, a contract was entered into with the Canadian Construction Company to undertake the necessary work and to have it completed by January 31, 1899.

The time for completion has since been extended.

The works undertaken in connection with the enlargement consisted of forming a new eastern or lower entrance, north of the original, and free from the eddies produced by the above rapids.

The building of a 'Flotilla lock' 800 feet long and 50 feet wide, with 14 feet of water on sill at the lowest known stage of the river, and extending from deep water at its eastern entrance to a point about 200 feet west of the old lock, and nearly parallel to it on the north side, also of deepening and straightening the old channel to the head of the old canal and its extension through Point Avoyon to Empey's Bay, also the building of a road to replace a portion of the King's old highway occupied by the enlargement. It is intended to keep the old lock in repair so that it can be used in case of accident to the new lock.

The new lock was ready for traffic September 6, 1899, and has since been used by all deep draught vessels.

The work done during the past year was as follows :—

About 2,000 lineal feet of fence constructed along the south side of the King's highway was completed on September 3, 1901.

The forming of necessary ditches along north side of canal was completed August 14, 1901.

Dredging operations in progress June 30, 1901, were continued to December 3, resumed April 12, 1902, and are still in progress and nearing completion.

The forming and grading of embankment on south side of canal was completed on August 24, 1902.

The protection of slopes with broken stone was completed December 6, 1901.

Moorings posts have also been placed at old lock and on south bank.

The levelling up with quarry waste of the north pier at lower entrance to canal was completed on August 21, 1901.

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Repairs to this pier on account of damage done by vessels was completed September 10, 1901.

The sodding of slopes in progress June 30, 1901, was completed August 29, 1901.

The small amount of work remaining to be done in connection with the enlargement of this canal consists mainly in the cleaning up of the bottom, which work is at present being carried on by means of one dredge and should be completed by September 1, 1902.

The old lift lock has undergone a thorough repair, including new upper gates, which work was required for the reason that the usual guard lock at the upper entrance was considered unnecessary in first construction.

## WILLIAMSBURG CANALS.

## RAPIDE PLAT CANAL.

(Opened for traffic 1847.)

The lower entrance of the Rapide Plat or Morrisburg canal is situated about  $9\frac{1}{2}$  miles west of the Farran's Point canal. It was designed to overcome the rapids of Rapide Plat by a lock of  $11\frac{1}{2}$  feet lift, and extends from the village of Morrisburg to Flagg's Bay, a distance of  $3\frac{3}{4}$  miles.

The original canal intended for vessels of 9 feet draught was opened for traffic in 1847.

The work of enlarging for the 14 feet draught vessels was commenced in 1884, and consisted in the deepening and widening of the old channel, the building of a new lift and a guard lock of 270 feet by 45 feet, supply weirs, regulating weirs, &c., and the construction of a new road to replace the highway destroyed by the canal improvements.

The old lift lock was put in thorough repair, and the sill lowered so as to admit of 9 feet navigation through it at lowest water.

## LIST OF CONTRACTORS.

Locality.	Section.	Contractors.	Date of Contract.
Morrisburg .....	1	Poupore & Fraser .....	Jan. 26, 1891.
Mariatown .....	2	Weddell Dredging Co. ....	" 12, 1891.
New Road .....	3	Poupore & Fraser .....	" 26, 1891.
Flagg's Bay .....	4	William Broder .....	April 2, 1884.
Upper Entrance .....		P. H. Gilbert .....	" 17, 1901.

The work on all sections except at upper entrance has been completed and the final estimates forwarded to the department for approval.

*Upper Entrance.*—This work consists in the straightening, deepening and widening of the channel, the removal of the old north and south piers and the construction of a new and more extensive pier with stone superstructure and ice-breaker on the south side.

The contract for this work was awarded to Mr. P. H. Gilbert and was commenced on April 17, 1901.

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The work done during the fiscal year is as follows:—

The cribwork for the new south pier in progress June 30, 1901, was completed on November 11, and stone filling in same on December 3, 1901.

The excavation above water consisting of the sloping of the north bank, and the forming of ditches was commenced on July 9, 1901, continued until November 15, resumed April 25, 1902, and completed on May 23, 1902.

Dredging operations in progress June 30, 1901, were carried on until December 4, resumed on April 18, 1902, and are still in progress.

The placing of stone protection on the north slope was completed on May 22, 1902.

The building of a fence along the north bank was commenced on May 16, 1902, is still in progress and nearing completion.

The sodding of the north slope was completed on May 8, 1902.

For the new ice-breaker and superstructure of the new south pier a quarry is now being opened at Waddington, New York, directly opposite the works.

It is expected that this contract will be completed next season.

## GALOPS CANAL.

*(Opened for traffic, 1847.)*

Between the head of the Rapide Plat canal and the foot of the Galops, at the village of Iroquois, there is a four and a half mile stretch of river navigation. What is now known as the Galops canal was originally built as two separate canals, with a short stretch of river navigation between.

These were opened for 9-foot navigation in 1847, the lower or easterly section, called the Point Iroquois canal, commenced at the village of Iroquois and extended to Presqu'île. It was three miles long, and had a lockage of 5 feet 7 inches, which overcame the rapid of Point aux Iroquois.

The upper or westerly section, known as the Galops canal, commenced at the village of Cardinal and extended up stream two miles to the head of the Galops rapids; it had a lockage of 6 feet 8 inches, and surmounted the Cardinal and Galops rapids, called by the early forwarders 'the Upper Galoo's or Chain of Rocks.'

About ten years after the completion of these canals, they were connected by an embankment, otherwise the 'Junction canal,' built in the river, and other improvements made increasing the total length of canal to seven and a half miles, and the lockage to 14 feet 10 inches, thus avoiding the rapid current of the short stretch of river navigation.

In 1888, Messrs. Murray & Cleveland entered into a contract with the government to enlarge the upper entrance; the work consisting of the building of a new lift lock in Round bay, connecting directly with the river immediately below the Galops rapids, and a new guard lock, each 270 feet long by 45 feet wide, and a supply weir. The removal of the old guard lock, and also the deepening, widening and straightening of the channel from the upper entrance past McLaughlin's Point to the new locks at Round bay, a distance of about one mile.

The lift lock at Cardinal is now cut off from the canal and connected directly with the river by means of a large opening which has been made through the old canal bank below, thus rendering free access from the river to the wharf at the foot of old lock 26 for the accommodation of the village of Cardinal.

The improvement of the channel at McLaughlin's Point by widening it towards the north, as authorized, was commenced with steam shovel in September, 1900. All the excavation east of nine mile road which could be done by means of a steam

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shovel is now completed, and a dredge will commence work at once taking out the remainder of the excavation below the level of the water.

The excavation under water has been found to consist of rock, hard-pan and boulders, all of which will require blasting in advance of the steam shovel and dredge.

The progress of this work throughout has been most satisfactory, and will be completed this season.

The toll-house for collector at locks 27 and 28 has been completed, and the final estimate was prepared and forwarded to the department June 4, 1902.

The extension (280 feet) of the south-east pier below lock No. 28 is now completed to the level of high water and materially assists in rendering the entrance perfectly safe for downward bound vessels.

To complete this work a masonry wall four feet above normal level of water in the river will be constructed. This work, however, will not be attempted during the high water of the present season.

In the year 1897, the government advertised for tenders for the enlargement of the other portions of the canal, dividing it into two sections or contracts of about three miles each, Iroquois and Cardinal. Messrs. Larkin & Sangster obtained the first named, and Messrs. Wm. Davis & Sons the latter. In each case the work was to be completed by January 31, 1899, but the time for completion has since been extended.

The scheme for enlargement contemplated the raising of the level of the reach between Iroquois and Cardinal six feet, that is to the height of the lowest known level of the river at the head of the Galops rapid, and overcoming the whole rise with one lift lock at Iroquois.

## IROQUOIS SECTION.

Work on the enlargement of this section was commenced in May, 1897. It consisted of excavating a new entrance channel, the building of two entrance piers, a 'Flotilla lock' 800 feet long by 50 feet wide, weirs, bridges, retaining walls, &c., and the straightening, deepening and widening of the canal for about 3 miles, also the reconstruction of the highway north of the old canal, &c.

The work of building the masonry foundation walls for the Iroquois Water Works, the renewal and repair of the government wharf at the village of Iroquois, and the widening and deepening of the government ditch on the north side of the canal have all been completed under this contract.

With the exception of a few scattered boulders in prism of canal, some fencing, and repairs to bank protection and the removal of a few points of rock at the lower entrance, which is now being done, the contract work on this section is practically completed.

Several leaks have occurred in the banks on this section during the past year, owing chiefly to the fact of the water in canal having been kept at an unnecessarily high stage and thus unduly taxing the banks before they had properly matured.

The frequent lowering of the water to enable the necessary repairs to be made has also proved detrimental to the slopes of banks in undermining the stone protection.

## CARDINAL SECTION.

Commencing at the western end of the Iroquois section at Presqu'île it extends west through the rear of the village of Cardinal to Gate's Point, the eastern end of the upper entrance contract, a distance of about three miles.

The work consists in the widening, deepening and straightening of the old canal at each end of the section and construction of an entirely new piece of canal through and on either side of the village of Cardinal, requiring the excavation of the prism, the building of banks and their protection, and the construction of cribwork and masonry revetments through the 'Deep Cut,' also the building of bridge piers and abutments, &c.

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The chief feature is the 'Deep Cut,' in rear of the village of Cardinal, 5,900 feet long and 68 feet deep at the highest point, requiring the excavation of about 2,000,000 cubic yards of material.

*Earth Excavation.*—The total quantity of earth excavation on this section is about 2,600,000 cubic yards. Of this quantity there now remains to be done some sloping below the level of 43 at Fraser's Point and Gate's Point, and a general trimming up of the bottom of prism of canal, both east and west of 'Deep Cut.' Two dredges are now being employed at this work and have been throughout the year (with the exception of the winter season). There also remains to be done some trimming of slopes of 'Deep Cut' to receive pitched stone facing, which work is being carried on ahead of the builders.

*Rock Excavation.*—The total quantity of rock excavation on this section has proved to be about 19,000 cubic yards, of which about 10,000 cubic yards was contained in the rock 'in situ' in bottom of 'Deep Cut.' It is all completed except a small ledge discovered at east end of 'Deep Cut' on the north side which rises a few inches above bottom of canal.

The cribwork revetment which extends through a portion of the 'Deep Cut' was completed during the months of April and May last, and is now practically ready to receive the masonry revetment wall superstructure. The total length of this cribwork revetment is 5,358 lin. feet and contains about 317,000 cubic feet of timber, 293,000 lbs. of iron in bolts, and 45,000 cubic yards of stone filling both inside and in rear. Of the masonry revetment wall laid in Portland cement which rests on top of this cribwork there still remains to be built 325 lin. feet containing 550 cubic yards. This work will be done as soon as the stone filling behind cribwork is completed.

*Embankments.*—All embankments are now made to their required height and width, with the exception of that portion of the south bank east of the 'Deep Cut' across the old canal, which is being proceeded with as fast as possible, and is now nearing completion. A final trimming up of the embankments throughout the entire section, yet however remains to be done.

The work of protecting the slopes of the 'Deep Cut' by the placing on them of pitched stone facing has been diligently carried on throughout the year (with the exception of the winter months) and is now rapidly nearing completion. Five building derricks are continuously employed on this work, which build altogether about 3,000 cubic yards per month.

The total quantity of this pitched stone facing will be about 46,000 cubic yards, of which there now remains to be built only about 15,000 cubic yards. The face stone for this work is being delivered from the quarry at Milleroches, while the quarry waste on which the wall rests is being taken out of the quarry near the head of this canal.

The north slope at Fraser's Point and Gate's Point, the upper slopes along north side of 'Deep Cut,' and a portion of those on the south side, as well as the greater portion of the south bank of canal throughout the section, have been sodded during the year.

Attention is here directed to the fact that no vessel should be permitted to stop and land passengers or freight within the limits of the 'Deep Cut'. Access to the village of Cardinal by water would therefore be confined to vessels using the river, it is suggested that a convenient landing may be constructed at the western entrance at the intersection of the 'Deep Cut' with the old canal by substituting a cribwork revetment for the masonry slope walls required to protect the banks.

#### GALOPS RAPID IMPROVEMENT.

This work comprises the excavation of a straight channel 200 feet wide and 17 feet deep through the shoals of the rapid which are known by the following names, viz.:—Upper Bar, North and Caledonia shoals, Island shoal and Lower Bar. The whole of these shallow places are included in a distance of 3,300 feet.

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The work is subaqueous and consists in blasting and dredging the rock in the rapid.

The work as originally designed for the 200-foot channel was finished in November, 1888, but in view of the apparent permanent lowering of the water surface of the River St. Lawrence, and for the purpose of making a satisfactory test and survey of its bottom, and at the same time to be prepared for the removal of any material above the original contract grade, an agreement was entered into in the year 1897 with the Gilbert Brothers Engineering Company, Limited, to perform the necessary work. Operations were commenced the same year. In the year 1898 it was decided to widen the entrance to the existing channel south or towards Adam's Island with a view to eventually increase the width of the channel as originally excavated to 300 feet.

The plant employed consists of a dredge, drill scow, tugs, scows, &c., all adapted to the special work in hand.

Dredging operations were carried on by dredge *Iroquois* widening channel through north shoal and removing the north point of Island shoal up to October 2, 1901, when the dredge was laid up for the season.

The soundings taken after dredging showed the required depth of water in these places.

As there was no appropriation for continuing this work in 1901 and 1902 operations were not resumed this season and the plant has accordingly remained idle, but is maintained in good working order.

The drill boat was engaged until November 4, 1901, in drilling and blasting on Island shoal within the limits of the 200-foot channel to complete this portion of the work. She was then removed to Upper Bar where some high points previously discovered were drilled and blasted.

On November 18 all work was suspended and the plant laid up for the season at the head of Galops canal.

To complete the 200-foot channel and render it safe for 14-foot navigation it is absolutely necessary that the removal of the rock drilled and blasted in 1901 should be completed, otherwise propellers and other passenger vessels will continue to use it in order to save the time in locking at lock 28, and are liable to meet with serious accident

## NORTH CHANNEL.

This channel commences about one mile west of the upper entrance to the Galops canal and extends in a straight line to deep water off Chimney Point, a distance of  $2\frac{1}{2}$  miles.

It was constructed to avoid the sinuous natural channel passing through American waters, which is about three-quarters of a mile longer and could not be navigated with safety by the class of vessels for which the present enlarged canals were designed.

The work consists in the excavation of a channel originally 200 feet wide, which was subsequently increased to 300 feet through the bed of the St. Lawrence river and Drummond and Spencer Islands, the construction of embankments on either side of the channel, and of piers and of cribs at its eastern and western entrances.

The work having been authorized and tenders advertised for, it was let to Mr. M. A. Cleveland, May 14, 1897, the work to be finished on January 31, 1899.

The time has since been extended.

Dredging operations were carried on up to December 14, 1901, preparing seat for cribwork at lower entrance and at upper entrance for lighthouse cribs, and in the removal of unfinished parts of the channel through Drummond Island to secure a navigable width of 200 feet.

This work was resumed April 4, 1902, and continued to June 30.

The total quantity dredged during the year was 80,000 c. yds.

Rock Excavation.—The work of drilling and blasting the solid rock remaining in prism was continued up to November 25, 1901, when the drill scow was laid up for the season.

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No drilling and blasting has been done on the work this season, the drill scow being employed at the upper entrance of the Galops canal.

The remainder of the rock excavation at the lower entrance to the north channel has been reserved to be used in the formation of the proposed dam across the "gut" (the international boundary) between Adam's and Galops island, the consent of the United States government having been obtained therefor.

Cribwork at Lower Entrance.—The cribwork marking the lower entrance to the north channel was completed in September last. The pier on the north side has been lighted and adapted for use of vessels when delayed by fog, which otherwise would be compelled to anchor or remain in the Galops canal.

Cribwork at upper entrance, consisting of a continuous breakwater on the north side of the channel from Spencer's Island to the lighthouse crib, is in progress with a view to completing the substructure before the fall navigation commences.

The extension of this breakwater is chiefly in the interest of the existing class of barges of 9-foot draught, which, since the north channel has been brought into general use, has been increased to 12 or 14 feet, where the freeboard permitted.

The sodding of the upper slopes through Drummond Island, which was commenced in August, 1901, was completed on May 9, 1902.

## RIVER REACHES.

### IMPROVEMENT OF CHANNEL, LAKE ST. FRANCIS.

From head of Soulages Canal to foot of the Cornwall Canal, the length of the navigable channel is about  $32\frac{3}{4}$  miles, of this distance 30 miles is through Lake St. Francis.

A channel has been buoyed between the above mentioned points, with a minimum depth of 16 feet at lowest water, and has been brought into general use.

St. Regis section, two and a half miles east of Cornwall, it is situated about midway between the foot of Cornwall Island and First Crab Island. The work here consists in the dredging of a channel 1,100 feet long and 300 feet wide through what is known as the St. Regis Shoals, and protecting it with dyke terminating with crib piers. This work was let to Messrs. Manning & Macdonald, May 24, 1898, to be completed November 30, 1898.

This work, however, was not completed until the fall of 1900, but has since been generally used by all classes of vessels, and is an important link in the 14-foot or deep water channel.

Hamilton Island section, between the seventh and eleventh mile east of the Cornwall Canal.

This work consists in the dredging of a channel through, or of widening and straightening it through the undermentioned shoals, and the construction of a lighthouse crib on the Middle Ground, viz:—

The Clark's Island Shoal,  $7\frac{1}{2}$  miles west of Cornwall, the dredging at this point was substituted for that proposed to be done at the Horseback.

The Middle Ground, 10 miles east of Cornwall.

The Highlander Shoal,  $10\frac{1}{2}$  miles east of Cornwall.

A contract was entered into with Messrs. Manning & Macdonald, May 24, 1898, to be completed November 30, 1898.

The time stated for completion has necessarily been extended, but all the works embraced in Manning & Macdonald contract are now finished and the final estimates prepared.

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ST. LAWRENCE RIVER AND CANALS.

During the past fiscal year the gas buoys, &c., marking all salient points in the deep water channel have been maintained and navigation has been uninterrupted since its inauguration in 1900.

The fact of the existence of a 14-foot navigation having been sufficiently tested by the Department of Canals, the charge of the buoy service including the *Str. Scout* has been transferred to the Department of Marine and Fisheries.

Surveys have been made of the isolated shoals in the channel between the Cornwall and the Farran's Point Canals.

Also in connection with the proposed dam at the Galops 'Guts', including the necessary observation stations enclosing portions of the river which may be affected by the closing of the Gut channel.

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,  
Department of Railways and Canals, Ottawa, Ont.

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## ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT OF OPERATION,  
MORRISBURG, ONT., June 30, 1902.

SIR,—I have the honour to report on the operation and maintenance of the canals under my charge for the fiscal year ending June 30, 1902.

These include the Cornwall, Williamsburg and Murray canals, covering a distance of about 29 miles of artificial waterway, overcoming the difficulties of the St. Lawrence river navigation between Prescott and Cornwall, with 11 locks and a total lift of about 78 feet; and affording direct ingress to the Bay of Quinte, at the west end, from Lake Ontario.

During the year 14-foot navigation was thoroughly tested and found to be an assured fact. In the season of 1901 the Northwestern Steamship Co. of Chicago put on their fleet of four steamers between that port and Europe, on more than one occasion loading even slightly over the 14-foot limit on the down trip. While this line of steamers was not financially successful to such an extent as to warrant a continuance this season, the manager assured me that it was in no sense attributable to the St. Lawrence canals. On the first day of October, with the water in the river not by any means at a high stage, the steamer *Arabian* passed down, using the Rapide Plat canal, with a draught of 14 feet and 4 inches. Early in the season of 1902, the Wolvin syndicate put on their fleet of boats operating between Duluth and Quebec, and have been making regular trips since. I understand that it is their intention to add to their fleet, confident from their experience in the first part of the season, that with Quebec as the eastern terminus of St. Lawrence navigation and the type of steam barge they employ, they have solved the problem of successful waterway traffic between the ocean and the Great Lakes.

Following close on the completion of the 14-foot channel have come vessels of larger size and deeper draught, so that, while the number of vessels passing through the canals is probably not so great as in former years, the season of 1901 saw an increase of about 30 per cent in the tolls collected at each of the four toll offices in this district. In the first part of the season of 1902 traffic has fallen off considerably owing to the coal strike.

At the beginning of the present season the operating staff were provided with official caps. The improvement has been favourably commented upon on all sides.

The appearance of the canals could be very materially improved by levelling off the banks, grading and terracing and sodding in places, and planting trees, &c. Some of this has been done in recent years, but much yet remains to be accomplished.

It is only a question of a very short time till a dredge will be required to keep the prism of these canals in proper shape. In places, quite a perceptible falling in is noticeable already; and there is cleaning up and trimming yet to be done sufficient to keep a dredge employed.

Appended is a statement of fines and damages incurred, and a record of the highest and lowest water levels.

## CORNWALL CANAL.

The Cornwall canal was closed on November 30, 1901, and opened to navigation on May 1, 1902. During the full season navigation went on with but one interruption of three days, caused by the gates of lock 17 having been carried away on the last day of

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July, by the steam barge *Hebron*. As soon as one pair of gates had been replaced water was let into that level of the canal and the old locks used.

A contract had been entered into with Mr. M. P. Davis for lighting the canal by electricity, and on October 24, 1901, the light was turned on for the first time. The canal is now as easy of navigation by night as by day, thereby enabling vessels to pass through with greater expedition than formerly. The light is being operated quite successfully, every failure of a lamp being promptly remedied by the staff of experts employed by Mr. Davis, and careful supervision is exercised to locate any defect. Power is supplied from the magnificent plant located at the lower end of Sheik's Island.

A contract has also been entered into with Mr. Davis to equip the gates and weirs with machinery for operating them by electricity. A test set of this machinery was installed on the lower gates of lock 20, in the latter part of March, 1902, and runs so well as to make it certain that the work, when completed, will be a decided improvement on the old method of opening and closing.

The canal was unwatered during the month of April, to allow of repairs. In that month the masonry of lock 21 was pointed; the concrete apron below the weir at lock 19, repaired; and a similar one built at lock 18, covering the full width of the weir and extending from the stone-apron to the end of the wing wall; all broken valves repaired, or replaced by new ones; a careful scrutiny made and everything that might prove to be an obstruction removed from the bottom and sides of the canal; the stone protection to the banks repaired, where requiring it below water level; the operating machinery on lock 15, which had been dismantled, replaced.

The gates damaged by the accident to lock 17 were repaired and now are spares, taking the place of the ones put in at lock 17, at the time of the accident; a new pair of gates and hollow quoin coping stones, were put in at the west end of lock 21, after the close of navigation; a floating crib built at the entrance to the weir at lock 17; the dry stone wall on the south side, between locks 15 and 17, taken out to below the water level and relaid; the rip-rap repaired where requiring it; watch-houses, store-houses, work-shops and collector's residence painted, and the work of painting other parts requiring it is still going on; scow and gate pontoon caulked; the telephone line transposed; and all the present equipment of locks and weirs made uniform.

The apron at locks 18 and 19 became necessary owing to the scouring from the heavy flow of water required to supply power to the several mills drawing from the canal.

When the electric light line was put into operation it was found that the electrostatic induction rendered a conversation on the telephone line impossible, now that the line has been transposed it gives fairly good service.

John Gillie, lockmaster, at lock 18, was superannuated by Order in Council, dated February 12, 1902.

Daniel Gillespie, lockmaster, at lock 19, was superannuated by Order in Council, dated May 20, 1902.

## WILLIAMSBURG CANALS.

The Williamsburg canals were closed and opened on the same dates as the Cornwall canal, except that the contractors at work on the different portions of these canals were allowed the use of the locks from the time the ice was off in the spring.

These canals were operated during the full season without any serious mishap, or interruption to navigation.

The level of the water in the Galops canal has not yet been brought to full height; but construction work will soon be at such a stage as will permit of this being done.

The Rapide Plat canal was unwatered during the month of April, and during that time considerable work was done in repairing the stone protection to the banks. A piece of new rip-rap, with a somewhat larger size of stone than used formerly, was hand laid, on both sides of the canal in the village of Morrisburg. The slope of the bank was slightly flattened and a good trench bed was dug, leaving a berme of from five to eight

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feet, and this berme covered on top with stone, closely laid. The rip-rap was carried up, two feet deep throughout. Considerable work was put in lifting boulders from the bottom of this canal, during the time the water was out and after. The lock walls and weir at lock 24 were pointed.

During the year a double foot bridge was put on the upper gates of locks 24 and 27. Closet conveniences were given at locks 24, 27 and Cardinal bridge. Another watch-house was provided at lock 27, one built for the Cardinal bridge and one watch-house at each lock, sheeted inside for winter use. During the construction work several houses were taken over by the department, three in Cardinal have been thoroughly overhauled and put in a good state of repair for use of the staff.

The location of the workshops was changed from Cardinal, on that part of the canal now closed off owing to the 'deep cut' having been put through, to Morrisburg, and the work of putting in proper foundations for the buildings and grading and draining the yard is in progress.

The Cardinal bridge was replanked and equipped with proper light, and automatic gates similar to those in use on the Soulanges Canal bridge ordered.

Painting is being done everywhere it is required.

W. I. Casselman, labourer, lock 23, was superannuated by Order in Council dated December 3, 1901.

#### MURRAY CANAL.

The Murray canal was closed on November 30, 1901, and opened on April 4, 1902.

During the season of navigation there was no interruption to navigation and no serious damages done.

Frequent disputes have arisen between vessel men and the officials of the Central Ontario Railway Co. as to priority of passage when they meet at the railway bridge. This point was definitely settled early in the season, since which time nothing more has been heard of the matter.

The banks of the canal were kept free from weeds and all the front and back ditches kept clean. To prevent the wearing away of the bank by cattle, two water-ways were constructed. A storehouse in which to keep the supplies was built at each bridge; watch-houses and bridges were painted, and material laid in for a landing wharf for collection of tolls, for repairs to bridge piers and for derrick. The work of building the wharf is under way.

W. A. STEWART,

*Superintendent of Operation.*

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

## SESSIONAL PAPER No. 20

STATEMENT of Fines and Damages in connection with the St. Lawrence Canals, during the Year ending June 30, 1902.

## CORNWALL CANAL.

—	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
			§ cts.	§ cts.		
Lock 21	July 14	Lake Michigan		20 00	R. & O. B. McKay	Paid.
" 17	" 31	Hebron	1,427 69		Jas. Hall	Unpaid.
" 18	Nov. 5	Hugona	75 00		Hugona S.S. Co.	Paid.
" 21	" 8	Cuba	16 97		M. & C. Merchant S.S. Co., Ltd.	"
" 15	" 12	Spartan	17 37		R. & O. Navigation Co., Ltd.	"
Guard gates.	" 16	Liberty	8 00		Standard Oil Co.	"
Lock 17	" 24	Huron	26 81		K. & M. Forwarding Co.	"

## WILLIAMSBURG CANALS.

Lock 22	July 10	J. P. Sheldon	71 30		Sincennes, McNaughton, Co., Ltd.	Paid.
Lift lock.	Nov. 16	Liberty	5 00		Standard Oil Co.	"

## MURRAY CANAL.

Bridge	Sept. —	Caspian	8 00		Bay of Quinte Nav. Co.	Unpaid.
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W. A. STEWART,  
*Superintendent of Operation.*

MORRISBURG, Ont., June 30, 1902.

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Record of Highest and Lowest Levels of Water on the St. Lawrence Canals for the Year ending June 30, 1902.

MONTH.	CORNWALL CANAL.						WILLIAMSBURG CANALS.						MURRAY CANAL.			
	Lock 15.		Lock 21.		Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Highest.	Lowest.
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.		
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
1901.																
July.....	10 3	9 8	10 1	9 5	9 4	8 5	9 1	8 1	9 6	8 2	11 10	10 7	9 9	8 9	13 5	12 10
August.....	10 0	9 6	9 9	9 2	9 0	8 5	8 7	7 10	8 8	8 0	11 3	10 4	9 4	8 9	13 0	12 7
September.....	10 0	9 3	9 6	8 11	9 0	8 0	8 7	7 4	8 7	7 5	10 9	9 7	9 9	8 5	12 9	12 3
October.....	9 7	9 1	9 4	8 4	8 6	7 6	8 3	6 11	8 5	7 1	10 11	9 1	8 8	7 0	12 2	11 8
November.....	9 2	8 6	8 10	7 8	7 6	6 10	7 3	5 6	7 7	5 8	10 6	7 7	8 8	6 7	11 9	11 3
December.....	9 11	8 3	9 6	8 0	9 0	7 2	7 9	6 4	8 0	6 2	10 5	8 3	10 0	7 1	12 0	11 4
1902.																
January.....	18 5	9 7	9 8	6 5	9 11	7 5	8 1	6 2	7 5	5 8	10 0	7 7	8 8	7 3	12 0	11 8
February.....	14 10	12 10	9 10	5 1	10 3	7 10	8 4	5 6	7 0	4 8	9 6	6 3	7 6	6 4	12 0	11 7
March.....	17 6	10 2	9 11	8 2	9 2	8 0	8 8	5 11	8 8	6 0	11 2	7 6	9 1	7 1	12 9	11 10
April.....	10 5	9 6	10 2	8 4	10 0	7 8	9 5	6 10	10 1	7 0	12 3	9 0	10 0	8 2	13 1	12 4
May.....	10 1	9 5	10 0	9 4	9 4	8 7	9 1	8 2	9 7	8 4	11 11	10 9	10 5	8 7	13 1	12 7
June.....	16 1	9 8	10 2	9 6	9 9	8 9	9 2	8 2	9 7	8 3	12 0	10 7	10 3	8 9	13 1	12 6

W. A. STEWART,  
Superintendent of Operation.

MORRISBURG, ONT., June 30, 1902.

## SESSIONAL PAPER No. 20

## WELLAND CANAL.

St. CATHARINES, ONT., July 1, 1902.

SIR,—I have the honour to report upon the operation and maintenance of the Welland Canal and its branches for the fiscal year ending June 30, 1902.

During the past year considerable progress has been made in the direction of improving the canal for navigation purposes. The old Townsend valves in the lock gates have always been a source of great annoyance and expense and are being replaced with a simple butterfly valve, which gives good satisfaction. The old valves were opened by means of small turbine wheels, requiring 12 wheels to each lock. These are being done away with altogether and are replaced by a simple crab, which is much quicker acting and which will greatly reduce the cost of maintenance. The old hanging gear of the gates is being changed and replaced with a much simpler and better arrangement.

The sills of the entrance lock at Port Colborne, although designed to have at least 14 feet of water upon them at all times, have been causing great delay to navigation for several years on account of the level of Lake Erie falling below what was anticipated, and last winter these sills were lowered three feet. This was done by day labour at a net cost of about \$15,000.

The excavation of the summit level, between Port Colborne and Thorold at the time of enlargement, was not taken out deep enough to meet the present level of Lake Erie, and two contracts have been let to remedy this defect. Messrs. Hogan & Macdonell are deepening the rock cut between Port Colborne and Humberstone and expect to complete this by the opening of navigation next spring. Messrs. Magann & Phin are deepening the earth sections below Welland and are making good progress.

The water was let out of Lock 24 level before the opening of navigation last spring to allow Mr. Joseph Battle to complete his contract of rebuilding, in concrete, parts of the retaining walls above the head of the lock.

Mr. John Riley and Messrs. J. & T. Riley have completed their contracts for the east and west docking at Port Dalhousie, and there now is a concrete superstructure on all the pier work at the Port Dalhousie entrance.

The dam and bridge across the Grand River at Dunnville is being rebuilt under contract by Messrs. Hutchinson, Lattimore & Lalor. Fair progress is now being made and it is hoped to complete the work before the high water sets in in the fall.

The ditch along the south side of the feeder from Brown's tap westward has been enlarged and deepened, thus adding much to its efficiency.

The pile fender work of several bridges has been renewed.

The 24-inch tile drain, which was laid on the west side of the canal at Port Colborne to replace an open ditch, has proved eminently satisfactory, and the material is now on the ground to treat the ditch on the east side in a similar manner.

The usual repairs at locks, weirs, bridges, &c., have been made.

A large quantity of rip-rap has been placed along the canal between Thorold and Port Dalhousie, as the banks were washing out badly.

Nearly all the bridges along the canal have been repainted.

The canal was closed December 15, 1901, and opened for navigation April 20, 1902.

The operation of the canal was interrupted once during the season of navigation, the steamer *Prince*, bound up on September 14, 1901, carrying away the upper gates of Lock No. 13. Spare gates were stepped and navigation resumed twenty hours after the accident.

The Dominion police force was withdrawn from the canal in February, 1902.

The greatest impediments to navigation now existing in the canal are the centre piers of the swing bridges crossing the canal on the summit level and of the Grand Trunk Railway bridge, between Locks 24 and 25 at Thorold. These piers divide the canal into two channel ways, each only 44 feet in width, or one foot less than the width of the locks; and, with one exception, these bridges are all located on sharp curves,

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thus making the passage extremely difficult and dangerous to navigation. An appropriation is now available to remove these obstructions between Port Colborne and Welland.

The sill of the guard lock, No. 26, above Thorold, is too high and has caused several delays to navigation during the periods of low water and should be lowered.

The foundation of Lock No. 2 at Port Dalhousie was, by some mistake during construction, placed one foot too high, and as the level of the large basin below could not be raised to overcome this, a masonry wall was built between Locks 1 and 2, dividing the basin into two parts, the water on the new canal side of the wall being kept 12 to 18 inches higher than upon the other side. This wall was built upon piles driven into muck and silt which is gradually being washed out and allows the water to pass more or less freely under the wall. In case of a break in Lock No. 1, this wall would surely be carried away and navigation through the canal would be limited to less than 13 feet. The sills of Lock No. 2 can, I think, be lowered without much trouble, and when this is done, the reach between Locks 1 and 2 could be lowered to its original level and the necessity for the dividing wall done away with. I would recommend that these sills be lowered next winter.

#### OLD CANAL.

The old canal has been very much neglected of late years and is in a bad state of repair. A large amount of work has been done in the past few months to put it into shape, however. The timber coping on the locks had all rotted away and is being replaced with a concrete coping, 3 feet in width at the bottom and 2 feet at the top. This makes a neat and substantial finish.

The banks have been raised and strengthened in places and a large quantity of rip-rap placed to protect them from wash.

The bridges and lock gates are being painted and generally such work is being done as will take away the dilapidated appearance which it now has.

The weir and lock foundations are in several cases in a very dangerous condition and it is proposed next spring to draw the water off for ten days or two weeks and thoroughly repair them.

The water was only drawn off for two days last spring as it was a very busy season with the manufacturers and it was considered that the heavy repairs could safely be held over for another year.

Several dangerous leaks have developed in various parts of the banks during the year but they have been noticed in time, and have been repaired without shutting down the water powers along the canal.

The following employees have been superannuated during the year: Terrance Johnson, Tim. Sullivan, C. W. Bradley, Alex. Hannah, Chas. Hannah and Robert Gibson.

The following superannuated employees died during the year: Alex. Winslow, died at Cleveland on December 25, 1901, age 78; James Waters, died October 23, 1901, age 87.

Attached is a statement of fines collected for breaches of canal rules and regulations. Also a statement of damages to canal property and amounts collected for the same and to whom paid. Also a statement shewing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

J. L. WELLER,  
*Superintending Engineer.*

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

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## WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending June 30, 1902.

Months.	LOWER SILL.				Months.	LOWER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1901.	Ft.	In.	Ft.	In.	1902.	Ft.	In.	Ft.	In.
July.....	16	3	15	7	January.....	14	6	14	2
August.....	15	8	15	2	February.....	14	5	14	1
September.....	15	3	14	9	March.....	15	5	14	3
October.....	14	11	14	4	April.....	15	6	15	0
November.....	14	4	13	11	May.....	15	7	14	5
December.....	14	9	13	11	June.....	15	9	15	3

STATEMENT showing the highest and lowest depths of water on the Upper Mitre Sill, Lock No. 26, New Welland Canal, Port Colborne, for the fiscal year ending June 30, 1902.

Months.	UPPER SILL.				Months.	UPPER SILL.			
	Highest.		Lowest.			Highest.		Lowest.	
1902.	Ft.	In.	Ft.	In.	1902.	Ft.	In.	Ft.	In.
July.....	14	10	13	5	January.....	14	10	12	7
August.....	14	7	13	7	February.....	14	4	12	2
September.....	15	6	13	4	March.....	14	9	12	2
October.....	14	8	13	2	April.....	15	8	13	3
November.....	14	1	12	3	May.....	14	10	13	6
December.....	15	1	13	2	June.....	16	0	12	2

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STATEMENT of damages to Welland Canal property during the fiscal year ending June 30, 1902, and amount paid and unpaid on account of said damages.

Date of Damage.	Name of Vessel.	AMOUNT OF DAMAGES.		Date paid.	WHERE PAID.
		Paid.	Unpaid.		Collector's Office.
1899.		\$ cts.	\$ cts.	1901.	
June 1..	Str. St. Andrew .....	29 31		Aug. 23 .....	Port Dalhousie.
1901.				1902.	
Sept. 10..	Str. Hartford .....		145 48		
" 14..	" F. H. Prince.. .....	2,336 49		Sept. 17 .....	Port Dalhousie.
Oct. 21..	" Avon .....	25 00		Oct. 23 .....	"
1902.					
May 5..	Str. J. J. Hill .....	30 00		May 8 .....	St. Catharines.
		2,420 80	145 48		

STATEMENT of fines collected from vessels contravening Canal Rules and Regulations, and lock tenders for dereliction of duties, for the fiscal year ending June 30, 1902.

Date of Fine.	Name of Vessel.	AMOUNT OF FINE.		Date paid.	WHERE PAID.
		Paid.	Unpaid.		Collector's Office.
1901.		\$ cts.	\$ cts.	1901.	
Oct. 12..	Str. Monteaule. ....	15 00		Nov. 1 .....	Port Dalhousie.
	<i>Locktenders.</i>				
Oct. 24	James Ellis.....	10 00		Oct. 24 .....	Port Dalhousie.
		25 00			

## SESSIONAL PAPER No. 20

## PORT COLBORNE ENTRANCE IMPROVEMENT.

PORT COLBORNE, ONT., August 11, 1902.

SIR,—I have the honour to submit my annual report on the improvement of the upper entrance of the Welland Canal at Port Colborne, contract number 13,807, MM. M. J. Hogan and Allan R. Macdonell, contractors.

During the year ten cribs were placed in position in the basin and sixteen in the extensions of the west pier.

At present twenty cribs are in position in the basin and twenty-one in the extensions of the west pier in the lake.

Sixteen cribs are framed but cannot be placed until stone for filling is obtained.

Eight hundred and thirty concrete blocks have been used in the work and two hundred and ninety-nine remain on hand for future use.

Four thousand two hundred and fifty cubic yards of mass concrete have been placed on top of the concrete blocks in the dock walls.

Fifty-seven thousand cubic yards of clay and sand have been dredged in cleaning up the bottom of the basin and entrance to a depth of sixteen feet of water and in excavating for the dock walls in the basin.

In making the excavation to a depth of twenty-two feet of water from deep water in the lake to the extensions of the west pier, twenty-two thousand cubic yards of clay and forty-eight thousand cubic yards of solid rock have been removed to date and thirty-one thousand cubic yards of solid rock have been drilled and blasted ready for dredging.

The stone filling in and on top of the cribs, as well as that required between the lines of cribwork in the extensions of the west pier, is to be obtained from the excavation. The time required for the completion of the piers depends on the progress of the submarine drilling and blasting.

The contractors had three drill boats on the work from July 1 to September 20, 1901. From the latter date until June 1, 1902, the drill boats were employed elsewhere. Since June 1 the contractors have had but two drill boats on this work. A steel hull for a new drill boat was launched a few weeks ago but the boat will not be ready for work until late in fall. At the present rate of progress the drilling and blasting will not be completed before the summer of 1906. On this account, I have asked the contractors to arrange to work the drill boats during the winter months, if possible, so a quantity of stone will be available early in the spring. This will enable them either to complete pier 1, the other work on which is well advanced, or to sink the cribs required for pier 2.

The progress of the works embraced in this contract has been delayed by the diversion of men, plant and materials to the breakwater which is being built here by MM. Hogan and Macdonell for the Department of Public Works. It is an essential part of the whole plan of improvement and the protection it affords will enable our works to be carried on more expeditiously in future.

The cribs required for the dock wall on the east side of the basin south of the present elevator of the Grand Trunk Railway will not be put in place before next summer. I wish to recommend that the foundations of a number of these cribs be carried down to a depth of 22 feet of water, to provide at least one berth for large vessels at this point. Facilities will undoubtedly be required for handling coal, iron ore, &c., and for transferring from deep vessels to the tracks of the Welland branch of the Grand Trunk Railway. This is the most convenient point at which they can be provided.

I have the honour to be, sir,

Your obedient servant,

F. LAWLOR,

*Engineer in charge.*

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

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## ST. PETER'S CANAL.

ST. PETER'S, CAPE BRETON, CANAL OFFICE, June 30, 1902.

SIR,—I have the honour to submit my annual report on work performed on St. Peter's canal, under my charge, during the fiscal year ending June 30, 1902.

(1.) Completing 150 ft. of new work at north entrance of canal, on west side placing necessary mooring posts and fenders; this new work consists of 350 ft. in length and is very convenient for vessels hauling out of the way, and when a little dredging is done to remove a lump of some twenty or thirty feet, it will prove very beneficial to the general traffic.

(2.) Renewing sixty feet of wall at N. E. Jog 6 ft. high and cutting away timber that was projecting up, left there since the damming of canal for the purpose of putting in new lock gates and placing our new mooring posts.

(3.) Replacing toe roller and straightening out toe roller bar on high water gate east side,

As instructed I ordered twenty hanging fenders, but failed in getting them to have them hung before the end of fiscal year; they are very much needed and with your permission I will attend to them at once. The east side of canal requires a new set altogether, there is considerable of timber and labour required in placing those last mentioned, as everyone of them hangs from a resting pillow built with timber attached to the canal stone wall with drift split iron bolts.

The operation of canal is in good condition and the traffic in same is up to the general standard.

Navigation opened on St. Peter's canal on April 9, 1901, and closed January 29, 1902. During the fiscal year ending June 30, 1902, 1,874 steamers and vessels passed through St. Peter's canal.

There is one tidal lock and four pair of gates on St. Peter's canal.

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

JNO. H. DEVEREUX.

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

REPORT

OF THE

SECRETARY OF THE RAILWAY COMMITTEE

OF THE

PRIVY COUNCIL



**THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL.**

The Honourable the Minister of Railways and Canals being the 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 October 1, 1901, to October 1, 1902, and the decisions arrived at, they are as follows :—

1. Application of the Corporation of the city of Toronto for an order directing that gates and watchmen be placed at the crossing of Dunn avenue, by the Grand Trunk Railway, Toronto.—Granted.

2. Application of the Corporation of the city of Toronto for an order directing that gates and watchmen be placed at the crossing of Dowling avenue, by the Grand Trunk Railway, Toronto.—Granted.

3. Application of the Corporation of the city of St. Henri, *re* opening of Gareau, street across the tracks of the Grand Trunk Railway Company.—Under consideration.

4. 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.

5. Application of the Corporation of the City of Toronto for an order authorizing the construction and maintenance of a street by means of an overhead bridge, east of and immediately adjoining York street, across the tracks of the Grand Trunk and Canadian Pacific Railway Companies in the city of Toronto.—Under consideration.

6. Application of the Niagara, St. Catharines and Toronto Railway Company for permission to intersect and unite with the Wabash Company's line which the latter have leased from the Grand Trunk Railway Company.—Under consideration.

7. Application of the Canadian Pacific Railway Company for approval of plan and profile of proposed crossing of Main street and Maple street, in the city of Winnipeg.—Under consideration.

8. Application of the Canadian Pacific Railway Company for an order amending the order of December 16, 1893, so that the corporation of the city of Toronto shall hereafter bear and pay to the applicant half the cost of protection and half the cost heretofore borne by the applicant, at the crossings of Dufferin and Bathurst streets Toronto.—Under consideration.

9. Application of the Tilsonburg, Lake Erie and Pacific Railway Company for permission to cross the Grand Trunk and Canada Southern Railways.—Granted.

10. Petition of the Corporation of the parish of St. Anselme, P.Q., for an order directing that a highway may be constructed across the track of the Quebec Central Railway, at rail level, as shown on the sketch accompanying the petition.—Granted.

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11. Application of the Grand Trunk Railway Company for permission to construct a railway siding from the Belt Line Railway across the street running upon the west side of the Don Improvement in the city of Toronto, across the lands belonging to the city of Toronto on which certain city stables have been erected, and across Front street east into the lands occupied by the firm of John Taylor and Company, as shown on plan submitted.—Granted.

12. Application of the Municipal Corporation of the town of Lethbridge, in the district of Alberta, for permission to make, construct and maintain certain ditches and culverts on the right of way and under the tracks of the Canadian Pacific Railway Company, situate within the said municipality for use in connection with its municipal water supply.—Granted.

13. Application of the Canadian Pacific Railway Company for approval of certain highway diversions required in Manitoba, shown on plans submitted, such diversions having been rendered necessary by the construction of the Canadian Pacific Railway.—Approved.

14. Application of the Bruce Mines and Algoma Railway Company for permission to cross the Canadian Pacific Railway before the installation of interlocking appliances, up to and including the first day of September, 1902.—Granted.

15. Application of the Pontiac Pacific Junction Railway Company for approval of change in the location of the line of its railway between the 5th mile and the 8½ mile (Aylmer branch) shown on the plan, profile and book of reference submitted.—Approved.

16. Application of the Quebec Southern Railway Company for approval of a proposed crossing, at rail level, by its railway of the Central Vermont Railway at Iberville, P.Q.—Approved.

17. Application of the Grand Trunk Railway Company for permission to lay two sidings from its tracks across Wilmot and Joseph streets to the premises of the Kranz Tanning Company, in the town of Berlin, shown on plan and profile submitted.—Granted.

18. Application of the Pontiac Pacific Junction Railway Company for permission to use the crossing by its railway of the mill siding on the Aylmer branch of the Canadian Pacific Railway (now the Hull Electric Railway) before the installation of the interlocking appliances.—Granted.

19. Application of the Grand Trunk Railway Company for permission to construct a railway siding from the premises of the Park, Blackwell Company, Limited, across the Queen's Wharf road, Toronto, so as to connect with its tracks, as shown on plan submitted.—Granted.

20. Application of the Lake Champlain and St. Lawrence Junction Railway Company for approval of the change in, location of the line of its railway, situate in the parish of St. Siméon, county of Bagot, P.Q., shewn on the plan submitted.—Approved.

21. Application of the Schomberg and Aurora Railway Company for approval of change in the location of the line of its railway between Yonge street and Schomberg, in the township of King, county of York, Ontario, shewn on plan, profile and book of reference submitted.—Approved.

22. Application of the Canadian Pacific Railway Company for permission to construct a railway siding from its line across Eastern avenue, Toronto, to certain lands to be leased by the corporation of the city of Toronto to John Clancy, coal and wood merchant.—Granted.

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23. Application of the Great Northern Railway Company for approval of the place and mode of crossings, at rail level, by its railway, of the Canadian Pacific Railway on St. Andrew street, in the city of Quebec, as shown on plan submitted.—Approved.

24. Application of the Canadian Pacific Railway Company for permission to place an additional track on Point Douglas avenue, in the city of Winnipeg, as shown on plan submitted.—Granted.

25. Application of the corporation of the city of Toronto for an order directing that a certain water main may be laid and maintained under the tracks of the Grand Trunk and Canadian Pacific Railway Companies, situate on Parliament street and to the south thereof in the city of Toronto, shown in plan submitted.—Granted.

26. Application of the Montreal Terminal Railway Company for an order sanctioning the building of a branch line of railway through the village of De Lorimier, in the Province of Quebec, and for approval of plan, profile and book of reference of the said branch line.—Granted.

27. Application of the Montreal Terminal Railway Company for permission to run along parts of Parthenais and Marie Anne streets in the municipality of De Lorimier, P.Q.—Granted.

28. Application of the Montreal Terminal Railway Company for an order sanctioning the building of a branch line of railway through the city of Montreal, and for approval of plan, profile and book of reference of the said branch line.—Granted.

29. Application of the Montreal Terminal Railway Company for permission to run along the following streets in the city of Montreal, viz.:—Moreau, Forsyth, Iberville, Amity, Parthenais, Marie Anne, Cadieux, Hotel de Ville, Craig and Vitre, as shown on plan and profile submitted.—Granted.

30. Application of the Grand Trunk Railway Company for permission to construct a railway siding across the Don Improvement road into the lands of Jaunes Purins in the city of Toronto, as shown on the plan submitted.—Granted.

31. Application of the Municipal Corporation of the township of Plummer for an order directing that a highway may be constructed across the track of the Soo Branch of the Canadian Pacific Railway between mile posts 45 and 46.—Granted.

32. Application of the Municipality of the townships of Hagarty, Richards, Sherwood, Burns and Jones in the county of Renfrew, Ontario, for an order compelling the Canada Atlantic Railway Company to open up and construct three highway crossings over its tracks between the 4th and 5th concessions of the township of Hagarty, as shewn on plans submitted.—Granted.

33. Application of the Canada Atlantic Railway Company for approval of plans and profiles of the portion of its line now constructed in the townships of Hagarty and Sherwood, in the county of Renfrew, Ontario, showing the crossings of all public highways in each of the said townships, at rail level, or otherwise.—Approved. ●

34. Application of the Canada Atlantic Railway Company for approval of plans and profiles of the portion of its railway now constructed in the township of Sherwood, in the county of Renfrew, Ontario, showing the crossings of all public highways in the said township, at rail level, or otherwise.—Approved.

35. Application of the Canada Atlantic Railway Company, for approval of the plans and profiles of the portion of its line of railway now constructed in the township of Fitzroy, in the county of Carleton, Ontario, showing the crossings of all public highways in the said township, at rail level, or otherwise.—Approved.

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36. Application of the Canada Atlantic Railway Company for approval of the plans and profiles of the portion of its line of railway now constructed in the township of Nepean in the county of Carleton, Ontario, showing the crossings of all public highways in the said township, at rail level, or otherwise.—Approved.

37. Application of the Canada Atlantic Railway Company for approval of the plans and profiles of the portion of its line of railway now constructed in the township of Huntley, county of Carleton, Ontario, showing the crossings of all public highways in the said township, at rail level, or otherwise.—Approved.

38. Application of the Canada Atlantic Railway Company for approval of the plans and profiles of the portion of its line of railway now constructed in the township of March, county of Carleton, Ontario, showing the crossings of all public highways in the said township, at rail level, or otherwise.—Approved.

39. Application of the Canada Atlantic Railway Company, for approval of the plans and profiles of the portion of its line of railway now constructed in the township of Hagarty, county of Renfrew, Ontario, showing the crossings of all public highways in the said township, at rail level, or otherwise.—Approved.

40. Application of the Columbia and Kootenay Railway Company, for approval of change in the location of the line of its railway from a point marked 'A' to a point marked 'B' situated near Robson, in the province of British Columbia, shown on plan, profile and book of reference submitted.—Approved.

41. Application of the Cape Breton Railway Extension Company for approval of the plans and proposed site of a bridge to be built by that company across the River Inhabitants, at a point about one mile above McCarthy's Ferry, in the county of Richmond, Nova Scotia.—Approved, subject to the condition, that the said railway company shall forthwith enter an agreement with the Government of Canada, whereby the said company will bind itself, whenever called upon by the Department of Public Works of Canada, to immediately provide a draw in the said bridge.

42. Application of the Corporation of the city of Calgary for authority to build and maintain a subway, at its own expense, under the tracks of the Canadian Pacific Railway Company, at the place and in the manner indicated on the plan submitted, and for permission to use a right of way of not less than sixty-six (66) feet in width to and from the said subway both northerly and southerly through the property of the Canadian Pacific Railway Company.—Granted.

43. Application of the Grand Trunk Railway Company for an order sanctioning the building of a branch line of railway from a point in the township of Thurlow on the line of its railway between Belleville and Peterborough to the mill and distillery of Mr. Henry Corby, at Corbyville, Ontario, and for approval of plan, profile and book of reference of the said branch line.—Granted.

44. Application of the Ontario and Quebec Railway Company (C.P.R.) for an order sanctioning the building of a branch line of railway from a point on its railway near the freight shed of the company on the east side of Herbert street in the town of Smith's-Falls, Ontario, thence along William street to Bay street, thence along Bay street and Centre street in the said town, and for approval of plan, profile and book of reference of said branch line.—Order approving of the said branch line, and directing that it shall only be used for shunting purposes between the hours of six and eight o'clock and between the hours of seventeen and nineteen o'clock.

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45. Application of the Lenora and Mount Sicker Copper Mining Company, Limited, for approval of the place and mode of crossing by its tramway of the line of the Esquimalt and Nanaimo Railway Company, at a point in the Somenas district of Vancouver Island.—Approved of said crossing, by means of and overhead pony truss bridge.

46. Application of the Great North-west Central Railway Company for approval of the place and mode of junction of its railway with the railway of the Canadian Pacific Railway Company at a point in Section 28, Township 10, Range 18, West 1st P. M., Manitoba, as shown on plan and profile submitted.—Approved.

47. Application of the Canadian Northern Railway Company for an order approving of the construction of its railway along and across certain streets in the village of Carman, Manitoba, as shown on the plan submitted.—Order issued to the effect, that until the committee has been satisfied that the property owners, merchants and dealers along the South Railway street have been compensated for injury to their property, which they would sustain in consequence of the Railway Company running its main line along this street, leave will not be granted to the said company to run its railway along South Railway street in the said village of Carman.

48. Application of the Canadian Pacific Railway Company for approval of change in the location of its Pheasant Hill branch from Kirkella to a point in Section 29, Township 16, Range 31, West 1st P. M., shown on the plan, profile and book of reference submitted.—Approved.

49. Application of the Ontario and Quebec Railway Company (C.P.R.) for approval of changes in the location of the line of its railway running through the counties of Lanark, Frontenac, Addington, Hastings, Durham, Ontario and York, in the province Ontario, shown on plans, profiles and books of reference submitted.—Approved.

50. Application of the Montreal Terminal Railway Company for approval of the places and mode of crossing the tracks of the Montreal Street Railway, at rail level, at the intersections of Moreau street and Ontario street, Frontenac and Forsyth streets, Papineau avenue and Marie Anne streets, Dufferin and Marie Anne streets, St. Denis and Marie Anne streets, Rachel and Cadieux streets, Ontario street and Hotel de Ville avenue and St. Catherine streets and Hotel de Ville avenue—all in the city of Montreal.—Approved.

51. Application of the Grand Trunk Railway Company for approval of changes in the location of the line of its railway west of Newtonville station in the township of Clarke, in the county of Durham, Ontario, being from M. P. 279 $\frac{3}{4}$  to M. P. 283 $\frac{1}{4}$  west of Montreal, and for a further change in the location of its line being through the Broken Front Concession of the township of Darlington, county of Durham, Ontario, from M. P. 287 $\frac{1}{2}$  to Bowmanville, shown on plans, profiles and books of reference submitted.—Approved.

52. Application of the Corporation of the village of De Lorimier, for permission to cross with a highway the tracks of the Canadian Pacific Railway Company at Iberville street, in the said village.—Granted.

53. Application of the Grand Trunk Railway Company for an order sanctioning the building of a branch line or siding from its railway, south of St. Etienne street, crossing that street to the premises of the Lang Packing and Provision Company, Limited, in the city of Montreal, and for approval of the plan, profile and books of reference of the said branch line or siding.—Granted.

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54. Application of the Grand Trunk Railway Company for an order closing up that portion of road allowance between concessions nine and ten, lot twenty-four, in the township of Mara, province of Ontario, from the Mully Point road, between lots twenty-three and twenty-four, westward to the south limit of the said company's land, crossing said road allowance as shown on plan submitted.—Granted.

55. Application of the Crow's Nest Southern Railway Company for approval of plan and profile of a proposed crossing by its railway of the British Columbia Southern Railway, at or near Morrisey Creek, in the province of British Columbia, by means of an overhead bridge.—Approved.

56. Application of the Crow's Nest Southern Railway Company for approval of plan and profile of a proposed crossing by its railway of the British Columbia Southern Railway, at or near Elks, in the province of British Columbia, by means of an overhead bridge.—Approved.

57. Application of the Canadian Pacific Railway Company for approval of the plan of a permanent bridge without swing or draw span to replace the present wooden bridge over the Assiniboine River, near Headingly, Manitoba, the said permanent bridge to be a steel structure, as shown on the plan submitted.—Approved, subject to the condition, that should navigation or the needs of commerce even at a later period, require the opening of the said permanent steel bridge, the said company will, upon being requested so to do by the Department of Public Works of Canada, immediately proceed to establish the said opening in the manner required by the said Department of Public Works of Canada.

58. Application of Messrs. Poupore and Malone, contractors, for permission to cross with their single tracks of the Montreal Terminal Railway Company, at a point on Nicolet street, in the city of Montreal.—Granted.

59. Application of the Tilsonburg, Lake Erie and Pacific Railway Company for approval of the plans and profiles of the portion of its line of railway in the townships of Dereham and West Oxford and in the town of Ingersoll, Ontario, showing the crossing of all public highways in the said townships and town of Ingersoll, at rail level, or otherwise.—Approved.

60. Application of the Edmonton, Yukon and Pacific Railway Company for approval of the place and mode of junction of its railway with the railway of the Calgary and Edmonton Railway Company near Strathcona, Alberta.—Approved.

61. Application of the Durham Switch Line Railway Company for approval of the plans and profiles of the portion of its line of railway in townships of Bentinck, Glenelg, Egremont and the town of Durham, in the province of Ontario, showing the crossings of all public highways in the said townships and town of Durham, at rail level, or otherwise.—Approved.

62. Application of the Durham Switch Line Railway Company for approval of the place and mode of junction of its railway with the Grand Trunk Railway at Durham station.—Approved.

63. Application of the Algoma Central and Hudson Bay Railway Company for approval of plan and profile of proposed crossing, at rail level, by its railway of the Canadian Pacific Railway at or near the town of Sault Ste. Marie, Ontario.—Approved.

64. Application of the Grand Trunk Railway Company for an order sanctioning the building of a line of railway from a point on north  $\frac{1}{2}$  lot 46, con. 2, township of Brantford, county of Brant, to a point on north  $\frac{1}{2}$  lot 11, con. 1, township of Beverley, county of Wentworth, so as to place the city of Brantford on the main line, and for approval of plan, profile and book of reference of the said line of railway.—Granted.

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65. Application of the Canadian Pacific Railway Company for an order directing that the Toronto Railway Company shall provide additional protective appliances at its crossing of the line of the Canadian Pacific Railway at Queen street east near the Don River, Toronto.—Granted.

66. Application of the Canadian Northern Railway Company for an order sanctioning the building of branch lines from its main line to Ogilvie's mills and Sprague's mills, Point Douglas, Winnipeg, and for approval of plans, profiles and books of reference of the said branch lines.—Granted.

67. Application of the Corporation of the city of Toronto for authority to extend the tracks of the Toronto Railway Company on Bloor street across the tracks of the Grand Trunk Railway, Toronto, Grey and Bruce Railway and the Canadian Pacific Railway, as shown on plan submitted.—Dismissed.

70. Application of the Canadian Northern Railway Company for approval of the place and mode of crossing, at rail level, by its railway of the Manitoba and North-western Railway of the Canadian Pacific Railway Company near the town of Gladstone, Manitoba.—Granted.

71. Application of the Canadian Pacific Railway Company for an order directing that the Canadian Northern Railway Company provide full interlocking appliances at its crossing of the Manitoba and North-western Railway near the town of Gladstone, Manitoba.—Under consideration.

72. Application of the Tilsonburg, Lake Erie and Pacific Railway Company for approval of the place and mode of junction of its railway with the Canadian Pacific Railway in the town of Ingersoll, Ontario.—Approved.

73. Application of the Canadian Pacific Railway Company for an order directing the Port Arthur, Duluth and Western Railway Company, now the Canadian Northern Railway Company, to provide, maintain and operate, at its own cost, an interlocking, derailing and signal system at the crossings of the Canadian Pacific Railway at Port Arthur and Fort William, in the province of Ontario.—Granted.

74. Application of the Canadian Northern Railway Company for an order amending order directing that an interlocking, derailing and signal system be installed at the crossings of the Canadian Pacific Railway at Port Arthur and Fort William.—Under consideration.

75. Application of the Schomberg and Aurora Railway Company for approval of the place and mode of crossing by its railway of the line of the Grand Trunk Railway Company at a point north of King station, as shown on plans and profiles submitted.—Under consideration.

76. Application of the Cape Breton Railway Company for approval of proposed diversion of a public road at Point Tupper to take the place of the present highway, as shown on plan submitted.—Dismissed.

77. Application of the Municipal Corporation of the village of Dutton for permission to open up across the lands of the Canada Southern Railway and the Lake Erie and Detroit River Railway a highway known as Charles street, and to extend the said Charles street and also Dancy street across the tracks of the said railway companies.—Under consideration.

78. Application of the Corporation of the city of Toronto for an order directing that a certain water main may be laid and maintained under the tracks of the Canadian Pacific Railway Company, situate on the road on the west side of the Don Improvement, in the city of Toronto.—Granted.

2-3 EDWARD VII., A. 1903

79. Application of the Lévis County Railway Company for approval of the places and modes of three proposed crossings by its electric railway of the Intercolonial Railway between Hadlow and St. Romuald stations, in the province of Quebec, as shown on plans submitted.—Approved.

80. Application of the Cape Breton Electric Railway Company for an order permitting its electric cars to cross the tracks of the Intercolonial Railway, at rail level, at Townshend street, Esplanade street, Ferry street and George street, in the town of Sydney, Nova Scotia, as shown on plans and profiles submitted.—Under consideration.

81. Application of the Kettle River Valley Railway Company for approval of the place and mode of crossing, by its railway, of the Columbia and Western Railway, as shown on the plan and profile submitted.—Approved.

82. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company for an order sanctioning the building of a branch line of railway from its main line extending to Columbia and Grand Forks, B.C., and for approval of plan, profile and book of reference of the said branch line.—Under consideration.

83. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company for an order sanctioning the building of a branch line of railway from its main line extending to Granby smelters, near the city of Grand Forks, a distance of 4.4 miles, and for approval of plan, profile and book of reference of the said branch line.—Under consideration.

81. Application of the Vancouver, Victoria and Eastern Railway and Navigation Company for approval of plans and profiles of the proposed crossing, by that railway, of the line of the Grand Forks and Kettle River Railway.—Under consideration.

82. Application of the Ottawa Improvement Commission for an order directing the Canada Atlantic Railway Company to construct, at its own cost, a subway 30 feet in width under its tracks on the canal lands between Isabella and Catherine streets, Ottawa.—Under consideration.

83. Application of the Canadian Pacific Railway Company for use of tracks and facilities at Central station, Ottawa, for through as well as terminal purposes.—Under consideration.

84. Application of the Ottawa, Northern and Western Railway Company to the Committee to determine the terms and conditions on which it may use, for railway purposes (jointly with all parties entitled to use the same), the passenger station and passenger tracks and approaches in connection therewith, situate on Ordnance lands of the Crown near Sappers' Bridge, Ottawa.—Under consideration.

85. Application of the Pontiac Pacific Junction Railway Company to the Committee to determine the terms and conditions on which it may use, for railway purposes (jointly with all parties entitled to use the same), the passenger station and passenger tracks and approaches in connection therewith, situate on Ordnance lands of the Crown near Sappers' Bridge, Ottawa.—Under consideration.

86. Application of the Ottawa, Northern and Western Railway Company for approval of the place and mode of junction of its railway with the Canada Atlantic Railway near Sapper's Bridge, Ottawa.—Under consideration.

87. Application of the Sun Portland Cement Company of Owen Sound for permission to build a switch or branch line one and three-quarter miles long, from a point on the Grand Trunk Railway at or near Shallow Lake station north-westerly to a point on McNab Lake in the township of Keppel, Ontario.—Granted.

## SESSIONAL PAPER No. 20

88. Application of the Canada Atlantic Railway Company for approval of the plans and profiles of the portion of its line of railway now constructed in the township of Norton, county of Renfrew, Ontario, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.

89. Application of the Canada Atlantic Railway Company for approval of the plans and profiles of the portion of its line of railway now constructed in the township of South Algona, county of Renfrew, Ontario, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.

90. Application of the Canada Atlantic Railway Company for approval of the plans and profiles of the portion of its line of railway now constructed in the township of Grattan, county of Renfrew, Ontario, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.

91. Application of the Canada Atlantic Railway Company for approval of the plans and profiles of the portion of its line of railway now constructed in the township of Bromley, county of Renfrew, Ontario, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.

92. Application of the Canada Atlantic Railway Company for approval of the plans and profiles of the portion of its line of railway now constructed in the township of Admaston, county of Renfrew, Ontario, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.

93. Application of the Canada Atlantic Railway Company for approval of the plans and profiles of the portion of its line of railway now constructed in the township of McNab, county of Renfrew, Ontario, showing the crossings of all public highways in the said township, at rail level or otherwise.—Approved.

94. Application of the Canadian Northern Railway Company for approval of the place and mode of crossing by its railway of the Canadian Pacific Railway on Point Douglas avenue, Winnipeg.—Under consideration.

95. Application of the town of Toronto Junction for a variation of orders Nos. 5163 and 5164, *re* St. Clair avenue and Davenport road crossings.—Under consideration.

96. Application of the Toronto Railway Company for approval of place and mode of crossing by its railway of the Canadian Pacific Railway where the same crosses Avenue road, Toronto.—Under consideration.

97. Petition of the Township of Thompson, district of Algoma, for an order directing the Canadian Pacific Railway Company to construct a highway crossing over its railway at a point two miles east of Dean Lake station.—Under consideration.

98. Application of the Ontario and Quebec Railway Company (C.P.R.) for approval of change in the location of its railway on lot 6, 3rd concession from the bay, fronting on the Humber, township of York, in the county of York, Ontario.—Under consideration.

99. Application of the Township of Aldborough for better protection of the highway crossings in the villages of Rodney and West Lorne on the Canada Southern and Lake Erie and Detroit River Railways.—Under consideration.

100. Application of the Algoma Central and Hudson Bay Railway Company for approval of plans and profiles of its proposed crossings of the Canadian Pacific Railway at Sault Ste. Marie, Ontario.—Under consideration.

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101. Application of the Morden and North-western Railway Company for approval of the place and mode of crossing by its railway of the Manitoba and North Western Railway (C.P.R.) at Neepawa, Manitoba.—Under consideration.

102. Application of the Municipal Council of the county of Richmond, in the Province of Quebec, for an order directing that a public highway may be constructed across the track of the Grand Trunk Railway Company, at rail level, as shown on plan submitted.—Under consideration.

103. Application of the Canadian Pacific Railway Company for permission to construct a siding or spur track connecting its south western branch with the abattoir of Messrs. P. Gallagher & Sons, Limited, on block thirty-four (34) at or near the corner of Brighton street and Logan avenue in the city of Winnipeg, shown on plan submitted. Granted.

104. Application of the Canadian Pacific Railway Company for permission to construct a siding or spur track from its tracks on Sutherland avenue, then proceeding eastwardly along and across said avenue and across lots ten (10) nine (9) and eight (8) of block three (3) at the corner of Sutherland avenue and Machray street to the premises of the Fairchild Company, Limited, in the city of Winnipeg.—Granted.

105. Application of the Canadian Pacific Railway Company for permission to construct a siding or spur track on Point Douglas avenue in the city of Winnipeg, to connect its line with the premises of the Waterloo Manufacturing Company, Limited.—Granted.

COLLINGWOOD SCHREIBER,  
Secretary, Railway Committee, P.C.

Prepared by  
J.W. PUGSLEY,  
Clerk of the Railway Committee, P.C.

PART II

STATEMENTS OF THE ACCOUNTANT



## No. 1.

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ended June 30, 1902.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>CANALS.</b>				
Beauharnois.....			16,682 52	6,532 33
Carillon.....				
Grenville.....		16,998 69	13,725 99	19,366 30
Chambly.....		19,132 80	18,832 25	17,313 02
Cornwall.....	90,535 18		17,896 58	15,045 95
Culbute.....		1,135 00		
Lachine.....	113,328 26	36,249 02	59,435 33	45,853 97
Lake St. Louis.....	6,000 00			
Lake St. Francis.....	13,945 25			
Murray.....			5,254 51	6,377 19
Rideau.....		8,894 40	32,193 66	33,959 86
Sault Ste. Marie.....	122,505 73		15,920 80	14,839 71
Soulanges.....	235,021 79		22,672 50	2,267 13
Ste. Anne's.....			1,994 52	3,015 97
St. Lawrence.....				
{ North Channel.....	125,000 00			
{ Galops Channel.....	24,037 85			
{ River Reaches.....	29,268 64			
St. Ours.....		15,549 27	2,262 39	984 36
St. Peter's.....		10,014 43	2,939 81	274 44
Trent.....	449,075 45	26,165 93	5,575 52	14,984 88
Welland.....	303,997 81	78,905 37	88,048 95	69,279 90
Williamsburg.....				
{ Galops.....	421,945 81			
{ Rapide Plat.....	137,818 22			
{ Farran's Point.....	42,209 89		14,403 28	13,673 26
Total.....	2,114,689 88	213,044 91	317,838 61	263,768 27
<b>GENERAL ON CANALS.</b>				
Arbitrations and awards.....		661 75		
Dredge vessels—Lachine.....				5,265 36
" Rideau.....				7,364 14
Miscellaneous.....			795 90	79 39
Salaries and contingencies, canal officers.....			33,311 46	
Sunday labour.....			19,014 40	
Surveys and inspections.....		2,996 48		
Total.....		3,658 23	53,121 76	12,648 89
<b>RAILWAYS.</b>				
Canadian Pacific.....	448 70			
Drummond County.....	5,000 00			
Intercolonial.....	4,665,590 80		5,574,563 30	
Prince Edward Island.....	475,997 94		270,159 97	
Windsor Branch.....			16,376 27	
Yukon Territory works (Stikine—Teslin).....	283,323 55			
Total.....	5,430,360 99		5,861,099 54	
<b>GENERAL ON RAILWAYS.</b>				
Gathering information with reference to a railway commission.....		6,188 78		
Miscellaneous works.....		52 26		
Railway Statistics.....		731 88		
Carried forward.....		6,972 92		

2-3 EDWARD VII., A. 1903

No. 1.—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.
Brought forward.....		6,972 92		
<i>GENERAL ON RAILWAYS—Concluded.</i>				
Railway Subsidies.....		2,093,939 00		
Repairs to Governor General's car.....		1,144 53		
Reporting evidence before Railway Committee of the Privy Council.....		500 00		
Subscription to Railway Congress, Brussels..		97 33		
Surveys and inspections.....		13,037 80		
Total.....		2,115,691 58		
<i>MISCELLANEOUS.</i>				
Costs of litigation.....		5,994 48		
Salaries of engineers, draughtsmen, &c.....		25,755 74		
"    "    extra clerks, &c.....		2,090 20		
"    " <i>re</i> returns for parliament.....		298 08		
Total.....		34,138 50		
<i>RECAPITULATION.</i>				
Total on Canals.....	2,114,689 88	213,044 91	317,838 61	263,768 27
"    "    general.....		3,658 23	53,121 76	12,648 89
Total on Canals.....	2,114,689 88	216,703 14	370,960 37	276,417 16
Total on Railways.....	5,430,360 99		5,861,099 54	
"    "    general.....		2,115,691 58		
Total on Railways.....	5,430,360 99	2,115,691 58	5,861,099 54	
Grand Total, Railways and Canals, including Miscellaneous.....	7,545,050 87	2,366,533 22	6,232,059 91	276,417 16

Total amount expended, \$16,420,061.16.

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 23, 1902.

SESSIONAL PAPER No. 20

## No. 2.

STATEMENT showing the amount expended on Construction, Renewals, Ordinary Repairs and Working Staff of the Canals of the Dominion of Canada, up to June 30, 1902.

## ST. PETER'S CANAL.

	Year ending June 30.	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 07
"	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
"	1899			2,819 86	456 61
"	1900			2,833 24	1,483 30
"	1901		2,311 26	2,730 44	841 63
"	1902		10,014 43	2,939 81	274 44
LESS—Refunds of previous years.....		648,755 64 208 50			
Total .....		*648,547 14	148,134 40	62,714 48	29,246 71

\* Expenditure as above..... \$ 648,547 14  
Less expenditure prior to Confederation..... 156,523 32  
Agreeing with Public Accounts, 1902, page 4..... \$ 492,023 82

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

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

## BAIE VERTE CANAL.

	Year ending June 30.	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				
" " "	1899				
" " "	1900				
" " "	1901				
" " "	1902				
Total				44,387	53

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA September 30, 1902.

## SESSIONAL PAPER No. 20

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

## LACHINE CANAL.

	Year ending June 30.	Chargeable to Capital.		Renewals Chargeable to Income.		Staff.		Repairs.	
		§	cts.	§	cts.	§	cts.	§	cts.
Expenditure by Imperial Government.....	....	40,000	00	.....	.....	.....	.....	.....	.....
Government expenditure prior to Confederation..	....	2,547,532	85	.....	.....	.....	.....	.....	.....
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
" " "	1872	36,708	15	.....	.....	16,076	93	12,334	69
" " "	1873	7,824	28	.....	.....	23,601	03	34,300	60
" " "	1874	158,618	35	.....	.....	35,158	21	25,811	07
" " "	1875	197,420	52	.....	.....	.....	.....	28,592	01
" " "	1876	327,769	39	.....	.....	.....	.....	33,797	73
" " "	1877	1,439,375	73	.....	.....	.....	.....	33,148	86
" " "	1878	1,484,619	63	.....	.....	.....	.....	39,062	97
" " "	1879	958,053	30	.....	.....	.....	.....	42,338	84
" " "	1880	369,566	74	.....	.....	.....	.....	38,950	90
" " "	1881	292,165	51	.....	.....	.....	.....	39,027	99
" " "	1882	252,821	33	.....	.....	2,978	66	41,158	90
" " "	1883	396,496	96	.....	.....	1,859	68	45,554	91
" " "	1884	188,266	18	.....	.....	.....	.....	48,624	51
" " "	1885	111,215	23	.....	.....	.....	.....	49,004	85
" " "	1886	210,509	42	.....	.....	.....	.....	50,969	10
" " "	1887	28,772	52	.....	.....	12,981	59	53,113	97
" " "	1888	19,414	34	.....	.....	7,996	38	52,229	61
" " "	1889	76,032	96	.....	.....	.....	.....	972	71
" " "	1890	7,448	03	.....	.....	8,238	46	53,114	34
" " "	1891	217	53	.....	.....	16,155	75	50,721	69
" " "	1892	87,852	35	.....	.....	27,480	80	52,729	37
" " "	1893	445,983	21	.....	.....	50,937	40	53,185	00
" " "	1894	64,345	14	.....	.....	17,152	48	60,174	03
" " "	1895	189,944	36	.....	.....	32,405	20	56,337	44
" " "	1896	184,998	25	.....	.....	8,193	15	58,342	96
" " "	1897	282,052	48	.....	.....	14,664	21	57,533	20
" " "	1898	216,717	44	.....	.....	819	62	57,282	50
" " "	1899	162,351	83	.....	.....	3,103	99	55,990	00
" " "	1900	125,009	41	.....	.....	12,210	88	56,791	45
" " "	1901	97,305	52	.....	.....	12,072	87	58,364	29
" " "	1902	113,328	26	.....	.....	36,249	02	59,435	33
Cost of enlargement.....	.....	.....	.....	8,533,204	35	.....	.....	.....	.....
Total.....	.....	.....	.....	11,122,737	20	315,715	16	1,506,440	53
Total expenditure on capital account as above.....						\$ 11,122,737		20	
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, 1902, page 4.....						\$ 8,132,633		05	

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

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

## BEAUHARNOIS CANAL.

—	Year ending June 30.	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	20,428	59	12,299	49
" " " " . . . . .	1896				20,725	47	15,050	85
" " " " . . . . .	1897				9,813	15	14,862	98
" " " " . . . . .	1898	25,000 00	5,799	34	20,650	00	16,164	92
" " " " . . . . .	1899		1,000	00	20,613	22	13,463	01
" " " " . . . . .	1900		4,959	22	20,147	59	14,505	30
" " " " . . . . .	1901		483	40	20,118	42	14,199	12
" " " " . . . . .	1902				16,682	52	6,532	33
Total . . . . .		*1,636,690 26	199,391	99	599,157	56	419,819	93

\* See page 9 for total cost of St. Lawrence River and Canals.

S. LEONARD SHANNON,

*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, September 30, 1902.

## SESSIONAL PAPER No. 20

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

## ST. LAWRENCE RIVER AND CANALS, SURVEYS, &amp;c.

	Year ending June 30.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
Government expenditure prior to Confederation .....					18,442 85	98,378 46
Government expenditure since Confederation .....	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		6,933 45	22,000 00	28,933 45	
" " .....	1883		3,574 31	41,300 00	44,874 31	
" " .....	1884		15,546 03	74,300 00	89,846 03	
" " .....	1885		13,710 17	101,400 00	115,110 17	
" " .....	1886		16,251 73	99,800 00	116,051 73	
" " .....	1887		20,037 31	54,400 00	74,437 31	
" " .....	1888		16,082 85	40,400 00	56,482 85	
" " .....	1889		1,293 92	17,200 00	18,493 92	
" " .....	1890		18,279 91	5,700 00	23,979 91	
" " .....	1891		35,137 25		35,137 25	
" " .....	1892		59,779 31		59,779 31	
" " .....	1893		52,643 39		52,643 39	
" " .....	1894		13,721 66		13,721 66	
" " .....	1895		1,223 72	181,552 03	182,775 75	
" " .....	1896		7,457 05		7,457 05	
" " .....	1897		12,347 31		12,347 31	
" " .....	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" " .....	1899	461,979 50	9,366 47	42,430 00	513,775 97	
" " .....	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" " .....	1901	184,790 34	19,389 75	91,211 97	295,392 06	
" " .....	1902	125,000 00	29,268 64	24,037 85	178,306 49	
		1,168,106 49	432,019 75	878,441 85	2,705,976 82	98,378 46

## ST. LAWRENCE RIVER AND CANALS.

St. Lawrence River and Canals, as above.....	§ 2,705,976 82
Beauharnois Canal, see page 8.....	1,636,690 26
Cornwall Canal " 12.....	6,885,465 16
Williamsburg Canal " 14.....	9,217,971 57
Lake St. Louis " 10.....	280,750 49
Soulanges Canal " 26.....	6,489,714 22
Lachine Canal, from prior to Confederation to June 30, 1875, see page 7...	2,950,104 15
Lake St. Francis, see page 11.....	70,906 71
Agreeing with Public Accounts Balance Sheet, 1902, page 4.....	§30,237,579 38

S. LEONARD SHANNON,

*Accountant.*

2-3 EDWARD VII., A. 1903

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

## LAKE ST. LOUIS.

	Year ending June 30.	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		
" " " " .....	1899		57,607 79		
" " " " .....	1900		11,765 70		
" " " " .....	1901		12,918 31		
" " " " .....	1902		6,000 00		
Total .....			*280,750 49		

\* Included in total cost of St. Lawrence River and Canals, see page 9.

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.



2-3 EDWARD VII., A. 1903

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

## CORNWALL CANAL.

—	Year ending June 30.	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	11,244	3,774
" " ..	1869	10,692	04		10,347	3,859
" " ..	1870			17,780	10,368	7,145
" " ..	1871			7	11,848	8,891
" " ..	1872			10,000	10,594	8,163
" " ..	1873			1,011	13,042	12,467
" " ..	1874				13,405	7,610
" " ..	1875	1,780	00		13,351	7,097
Cost of original construction ..			1,945,624	73		
Expenditure by Dominion Gov- ernment ..	1876				13,320	6,423
" " ..	1877	49,211	37		13,375	6,440
" " ..	1878	145,015	45		13,825	4,935
" " ..	1879	143,032	05		13,817	4,983
" " ..	1880	109,454	95		14,440	9,735
" " ..	1881	53,948	14		15,173	5,524
" " ..	1882	44,587	61		15,052	6,634
" " ..	1883	21,728	93		18,283	8,361
" " ..	1884	22,018	13		18,475	9,007
" " ..	1885	62,034	90	16,298	15,988	12,368
" " ..	1886	57,820	83	6,960	15,994	11,832
" " ..	1887	46,966	43		17,520	12,100
" " ..	1888	67,945	74		16,938	13,942
" " ..	1889	163,993	85		17,890	58,205
" " ..	1890	365,038	01	2,000	17,063	12,758
" " ..	1891	599,091	85	1,459	16,077	9,830
" " ..	1892	398,555	25	2,345	15,596	9,864
" " ..	1893	352,536	13		15,173	9,668
" " ..	1894	404,990	22		15,344	7,733
" " ..	1895	450,689	65	21,497	15,414	13,053
" " ..	1896	448,408	31	2,175	15,472	25,259
" " ..	1897	438,487	51		15,540	16,438
" " ..	1898	133,208	96		15,011	15,431
" " ..	1899	37,649	00	15,960	16,000	14,623
" " ..	1900	169,889	51	18,547	18,798	13,998
" " ..	1901	62,032	47		17,104	13,166
" " ..	1902	90,535	18		17,896	15,045
Cost of enlargement .....			4,939,840	43		
Total .....			*6,885,465	16	118,831	70
					524,793	49
						406,377
						51

\* Included in total cost of St. Lawrence River and Canals, see page 9.

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—Continued.

WILLIAMSBURG CANALS.

	Year ending June 30	Capital.				Total.	Renewals, Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapido Plat.	Total.				
(Government expenditures prior to Confederation being amount of original construction)	1868				1,320,655 54				
"	1869						5,745 97	6,442 41	
"	1870						5,769 81	5,670 88	
"	1871						5,573 13	6,546 16	
"	1872					1,077 06	6,282 17	5,308 41	
"	1873						5,542 94	3,280 07	
"	1874						6,424 49	7,347 75	
"	1875						6,857 19	7,395 92	
"	1876						6,547 62	4,110 29	
"	1877						7,418 39	11,690 98	
"	1878						7,388 68	10,053 64	
"	1879						7,430 11	4,449 78	
"	1880						7,517 20	3,549 71	
"	1881						7,590 15	3,909 77	
"	1882						7,572 35	5,020 73	
"	1883				13 19		7,589 44	7,447 69	
"	1884				2,473 44		7,423 48	7,299 39	
"	1885				103,237 12		7,757 04	7,319 37	
"	1886				149,835 71		7,696 67	8,198 03	
"	1887				115,853		7,671 54	7,847 05	
"	1888				70,128 29		7,635 54	7,904 76	
"	1889				59,807 26		7,646 79	8,190 13	
"	1890				139,078 37		7,485 28	8,794 61	
"	1891				230,670 60		8,454 53	8,191 69	
"	1892				376,545 32		9,478 25	7,987 40	
"	1893				372,193 29		797 83	8,551 32	
"	1894				498,390 23		3,675 00	8,347 97	
"	1895				347,357 23		10,230 09	7,029 95	
Carried forward		2,853 76	1,250,620 93	1,209,481 73	3,786,298 59	20,883 86	210,337 70	195,327 20	

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

WILLIAMSBURG CANALS—*Continued.*

	Year ending June 30.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Brought forward		2,853 76	1,250,620 93	1,209,681 73	3,786,298 59	20,883 86	210,337 70	195,327 20
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	.....	734,492 07	116,072 55	1,081,886 06	.....	10,708 66	8,632 84
"	1899	.....	346,956 54	987,186 44	57,869 18	.....	9,960 64	10,000 00
"	1900	.....	100,534 64	752,799 27	14,298 74	7,410 00	11,092 06	10,897 79
"	1901	.....	111,158 39	390,112 78	76,501 57	4,137 04	12,342 32	11,755 09
"	1902	.....	42,209 89	421,945 81	137,818 22	.....	14,403 28	13,673 26
<b>Total</b>		840,014 66	4,950,635 24	2,104,119 50	9,217,971 57	44,918 70	287,150 71	266,932 89

\* Original construction..... \$ 1,320,655 54  
 Cost of enlargement..... 7,897,316 03  
**Total..... \$ 9,217,971 57**

Included in total cost of St. Lawrence River and Canals, page 9.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

## SESSIONAL PAPER No. 20

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

## WELLAND CANAL.

	Year ending June 30.	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			59,912	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	112,670	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	48,803	80	113,587	05	77,547	77
" " "	1890	117,633	22	51,648	28	109,202	02	72,636	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
" " "	1899			30,099	84	86,110	88	56,270	60
" " "	1900	18,167	29	37,164	84	84,888	36	59,507	64
" " "	1901	224,536	96	87,777	43	86,889	24	72,055	89
" " "	1902	303,997	81	78,905	37	88,048	95	69,279	90
Total .....		*24,318,337	82	670,467	03	2,783,726	84	2,383,527	97

\*Total expenditure as above, . . . . . § 24,318,337 82

Less expenditure by Imperial Government. . . . . 222,220 00

Agreeing with Public Accounts Balance Sheet, 1902, page 4 . . . § 24,096,117 82

Original cost of construction, including first enlargement. . . . . § 7,693,824 03

Enlargement, including new Welland Canal. . . . . 16,624,513 79

Total expenditure as above. . . . . § 24,318,337 82

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

STATEMENT showing the amounts expended on Construction, Renewals, &amp;c.—Con.

## STE. ANNE'S LOCK AND CANAL.

	Year ending June 30.	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	12,733	27			2,614	90	7,208	63
"	1875	32,627	71			1,859	20	4,506	68
"	1876	24,935	85			1,932	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			2,533	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	123,681	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
"	1899					1,920	12	1,997	96
"	1900					1,840	51	2,679	21
"	1901					1,895	89	3,999	02
"	1902					1,994	52	3,015	97
Total		*1,170,215 63		57,265 33		75,528 41		90,422 95	

\*Included in total cost of Ottawa River Works, see page 19.

Original construction	\$ 134,456 51
Enlargement, including new lock	1,035,759 12
<b>Total</b>	<b>\$ 1,170,215 63</b>

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, September 30, 1902.

## SESSIONAL PAPER No. 20

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

## CARILLON AND GRENVILLE CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Imperial Government .....		*			
Government expenditure prior to Confederation		63,053 64			
" " " " " 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		330,864 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 22	7,629 98
" " " " " 1880		281,514 27		11,959 14	7,625 54
" " " " " 1881		336,707 53		13,059 18	8,076 91
" " " " " 1882		433,054 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 36	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 63
" " " " " 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
" " " " " 1899		39,999 37		11,919 27	11,478 88
" " " " " 1900		22,802 27	4,476 50	13,657 06	14,666 71
" " " " " 1901		4,930 65	9,331 95	13,342 22	13,416 00
" " " " " 1902			16,993 69	13,725 99	19,366 30
Total .....		†4,182,092 96	183,315 08	483,630 46	372,030 03

\*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, \$4,119,039.32.

S. LEONARD SHANNON,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

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

## CULBUTE LOCK AND DAM.

	Year ending June 30.	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
" " " "	1899				
" " " "	1900	3,085 00			
" " " "	1901	197 00			
" " " "	1902		1,135 00		
Total.....		*382,776 46	56,463 87	11,507 48	7,036 15

\* Included in total cost of Ottawa River Works, see page 19.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

S. LEONARD SHANNON,  
*Accountant.*

## SESSIONAL PAPER No. 20

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

## RIDEAU CANAL

	Year ending June 30.	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	1863	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		19,079 11	31,461 55	29,535 94
"	1898		13,608 39	30,759 05	26,599 93
"	1899		700 29	30,751 20	28,199 49
"	1900		11,780 41	30,623 27	30,237 09
"	1901			31,334 40	33,791 17
"	1902		8,894 40	32,193 66	33,959 86
Total.....	.....	*4,084,323 37	320,993 73	997,685 26	718,633 48

\* Ottawa River Works.

Ste. Anne's Lock, page 16.....	\$ 1,170,215 63
Carillon and Grenville Canal, page 17.....	4,182,092 96
Culbute Canal, page 18.....	382,776 46
Rideau Canal as above.....	\$ 4,084,323 37
Less expenditure by Imperial Government.....	3,911,701 47
	172,621 90
Total Ottawa Works (Capital).....	\$ 5,907,706 95
Add expenditure on slides and booms prior to Confederation.....	\$ 719,247 13
Since Confederation.....	7,243 60
Add expenditure on Chats Canals prior to Confederation.....	482,950 81
Add expenditure in 1881, charged to Miscellaneous, <i>see</i> page 229, part ii Public Accounts.....	1,136 84
Add amount transferred, <i>see</i> page xxxvi Public Accounts, Balance Sheet, 1881.....	233,555 85
	1,444,134 23
Less expenditure prior to Confederation, transferred to Income.....	\$ 7,351,841 18
Accounts.....	\$ 320,618 28
Less expenditure, 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous.....	165,257 28
	485,875 56
Agreeing with Balance Sheet, Public Accounts, 1902, page 4.....	\$ 6,865,965 62

DEPARTMENT OF RAILWAYS AND CANALS,

S. LEONARD SHANNON,

OTTAWA, September 30, 1902.

*Accountant.*

2-3 EDWARD VII., A. 1903

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

## ST. OURS LOCK.

	Year ending June 30.	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 37	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
" " "	1899	.....	.....	2,244 12	1,494 93
" " "	1900	.....	1,596 88	2,181 43	2,681 10
" " "	1901	.....	3,610 06	2,128 25	1,681 44
" " "	1902	.....	15,549 27	2,262 39	984 36
Total	.....	*121,537 65	115,784 83	68,820 43	62,059 08

\* Included in the total cost of Chamby Canal and Richelieu River, *see* page 21.

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

SESSIONAL PAPER No. 20

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

CHAMBLY CANAL.

	Year ending June 30.	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 54	20,073 60	11,823 74
" " "	1889		51,437 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 83	18,754 17	13,128 55
" " "	1898		13,184 68	17,992 90	12,466 51
" " "	1899		15,255 42	18,336 50	11,997 51
" " "	1900		5,448 88	18,397 58	13,995 00
" " "	1901		1,195 09	18,529 48	17,572 35
" " "	1902		19,132 80	18,832 25	17,313 02
		637,206 76			
Less proceeds of sale of piece of land.		150 00			
Total		*637,056 76	484,907 29	541,973 85	496,800 09

\* Chamby Canal and River Richelieu.  
 Chamby 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 i, page 9.  
 Government expenditure prior to Confederation.  
 Chamby Canal as above ..... \$ 634,711 76  
 St. Ours Lock. (*See* 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, 1902, page 4. . . . . \$ 436,152 83

S. LEONARD SHANNON  
*Accountant.*

2-3 EDWARD VII., A. 1903

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

## MURRAY CANAL.

	Year ending June 30.	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 54
"    "    "    "	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
"    "    "    "	1899			5,073 70	3,533 68
"    "    "    "	1900			5,613 83	2,777 60
"    "    "    "	1901			5,175 74	1,138 15
"    "    "    "	1902			5,254 51	6,377 19
Total		*1,247,470 26	400 00	65,810 62	47,292 67

\* Agreeing with Public Accounts Balance Sheet, 1902, page 4.

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

SESSIONAL PAPER No. 20

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

TRENT CANAL.

	Year ending June 30.	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
"	1899	166,611	49	6,179	79	5,048	72	6,454	49
"	1900	334,583	01	8,043	39	5,131	52	9,989	26
"	1901	284,503	89	10,494	82	5,254	51	13,075	89
"	1902	449,075	45	26,165	93	5,575	52	14,984	88
Total		3,611,402	82*	204,538	92	80,048	56	127,020	10

\* Total expenditure on Capital Account as above. . . . . \$ 3,611,402 82  
 Less—Expenditure prior to Confederation. . . . . \$ 309,371 31  
 " Year 1880 . . . . . 561 50  
 . . . . . 309,932 81

Agreeing with Public Accounts Balance Sheet, 1902, page 4. . . . . \$ 3,301,470 01

S. LEONARD SHANNON,

*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

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

## TAY CANAL.

	Year ending June 30.	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 65				*	*	
" " " "	1893						*	*	
" " " "	1894						*	*	
" " " "	1895						*	*	
" " " "	1896						*	*	
" " " "	1897		10,720 50				*	*	
" " " "	1898						*	*	
" " " "	1899						*	*	
" " " "	1900		2,750 00				*	*	
" " " "	1901						*	*	
" " " "	1902						*	*	
Total.....			†489,599 23		748 65		*	*	

\* Included in Rideau Canal.

† Agreeing with Public Accounts, 1902, page 4.

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

SESSIONAL PAPER No. 20

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

SAULT STE. MARIE CANAL.

	Year ending June 30.	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
" " " "	1899	63,935 48	.....	13,840 24	6,564 40
" " " "	1900	27,157 98	.....	13,901 40	13,219 87
" " " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " " "	1902	122,505 73	.....	15,920 80	14,889 71
Total .....		*4 215,531 33	997 74	106,672 31	63,407 21

\* Agreeing with Public Accounts, 1902, page 4.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS.  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

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

## SOULANGES CANAL.

	Year ending June 30.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		\$ cts.	\$ 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				
" " " "	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			
" " " "	1899	1,442,824 22			
" " " "	1900	693,806 24		6,711 84	5,000 00
" " " "	1901	462,626 36	115 00	25,154 78	5,888 77
" " " "	1902	235,021 79		22,672 50	2,267 13
Total		*6,489,714 22	115 00	54,539 12	13,155 90

\* Included in total cost of St. Lawrence River and Canals, see part ii, page 9.

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

## SESSIONAL PAPER No. 20

STATEMENT showing amount expended on Construction and Enlargement of Canals, to  
June 30, 1902.

Canal.	Construction.		Enlargement.		Total.	
	§	cts.	§	cts.	§	cts.
St. Peters.....	248,762	84	399,784	30	648,547	14
Lachine.....	2,589,532	85	8,533,204	35	11,122,737	20
Beauharnois.....	1,636,690	26			1,636,690	26
St. Lawrence River and Canals.....	18,422	85	2,687,533	97	2,705,976	82
Lake St. Louis.....			280,750	49	280,750	49
Lake St. Francis.....			70,906	71	70,906	71
Cornwall.....	1,945,624	73	4,939,840	43	6,885,465	16
Williamsburg.....	{ Farran's Point..... Galops..... Rapide Plat..... Williamsburg.....		840,014	66	9,217,971	57
			4,950,695	24		
			2,104,119	50		
			2,486	63		
Welland.....	7,698,824	03	16,624,513	79	24,318,337	82
St. Anne's.....	134,456	51	1,035,759	12	1,170,215	63
* Carillon and Grenville.....	63,053	64	4,119,039	32	4,182,092	96
Culbute.....	382,776	46			382,776	46
Rideau.....	4,084,323	37			4,084,323	37
St. Ours.....	121,537	65			121,537	65
Charbly.....	637,056	76			637,056	76
Murray.....	1,247,470	26			1,247,470	26
Trent.....	3,611,402	82			3,611,402	82
Tay.....	489,599	23			489,599	23
Sault Ste. Marie.....	4,215,531	33			4,215,531	33
Soulanges.....	6,489,714	22			6,489,714	22
	36,930,435	35	46,588,668	51	83,519,103	86

\* Construction by Imperial Government not included, records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

\* RECAPITULATION—EXPENDITURE on Canals, also showing Revenue received.

—	Year ending June 30.	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	2,348,636	91	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	407,652	81
"	1899	3,899,877	31	82,205	60	280,628	57	202,312	36	369,044	38
"	1900	2,639,564	93	120,653	93	292,609	24	227,626	97	322,642	86
"	1901	2,360,699	89	135,500	57	314,095	04	262,876	07	315,425	69
"	1902	2,114,689	88	213,044	91	317,838	61	263,768	27	300,413	68
Total		83,519,233	86	3,087,303	83	8,250,720	21	6,442,225	41	13,017,756	69

\* This does not include expenditure which has been charged to Canals,—General—but amounts expended on specified canals.

S. LEONARD SHANNON,

*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

SESSIONAL PAPER No. 20

HYDRAULIC AND OTHER RENTS.

Balances due July 1, 1901.	Accrued during the year ended June 30, 1902.	Totals.		Abatement.	Paid into hands of the Collectors.	Balances due June 30, 1902.	Totals.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
31,264 51	12,678 76	43,943 27	Welland Canal	22 93	10,981 26	32,936 08	43,943 27
2,832 60	1,063 57	3,896 17	Williamsburg Canal		824 03	2,259 58	3,896 17
2,832 50	5,372 00	8,204 50	Cornwall		5,130 00	3,074 50	8,204 50
9,866 50	4,937 67	14,804 17	Beauharnois		2,822 50	11,920 84	14,804 17
17,210 81	30,485 34	47,696 15	Laachine	312 50	31,305 34	16,390 81	47,696 15
426 84	149 00	575 84	Chambly		75 00	500 84	575 84
2,581 56	3,359 35	5,940 91	Rideau		2,911 00	3,029 91	5,940 91
145 00	114 50	259 50	Trent Valley	60 83	32 50	227 00	259 50
5 00	70 00	75 00	Sault Ste. Marie Canal		75 00		75 00
4,031 00	1,729 17	5,760 17	Carillon and Grenville Canal		216 17	5,544 00	5,760 17
4 00		4 00	Sundry Canals			4 00	4 00
	3,000 00	3,000 00	Soulanges		3,000 00		3,000 00
70,760 32	62,899 36	133,659 68	Totals	396 26	57,375 86	75,887 56	133,659 68

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1913

## REVENUE STATEMENT.

CANAL REVENUE.				COLLECTION DIVISIONS.		DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Cost of Staff, Repairs and Officers of Collection chargeable to Revenue.	
Tolls.	Wharfage and Storage.	Fines.	Other Receipts.	Total.		On Account of Canal Revenue.		Total.	
				\$	cts.	\$	cts.	\$	cts.
72,502 76	8 86			72,511 62	767 00	72,511 62	767 00	163,175 25	
21,961 99		25 00	121 48	22,108 47	1,180 00	22,108 47	1,180 00	3,405 55	
408 45			2 68	411 13	226 00	411 13	226 00	2,293 40	
244 78		10 00	2 38	257 16	8,806 26	257 16	8,806 26	9,637 45	
23 35				23 35	5 00	23 35	5 00	210 00	
95,141 33	8 86	35 00	126 54	95,311 73	10,984 26	95,311 73	10,984 26	139 25	
								170,000 90	
9,490 57		12 50		9,503 07	3,000 00	9,503 07	3,000 00	223,841 75	
226 17				226 17	2,822 50	226 17	2,822 50	1,517 27	
32,801 28		5 00		32,806 28	5,130 00	32,806 28	5,130 00	962 40	
1,164 41				1,189 41	824 09	1,189 41	824 09	1,758 08	
3,496 95		10 00	715 70	4,230 18	50 00	4,230 18	50 00	1,020 66	
24,181 15	1,596 88		4,384 51	30,162 57	31,255 34	30,162 57	31,255 34	2,296 07	
11,937 15				11,937 15		11,937 15		7,857 40	
83,297 68	1,604 41	52 50	5,100 24	90,054 83	43,081 93	90,054 83	43,081 93	694 75	
								239,878 38	
11,007 28		10 00		11,017 28		11,017 28		39,543 22	
12,460 37				12,460 37	75 00	12,460 37	75 00	1,651 00	
507 39				507 39		507 39		1,722 30	
23,975 04		10 00		23,985 04	75 00	23,985 04	75 00	618 25	
								43,534 77	
17,700 27				17,700 27		17,700 27		38,498 78	
5,461 09			8 00	5,469 09	193 17	5,469 09	193 17	2,625 93	
41 74				41 74	23 00	41 74	23 00	475 99	
1,145 36				1,145 36		1,145 36		685 38	
24,348 46			8 00	24,356 46	216 17	24,356 46	216 17	788 04	
								43,974 12	

SESSIONAL PAPER No. 20

2,759 96	23 90	5 00	164 00	2,952 86	2,605 15	5,558 01	66,153 52
980 41			23 00	1,013 41	230 00	1,243 41	456 40
790 71				790 71	75 85	866 56	345 45
4,541 08	23 90	5 00	187 00	4,756 98	2,911 00	7,657 98	65,955 37
3,447 26				3,447 26		3,447 26	3,214 25
							201 75
							3,416 00
1,012 41				1,012 41		1,012 41	12,279 70
							390 70
							12,670 40
106 81				106 81		107 81	20,560 40
472 87				523 37	1 00	523 37	10 00
39 90			50 50	99 90		99 90	28 69
24 25				24 25		24 25	
372 28				372 28		403 78	10 00
103 35				103 35		103 35	37 17
1,179 46			50 50	1,229 96	32 50	1,262 46	15 00
							20,661 26
		50 00		50 00	75 00	125 00	32,480 41
286,942 72	1,637 17	152 50	5,472 28	244,204 67	57,375 86	301,580 53	632,671 61
							12,569 50
							154 45
							1,088 38
							893 59
							647,377 53
							300,413 68

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

## 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			442,093	31	565,713	52
"	1872	5,131,141	51			595,076	22	622,900	56
"	1873	5,201,450	37			1,011,892	60	703,455	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	698,732	80			1,780,353	53	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	675,228	13			3,174,785	19	2,923,736	46
"	1890	365,246	48			3,500,455	80	2,958,243	88
"	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
"	1899	1,081,929	94	210,000	00	3,478,559	30	3,775,558	08
"	1900	1,796,348	29			4,444,296	25	4,599,423	14
"	1901	3,633,836	57			5,477,285	30	5,019,497	76
"	1902	4,665,590	80			5,596,939	57	5,720,990	50
Total	.....	*60,009,707	29	280,000	00	85,810,092	86	79,338,649	43

\* Including \$296,872.90 charged to 'Consolidated Fund.'

Total cost of construction as above ..... \$ 60,009,707 29

LESS amounts transferred from Capital to Consolidated Fund as follows:—

	Nova Scotia Ry.	American Ry.	European and North
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	
	<u>\$ 208,509 72</u>	<u>\$ 88,363 18</u>	
		208,509 72	
			296,872 90

Cape Breton Railway, page 35..... \$ 59,712,834 29  
 Oxford and New Glasgow Railway, page 36..... 3,860,679 14  
 Eastern Extension Railway, page 33..... 1,949,063 21  
 Montreal and European Short Line Railway, page 37..... 1,324,042 81  
 Drummond County Railway, page 41..... 333,942 72  
 1,464,000 00

Total capital cost of Intercolonial Railway system..... \$ 68,644,562 27  
 Governor General's car 'Victoria' ..... 1,290 31

Agreeing with Public Accounts, 1901-02, page 4..... \$ 68,645,852 58

S. LEONARD SHANNON,

Accountant.

SESSIONAL PAPER No. 20

EASTERN EXTENSION RAILWAY.

	Year.	Capital.		Working Expenses.		Revenue received.	
		\$	cts.	\$	cts.	\$	cts.
Government expenditure prior to Confederation . . . . .							
"                    "                    "                    "                    "	1868						
"                    "                    "                    "                    "	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			*		†	
"                    "                    "                    "                    "	1899			*		†	
"                    "                    "                    "                    "	1900			*		†	
"                    "                    "                    "                    "	1901			*		†	
"                    "                    "                    "                    "	1902			*		†	
Total . . . . .		‡ 1,324,042	81	538,094	06	462,465	68

\* Included in Intercolonial Railway expenses.      † Included in Intercolonial Railway revenue.  
 ‡ Included in total cost of Intercolonial Railway system, page 32.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, September 30, 1902.





2-3 EDWARD VII., A. 1903

## OXFORD AND NEW GLASGOW.

	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				
" " " " .....	1899				
" " " " .....	1900				
" " " " .....	1901				
" " " " .....	1902				
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 32.

S. LEONARD SHANNON,  
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

SESSIONAL PAPER No. 20

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.		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		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				
"                    "                    ".....	1899				
"                    "                    ".....	1900				
"                    "                    ".....	1901				
"                    "                    ".....	1902				
Total.....			*333,942 72		

\* Included in total cost of Intercolonial Railway system, page 32.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

## 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 73
" " .....	1896		225,138 56	146,476 54
" " .....	1897		240,489 90	153,443 13
" " .....	1898	17,541 88	231,418 74	158,950 61
" " .....	1899	22,000 00	218,053 01	165,012 03
" " .....	1900	53,546 02	220,931 81	174,738 73
" " .....	1901	280,173 93	261,766 24	193,883 48
" " .....	1902	475,997 94	270,159 97	197,999 93
Total.....		*4,599,825 15	6,306,540 00	4,161,164 97

\* Agrees with Public Accounts Balance Sheet, 1901-1902, page 4.

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

SESSIONAL PAPER No. 20

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		
"                    "                    "	1899	8,418 53		
"                    "                    "	1900	236 11		
"                    "                    "	1901	8,978 87		
"                    "                    "	1902	448 70		
Total.....		*62,752,243 58	318,216 30	396,473 75

\* Agrees with Public Accounts Balance Sheet, 1901-1902, page 8,

(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 47, for this expenditure.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

## ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.		Income 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 89		
" " " " . . . . .	1893		2,190 62		
" " " " . . . . .	1894		1,675 36		
" " " " . . . . .	1895		570 55		
" " " " . . . . .	1896				
" " " " . . . . .	1897		41,457 29		
" " " " . . . . .	1898				
" " " " . . . . .	1899				
" " " " . . . . .	1900				
" " " " . . . . .	1901				8,381 82
" " " " . . . . .	1902				
Total . . . . .			*660,683 09		8,381 82

\*Of this amount Parliament voted under 52 Vic., chap. 8, the sum of \$500,000 as a subsidy to the Western Counties Railway, which is also shown in the statement of subsidies, page 47.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

SESSIONAL PAPER No. 20

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	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		
" " " " " . . . . .	1890		
" " " " " . . . . .	1891		
" " " " " . . . . .	1892		
" " " " " . . . . .	1893		
" " " " " . . . . .	1894		
" " " " " . . . . .	1895		
" " " " " . . . . .	1896		
" " " " " . . . . .	1897		
" " " " " . . . . .	1898		
" " " " " . . . . .	1899		
" " " " " . . . . .	1900	1,459,000 00	
" " " " " . . . . .	1901		
" " " " " . . . . .	1902	5,000 00	
Total . . . . .		*1,464,000 00	

\* Included in total cost of Intercolonial Railway system, page 32.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

## YUKON TERRITORY WORKS.

(Stikine-Teslin Railway.)

		Year.	Construction.
			\$    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	.....
"                  "                  ".....		1890	.....
"                  "                  ".....		1891	.....
"                  "                  ".....		1892	.....
"                  "                  ".....		1893	.....
"                  "                  ".....		1894	.....
"                  "                  ".....		1895	.....
"                  "                  ".....		1896	.....
"                  "                  ".....		1897	.....
"                  "                  ".....		1898	.....
"                  "                  ".....		1899	.....
"                  "                  ".....		1900	.....
"                  "                  ".....		1901	.....
"                  "                  ".....		1902	.....
Total.....			283,323 55

\* Agrees with Public Accounts, Balance Sheet, 1901-1902, page 8.

S. LEONARD SHANNON,  
*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

SESSIONAL PAPER No. 20

## STATEMENT Showing Amount Expended on Capital Account on Railways.

Railways.	—		—	
	§	c.	§	c.
Intercolonial .....	59,712,834	39		
Cape Breton .....	3,860,679	14		
Oxford and New Glasgow .....	1,949,063	21		
Eastern Extension .....	1,324,042	81		
Drummond County .....	1,464,000	00	68,310,619	55
Carleton Branch. ....			48,410	48
Montreal and European Short Line. ....			333,942	72
Prince Edward Island .....			4,599,825	15
Canadian Pacific .....			62,752,243	58
Annapolis and Digby .....			660,683	09
Governor General's car 'Victoria' .....			1,290	31
Yukon Territory Works (Stikine-Teslin Ry.) .....			283,323	55
Total .....			136,990,338	43
<i>Memo re Recapitulation—Railways.</i>				
Total cost as per statement above. ....			136,990,338	43
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement, page 32. ....			296,872	90
Agreeing with total cost of construction, as per statement, page 44. ....			137,287,211	33

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.



SESSIONAL PAPER No. 20

## STATEMENT showing Miscellaneous Expenditure, yearly, by the Department of Railways and Canals.

Year ending June 30.	CHARGEABLE TO CAPITAL.	CHARGEABLE TO INCOME.				CHARGEABLE TO REVENUE.			Total Yearly Expenditure.
		Railways.	Canals.	Railways.	General.	Canals.	Railways.	General.	
		§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	
1868.				6,305 66	12,000 00		2,416 66	20,722 32	
1869.				8,367 52	12,000 00		1,000 00	21,367 52	
1870.				7,853 03	18,698 89		7,679 78	34,231 70	
1871.				34,773 72	12,018 98			46,792 70	
1872.				20,049 50	12,208 76			32,258 26	
1873.				36,891 74	12,099 44		6,889 20	55,880 38	
1874.				40,098 84	12,959 25		5,428 98	58,487 07	
1875.				35,579 24	12,047 43		5,620 17	53,246 84	
1876.				42,920 10	86 08		5,690 28	48,696 46	
1877.					51 87	43,639 97		43,691 84	
1878.		1,860 00			556 00		34,388 59	36,804 59	
1879.									
1880.		2,561 55			323 16			2,884 71	
1881.		2,338 41			5,535 22			7,873 63	
1882.					9,826 23			9,826 23	
1883.		11,781 27			6,978 54			18,759 81	
1884.		7,486 62	62,256 58		8,305 41			78,048 61	
1885.		16,725 47	11,003 38		1,210 61			28,939 46	
1886.		20,323 62	10,383 59		776 30			31,483 51	
1887.		20,873 21	23,545 34		649 04			45,067 59	
1888.		34,533 07	22,898 90		5,799 83			63,231 80	
1889.		10,091 87	16,552 64		5,207 64			31,852 15	
1890.		16,426 69	50,909 74		49,550 21			116,886 64	
1891.		16,925 31	16,314 41		56,922 05			90,161 77	
1892.		6,540 49	19,062 51		65,074 07			90,677 07	
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61	
1894.		4,178 85	4,855 11	15,746 31	60,265 22			85,045 49	
1895.		10,665 48	13,221 27	19,304 87	60,769 56			103,991 18	
1896.	1,290 31	10,893 40	5,271 89	25,194 21	70,340 22			112,990 03	
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87	
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17	
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13	
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09	
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06	
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96	
	1,290 31	236,509 24	424,950 25	487,923 22	948,683 21	45,039 97	69,711 05	2,214,107 25	

S. LEONARD SHANNON,

*Accountant.*DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 30, 1902.

2-3 EDWARD VII., A. 1903

## RECAPITULATION—RAILWAYS AND CANALS, TO JUNE 30, 1902.

## EXPENDITURE.

<i>Chargeable to Capital Account—</i>			
Railways, <i>see</i> Statement page 43	.....	\$ 136,990,338	43
Canals " " 27	.....	83,519,103	86
			<u>\$ 220,509,442 29</u>
<i>Chargeable to Consolidated Fund—</i>			
* Railway Subsidies as per Statement No. 3, page 47	.....	27,831,830	37
<i>Income Account—</i>			
Intercolonial Railway, <i>see</i> page 32	.. \$	280,000	00
Add transferred from Capital, " 32	..	296,872	90
Railways, <i>see</i> " 15	..	424,950	25
Canals, " 28	..	3,087,303	83
" " 45	..	236,509	24
General, Railways and Canals, " 45	..	487,923	22
			<u>4,813,559 44</u>
<i>Revenue Account—</i>			
Canals—Operating and maintaining Staff, <i>see</i> page 28	..... \$	8,250,720	21
Canals—Repairs, <i>see</i> page 28	.....	6,442,225	41
" " 45	.....	948,683	21
Railways—Working Expenses, <i>see</i> page 44	.....	92,991,623	19
" " 45	.....	45,039	97
General—Railways and Canals, " 45	.....	69,711	05
		<u>108,748,003 04</u>	
			<u>141,393,392 85</u>
Total expenditure on Railways and Canals	.....	<u>\$ 361,902,835 14</u>	

## EXPENDITURE AS ABOVE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

## RAILWAYS.

Capital Account	.....	136,990,338	43
Consolidated Fund	.....	121,870,316	68
			<u>258,860,655 11</u>

## CANALS.

Capital Account	.....	83,519,103	86
Consolidated Fund	.....	18,965,441	90
			<u>102,484,545 76</u>

## GENERAL, COMMON TO BOTH.

Consolidated Fund	.....	557,634	27
Total expenditure on Railways and Canals	.....	<u>\$ 361,902,835 14</u>	

## REVENUE.

Railways—Revenue received from July 1, 1867, to June 30, 1902, (for details <i>see</i> page 44)	.....	\$ 84,357,753	83
Canals—Revenue received from July 1, 1867, to June 30, 1902, (for details <i>see</i> page 28)	.....	13,017,756	69
Total Revenue, Railways and Canals	.....	<u>\$ 97,375,510 52</u>	

\* This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount \$660,683.09 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, 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 was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, *see* Public Accounts, 1898-99, page x.

S. LEONARD SHANNON,  
*Accountant.*

DEPARTMENT OF RAILWAYS AND CANALS  
OTTAWA, September 30, 1902.



No. 3.

Statement showing Subsidies voted for Railways as to which contracts have been entered into and payments made up to June 30, 1912.

Vertical text on the left margin, likely a page number or document identifier.

Main data table with columns for Railway Name, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, Total, and Paid. Rows list various railroads such as Chesapeake and Potomac, Delaware and Maryland, etc.

Summary rows at the bottom of the table, including 'Grand Total' and 'Total Paid'.

Footnote text at the bottom of the page, providing additional context and dates.

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.	No. of miles built up to June 30, 1902.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1902.		Subsidy paid to June 30, 1902.		Subsidy paid to September 30, 1902.	
				\$	cts.	\$	cts.	\$	cts.
1	Albert Southern .....	16	16	50,460	00	50,460	00	50,460	00
2	†Atlantic and Lake Superior .....	Bridge..	30	96,000	00	14,800	00	14,800	00
3	†Algoma Central and Hudson Bay..	77	91	412,800	00	380,624	00	380,624	00
4	Baie des Chaleurs .....	70	70	620,000	00	620,000	00	620,000	00
5	Beauharnois Junction .....	19·50	19·50	62,400	00	62,400	00	62,400	00
6	Belleville and North Hastings .....	6·84	6·84	21,888	00	21,888	00	21,888	00
7	Brantford, Waterloo and Lake Erie..	18	18	57,600	00	57,600	00	57,600	00
8	Brockville, Westport and Sault Ste. Marie.....	44·50	44·50	105,200	00	105,200	00	105,200	00
9	Buctouche and Moncton .....	31·75	31·75	101,600	00	101,600	00	101,600	00
10	Canada Atlantic .....	54·05	54·05	282,355	20	282,355	20	282,355	20
11	Canada Central.....	120	120	1,525,250	00	1,525,250	00	1,525,250	00
12	+Canada Eastern.....	107	107	350,400	00	350,400	00	350,400	00
13	+Canadian Pacific.....	1,905	1,905	25,000,000	00	25,000,000	00	25,000,000	00
14	" (extension)*.....	476·55	476·55	5,568,400	00	5,084,720	00	5,144,720	00
15	+Cape Breton extension.....	30	30	96,000	00	.....	.....	65,280	00
16	Caraquet .....	67	67	224,000	00	224,000	00	224,000	00
17	Central (of New Brunswick).....	45·66	89·50	238,400	00	142,400	00	142,400	00
18	Cornwallis Valley.....	14	14	44,800	00	44,800	00	44,800	00
19	Columbia and Kootenay.....	27·75	27·75	88,800	00	88,800	00	88,800	00
20	+Canadian Northern.....	175·60	290	1,632,000	00	1,477,491	00	1,477,491	00
21	Cap de la Madeleine .....	2·32	2·32	7,424	00	7,424	00	7,424	00
22	+Coast (of Nova Scotia).....	28·25	61	193,200	00	90,400	00	90,400	00
23	+Central Ontario .....	21	21	67,200	00	67,200	00	67,200	00
24	Cumberland .....	14	14	39,850	00	39,850	00	39,850	00
25	Dominion Line Co.....	4·80	4·80	15,360	00	15,360	00	15,360	00
26	Dominion Coal Co.....	27·44	27·44	87,808	00	87,808	00	87,808	00
27	+Drummond Counties.....	133·03	135·60	423,936	00	423,936	00	423,936	00
28	+East Richelieu Valley.....	21·86	21·86	69,952	00	69,952	00	69,952	00
29	Elgin, Petitoctiac and Havelock.....	12	12	38,400	00	38,400	00	38,400	00
30	Erie and Huron .....	30	30	96,000	00	96,000	00	96,000	00
31	Esquimaux and Nanaino .....	71	71	750,000	00	750,000	00	750,000	00
32	Fredericton and St. Mary's Bridge Co.....	1·33	1·33	30,000	00	30,000	00	30,000	00
33	Grand Trunk, Georgian Bay and Lake Erie.....	12·42	12·42	39,744	00	39,744	00	39,744	00
34	Grand Trunk .....	Bridge.	Bridge.	500,000	00	500,000	00	500,000	00
35	Great Eastern .....	12·50	12·50	40,345	00	40,345	00	40,345	00
36	+Great Northern.....	140·42	143·59	572,511	11	520,011	11	520,011	11
37	Guelph Junction.....	15·25	15·25	46,000	00	46,000	00	46,000	00
38	+Gulf Shore .....	16·78	16·78	53,699	20	53,699	20	53,699	20
	Carried forward .....	3,840·60	4,111·33	39,651,782	51	38,550,917	51	38,676,197	51

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &amp;c.—Continued.

Number.	Name of Railway.	No. of miles built up to June 30, 1902.	No. of miles paid and provided for.	Subsidy paid and available at	Subsidy paid to	Subsidy paid to
				June 30, 1902.	June 30, 1902.	September 30, 1902.
				\$ cts.	\$ cts.	\$ cts.
Brought forward.....		3,840·60	4,111·33	39,651,782 51	38,550,917 51	38,676,197 51
39	Harvey Branch.....	3	3	5,553 57	5,553 57	5,553 57
40	Hereford.....	48·50	48·50	155,200 00	155,200 00	155,200 00
41	Irondale, Bancroft & Ottawa.....	45	50	160,000 00	144,000 00	144,000 00
42	International.....	49	49	156,800 00	156,800 00	156,800 00
43	+ Inverness and Richmond.....	61	98	313,600 00	219,600 00	219,600 00
44	Joggins.....	12	12	37,500 00	37,500 00	37,500 00
45	Kingston and Pembroke.....	15	15	48,000 00	48,000 00	48,000 00
46	Kingston, Napanee and Western.....	61·35	61·35	208,732 80	208,732 80	208,732 80
47	L'Assomption.....	3·50	3·50	11,200 00	11,200 00	11,200 00
48	+ Lake Erie and Detroit River.....	126·90	128·05	475,851 00	475,851 00	475,851 00
49	Lake Temiscamingue Colonization.....	45·84	45·84	310,335 95	310,335 95	310,335 95
50	Leamington and Lake St. Clair.....	16	16	51,200 00	51,200 00	51,200 00
51	Lotbiniere and Mégantic.....	30	30	96,000 00	96,000 00	96,000 00
52	Montreal and Sorel (now South Shore).....	61·50	126·67	507,322 00	213,047 76	213,047 76
53	Montreal and Lake Champlain.....	83	83	103,600 00	103,600 00	103,600 00
54	Montreal and Western.....	70	70	361,270 00	361,270 00	361,270 00
55	Montreal and Lake Maskinonge.....	12·90	12·90	41,280 00	41,280 00	41,280 00
56	Montreal and Ottawa.....	60	60	192,000 00	192,000 00	192,000 00
57	+ Montreal and Province Line.....	18·3	18·3	58,560 00	58,560 00	58,560 00
58	Montfort Colonization.....	32·20	32·20	167,440 00	167,440 00	167,440 00
59	+ Massawippi Valley.....	1·68	1·68	5,376 00	5,376 00	5,376 00
60	+ Midland (Nova Scotia).....	57·18	58	185,600 00	170,264 00	170,264 00
61	Nakusp and Slocan.....	36·80	36·80	117,760 00	117,760 00	117,760 00
62	New Brunswick and P. E. Island.....	35·45	35·45	113,440 00	113,440 00	113,440 00
63	New Glasgow Iron and Coal Co.....	12·45	12·45	39,840 00	39,840 00	39,840 00
64	Northern Pacific Junction.....	110	110	1,320,000 00	1,320,000 00	1,320,000 00
65	Nova Scotia Central.....	73·50	73·50	235,200 00	235,200 00	235,200 00
66	Ontario, Belmont and Northern.....	9·60	9·60	30,720 00	30,720 00	30,720 00
67	Ontario and Quebec.....	61·25	61·25	196,000 00	196,000 00	196,000 00
68	Orford Mountain.....	26·50	26·50	84,800 00	84,800 00	84,800 00
69	Oshawa Railway and Navigation Co.....	7	7	22,400 00	22,400 00	22,400 00
70	+ Ottawa, Northern and Western (formerly Ottawa and Gat. Valley).....	55·28	55·28	292,320 00	292,320 00	292,320 00
71	+ Ottawa and New York.....	53·87	53·87	262,384 00	262,384 00	262,384 00
72	+ Ottawa Arnprior and Parry Sound.....	159·38	159·38	779,712 00	779,712 00	779,712 00
73	Parry Sound Colonization.....	47·75	47·75	152,800 00	152,800 00	152,800 00
74	Pontiac and Pacific Junction.....	70	70	193,578 00	193,578 00	193,578 00
75	+ Phillipsburg Junction.....	7·41	7·41	23,712 00	23,712 00	23,712 00
76	Pontiac and Renfrew.....	4·25	4·25	13,600 00	13,600 00	13,600 00
77	Pontiac & Pacific & Ottawa & Gat. n. Bridge.....	Bridge.	Bridge.	212,500 00	212,500 00	212,500 00
78	+ Pembroke Southern.....	20	20	64,000 00	64,000 00	64,000 00
79	Port Arthur, Duluth and Renfrew.....	84·75	84·75	271,200 00	271,200 00	271,200 00
80	Quebec Central.....	74·86	74·86	348,342 00	348,342 00	348,342 00
81	Quebec Bridge Co.....	Bridge.	Bridge.	1,000,000 00	242,000 00	350,840 00
82	Quebec and Lake St. John.....	245·85	245·85	1,006,743 50	1,006,743 50	1,006,743 50
83	Quebec, Montmorency and Charlevoix.....	30	30	96,000 00	96,000 00	96,000 00
84	+ Restigouche and Western.....	10	40	78,930 00	46,930 00	46,930 00
85	Shuswap and Okanagan.....	51	51	163,200 00	163,200 00	163,200 00
86	South Norfolk.....	17	17	54,400 00	54,400 00	54,400 00
87	St. Catharines and Niagara Central.....	12	12	38,400 00	38,400 00	38,400 00
88	St. Clair Frontier Tunnel.....	2·23	2·23	375,000 00	375,000 00	375,000 00
89	St. Lawrence and Lower Laurentian.....	38·85	38·85	217,600 00	217,600 00	217,600 00
90	St. Louis, Richibucto and Buctouche.....	7	7	22,400 00	22,400 00	22,400 00
91	+ St. Lawrence and Adirondack.....	33·51	33·51	149,481 60	149,481 60	149,481 60
92	+ St. Mary River.....	30	30	75,000 00	75,000 00	75,000 00
93	St. Stephen and Milltown.....	4·64	4·64	14,848 00	14,848 00	14,848 00
Carried forward.....		6,186·83	6,596·70	51,361,394 93	49,060,039 69	49,294,159 69

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TABLE of per mile Cash Subsidies granted and paid in aid of Railway Construction, &c.—*Continued.*

Number.	Name of Railway.	No. of miles built up to June 30, 1902.	No. of miles paid and provided for.	Subsidy paid and available at June 30, 1902.		Subsidy paid to June 30, 1902.		Subsidy paid to September 30, 1902.	
				\$	cts.	\$	cts.	\$	cts.
	Brought forward . . . . .	6,186·83	6,596·70	51,361,394	93	49,060,039	69	49,294,159	69
94	Temiscouata . . . . .	112·95	112·95	645,950	00	645,950	00	645,950	00
95	†Thousand Islands . . . . .	5·19	5·19	29,840	00	29,840	00	29,840	00
96	†Tilsonburg, Lake Erie and Pacific . . . . .	19·41	19·41	69,271	48	69,271	48	69,271	48
97	Tobique Valley . . . . .	27·88	27·88	134,016	00	134,016	00	134,016	00
98	Toronto, Grey and Bruce . . . . .	4·58	4·58	14,656	00	14,656	00	14,656	00
99	†United Counties . . . . .	59	59	188,816	00	188,816	00	188,816	00
100	Waterloo Junction . . . . .	10·25	10·25	32,800	00	32,800	00	32,800	00
101	Western Counties . . . . .	20	20	500,000	00	500,000	00	500,000	00
102	West Ontario Pacific . . . . .	18·75	18·75	60,000	00	60,000	00	60,000	00
103	†York and Carleton . . . . .	5·73	5·73	18,336	00	18,336	00	18,336	00
	Total . . . . .	6,470·57	6,880·44	53,055,080	41	50,753,725	17	50,987,845	17

‡ Add subsidy of used rails as per statement, part iii, page 7, \$152,305.20, and Atlantic and North-Western, \$2,425,800, less subsidy Canadian Pacific Railway, main line, \$25,000,000, and Western Counties Railway, \$500,000, which will then agree with statement of subsidies in part ii, page 47, viz., \$27,831,830.37.

\* Includes the mileage of the North Shore Railway, 160 miles.

† By 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 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 is 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, 62-63 Vic., cap. 7, 63-64 Vic., cap. 8, and 1 Edward VII., cap. 7, 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.

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The following is the mileage of certain of the railways shown in this statement and subsidized under 60-61 Vic., cap. 4, 62-63 Vic., cap. 7, and 63-64 Vic., cap. 8:—

	Miles.
Ottawa, Amprior and Parry Sound.....	56
Phillipsburg Junction.....	0·66
St. Lawrence and Adirondack ..	13·50
Tilsonburg, Lake Erie and Pacific ..	3·50
United Counties.....	1
Great Northern ..	44
Gulf Shore.....	5·50
St. Stephen's and Milltown.....	1·14
Drummond County ..	42·50
Coast (of Nova Scotia).....	61
Ottawa and New York.....	53·87
Restigouche and Western.....	40
East Richelieu Valley.....	24
Ottawa and Gatineau ..	86
Pembroke and Southern.....	40
Massawippi Valley.....	2·50
Inverness and Richmond.....	93
Canadian Northern ..	490
Central Ontario.....	41
Midland (Nova Scotia) ..	58
Pontiac and Pacific Junction ..	9
Canada Eastern. ....	2·25
Canadian Pacific (Extension).....	70

STATEMENT showing Railways receiving Cash Subsidies of fixed amounts, payable Annually or Semi-annually for fixed periods of years.

No.	Name of Railway.	Miles Subsidized.	Amount of Instalment.	Amount paid up to June 30, 1901.
				\$ cts.
1	International (Atlantic and North-west) Railway Co.....	252	\$93,300 per $\frac{1}{2}$ year for 20 years.	2,425,800
2	Kingston, Smith's Falls and Ottawa Railway Co.....	56	\$3,136 " 21 " "	Nil.
	Total.....	308		2,425,800

STATEMENT showing Railways aided by the Grant of Loans.

No.	Name of Railway.	Amount of Loans authorized.	Amount loaned.
		\$	\$ cts.
1	Albert Railway Co. ....	15,000	14,725 56
2	Fredericton and St. Mary's Bridge Co. ....	300,000	300,000 00
3	St. John Bridge and Railway Extension Co. ....	500,000	433,900 00
	Total .....	815,000	748,625 56

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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 on used Rails paid.
			§ cts.	§ cts.
1	Central Railway Co. of New Brunswick.....	4,052	83,612 54	83,612 54
2	Elgin, Petibodiac and Havelock Ry. Co.....	2,201	44,252 82	44,252 82
3	Chatham Branch Railway Co. ....	958	24,439 84	24,439 84
	Total ..	7,211	152,305 20	152,305 20

STATEMENT showing Railways aided by the Loan of used Iron Rails valued at the amount set forth.

No.	Name of Railway.	Tons of used Rails.	Value of used Rails loaned.	Remarks.
			§ cts.	
1	Kent Northern Railway Co.....	2,549	58,334 27	By 51 Victoria, chapter 3, these used rails will be granted as a subsidy (the section of road to be first laid with new steel rails weighing not less than 50 lbs. per lin. yard and after an O. C. had been passed authorizing transfer).
2	Halifax Cotton Co. ....	233	4,335 00	
3	Steel Company of Canada .....	597	11,964 66	
4	Albert Railway Company.....	726	14,665 45	
	Total.....	4,105	89,299 38	

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## 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. 60 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 Leth- bridge to the International Boundary..	64·62	6,400	413,568
3	53 Vic., c. 4.....	Calgary and Edmonton Railway.....	340·00	6,400	2,176,000
4	44 Vic., c. 1. ...	Canadian Pacific Railway—Main line .....	.....	.....	18,206,986
5	53 Vic., c. 4.....	C. P. R.—Deloraine and Napinka Branch.	18·01	6,400	115,264
6	53 Vic., c. 4. ...	C. P. R.—Glenboro' and Souris Branch ..	45·24	6,400	289,536
7	{ 53 Vic., c. 4 54 Vic., c. 10 }	C. P. R.—Kemnay and Estevan Branch..	156·86	6,400	1,003,904
8	57-58 Vic., c. 6 ...	C. P. R.—Pipestone Branch.....	31·30	6,400	200,320
9	49 Vic., c. 11.....	Great North-west Central Railway.. ...	50·00	6,400	320,000
10	48-49 Vic., c. 60...	Manitoba and North-western Railway— Main line .....	430·00	6,400	2,918,400
11	49 Vic., c. 11.....	Manitoba and North-western Railway— Branch from Biscarath .....	26·00	6,000	
12	53 Vic., c. 4. ....	Manitoba and South-eastern Railway Co..	98·00	6,400	627,200
13	{ 54-55 Vic., c. 10 48-49 Vic., c. 10 }	Manitoba South-western Colonization Co.	218·25	6,400	1,396,800
14	{ 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
15	{ 52 Vic., c. 4 54 Vic., c. 9 }	Red Deer Valley Railway and Coal Co...	55·00	6,400	352,000
16	57-58 Vic., c. 6....	Saskatchewan and Western Railway Co..	15·47	6,400	99,008
17	62-63 Vic., c. 57..	Canadian Northern Railway... ..	1,025·00	{ Div. A., 6,400 do B., 12,800 do C., 6,400 }	9,280,000
			2,937·21		39,725,130

NOTE.—By 62-63 Victoria (Session of 1899), chapter 57, the Lake Manitoba Railway and Colonization Company and the Winnipeg Great Northern Railway were amalgamated under the title of the Canadian Northern Railway, all the rights of the two companies being vested in the new company.

## 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 cases where a contract for work has been made with any company.

By the Acts of Parliament below specified, authority has been placed in the hands of the Governor in Council to grant, upon certain conditions, aid towards the construction of various lines of railway throughout the Dominion, as follows, namely:—

By the Acts of 45 Vic., cap. 14, 1882 (*Assented to 17th May, 1882*):—

- |    |  |           |
|----|--|-----------|
| 1. | For a railway from Gravenhurst to Callander, both in the province of Ontario, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole .....   | \$660,000 |
| 2. | For a railway from St. Raymond to Lake St. John, both in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 384,000   |
| 3. | For a railway from a point on the Intercolonial Railway at Rivière du Loup or Rivière Ouelle, in the province of Quebec, or between them, to Edmundston, in the province of New Brunswick, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... | 240,000   |
| 4. | For a railway from Oxford to New Glasgow, both in the province of Nova Scotia, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....   | 224,000   |

“The said subsidies to be granted to such companies as shall be approved by the Governor in Council as having established, to his satisfaction, their ability to complete the said railways respectively, within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government, and which the Government is empowered to make, and to be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister; provided always, that the granting of such bonuses or subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine.”

By the special Act 45 Vic., cap. 55, 1882 (*Assented to 17th May, 1882*):—

- |    |   |           |
|----|---|-----------|
| 5. | A subsidy authorized in favour of “The Chignecto Marine Transport Railway Company,” provided that they construct and thereafter maintain and operate a ship railway, to be approved by the Government, across the Isthmus of Chignecto, from the Gulf of St. Lawrence to the Bay of Fundy, per year, for twenty-five years..... | \$150,000 |
|----|---|-----------|

By the Act 46 Vic., cap. 25, 1883 (*Assented to 25th May, 1883*):—

- |    |  |         |
|----|--|---------|
| 6. | To the Baie des Chaleurs Railway Company, for 100 miles of their railway, from Métapédic, 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 |
|----|--|---------|

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- |     |   |           |
|-----|---|-----------|
| 7.  | To the Caraquet Railway Company, for 50 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

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or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized as the Governor in Council may determine."

By the special Act 46 Vic., cap. 26, 1883 (*Assented to 25th May, 1883*):—

- 17.** An advance authorized in favour of the "St. John Bridge and Railway Extension Company," to enable them to build a railway bridge across the River St. John, N.B., with railway connection with the Intercolonial, such advance to be secured by a mortgage on their entire property, not to exceed 80 per cent of the expenditure on the work, nor a total sum of.....\$ 500,000

By the Act 47 Vic., cap. 8, 1884 (*Assented to 19th April, 1884*):—

- 18.** To the Government of the province of Quebec, in consideration of their having constructed the railway from Quebec to Ottawa, forming a connecting line between the Atlantic and Pacific coasts via the Intercolonial and Canadian Pacific Railways, and being as such a work of national and not merely provincial utility, a subsidy not exceeding \$6,000 per mile for the portion between Quebec and Montreal, 159 miles, nor exceeding in the whole..... 954,000
- 19.** And for the portion between Montreal and Ottawa, 120 miles, \$12,000 per mile, nor exceeding in the whole.....1,440,000
- 20.** For the construction of a line of railway connecting Montreal with the harbours of St. John and Halifax by the shortest and best practicable route, after the report of competent engineers, a subsidy not exceeding \$170,000 per annum, for fifteen years, or a guarantee of a like sum for a like period as interest on bonds of the company undertaking the work.
- 21.** For the construction of a line of railway from Oxford station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding \$30,000 per annum for fifteen years or a guarantee of a like sum for a like period as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway, from New Glasgow to Canso, with its present equipment.
- 22.** To the Quebec Central Railway Company, for a line of railway from Beauce Junction to the international boundary line, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 211,200
- 23.** For the extension of the Canadian Pacific Railway, from its terminus at St. Martin's Junction, near Montreal, or some other point on the Canadian Pacific Railway, to the harbour of Quebec, in such manner as may be approved by the Governor in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole..... 960,000
- 24.** To the Irondale, Bancroft and Ottawa Railway Company, for a line of railway from the Victoria branch of the Midland Railway to the village of Bancroft, in the township of Dungannon, county of Hastings, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
- 25.** To the Pontiac Pacific Junction Railway, for a line of railway from Hull or Aylmer to Pembroke, provided the Ottawa River is crossed at some point not east of Lapasse, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 272,000
- 26.** To the Gatineau Railway Company, for a line of railway from Kazuabazua to Le Désert, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 160,000
- 27.** To the Napanee, Tamworth and Quebec Railway Company, for a line of railway from Tamworth to Bogart and Bridgewater, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 70,400

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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 Indian-ton, 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

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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

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\* 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.

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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.

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“ 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*):—

<b>65.</b>	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
<b>66.</b>	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
<b>67.</b>	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
<b>68.</b>	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
<b>69.</b>	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
<b>70.</b>	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
<b>71.</b>	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
<b>72.</b>	For a railway from a point at or near New Glasgow or St. Lin, to or near Montcalm, in the province of Quebec, eighteen miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	57,600
<b>73.</b>	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
<b>74.</b>	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
<b>75.</b>	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

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<b>76.</b> For a railway from a point at or near the McCann Station, on the Intercolonial Railway, to the Joggins, on Cumberland Basin, in the province of Nova Scotia, twelve miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	\$ 38,400
<b>77.</b> 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
<b>78.</b> 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
<b>79.</b> 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
<b>80.</b> 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
<b>81.</b> 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
<b>82.</b> 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
<b>83.</b> 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
<b>84.</b> 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
<b>85.</b> 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
<b>86.</b> 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
<b>87.</b> 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
<b>88.</b> 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
<b>89.</b> 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
<b>90.</b> 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

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<b>91.</b>	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
<b>92.</b>	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
<b>93.</b>	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
<b>94.</b>	To the Napanec, 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
<b>95.</b>	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*).

<b>96.</b>	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
<b>97.</b>	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
<b>98.</b>	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

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<b>99.</b>	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
<b>100.</b>	To the Jogins 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
<b>101.</b>	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
<b>102.</b>	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
<b>103.</b>	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
<b>104.</b>	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway from the town of Brantford to the village of Hagarville 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
<b>105.</b>	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
<b>106.</b>	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
<b>107.</b>	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
<b>108.</b>	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
<b>109.</b>	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
<b>110.</b>	To the Jacques Cartier Union Railway Company, extending and completing their railway, a subsidy of.....	20,000
<b>111.</b>	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
<b>112.</b>	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
<b>113.</b>	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

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<b>114.</b>	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
<b>115.</b>	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
<b>116.</b>	To the Caraqueet Railway Company, for seven miles of their railway from Lower Caraqueet to Shippegan, in lieu of the subsidy granted by the Act 49 Victoria, chapter 10, a subsidy not exceeding in the whole..	32,000
<b>117.</b>	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
<b>118.</b>	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
<b>119.</b>	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
<b>120.</b>	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
<b>121.</b>	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
<b>122.</b>	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
<b>123.</b>	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
<b>124.</b>	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

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<b>125.</b>	To the Montreal and Champlain Junction Railway Company, a subsidy of.....	\$ 64,000
<b>126.</b>	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
<b>127.</b>	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
<b>128.</b>	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
<b>129.</b>	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
<b>130.</b>	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
<b>131.</b>	For a railway from Woodstock towards Centreville, twenty miles, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..	64,000
<b>132.</b>	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
<b>133.</b>	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 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

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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*):—

<b>134.</b>	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
<b>135.</b>	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
<b>136.</b>	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
<b>137.</b>	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
<b>138.</b>	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
<b>139.</b>	To the Port Arthur, Duluth and Western Railway Company, for 84 $\frac{3}{4}$ 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
<b>140.</b>	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

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<b>141.</b>	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
<b>142.</b>	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
<b>143.</b>	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
<b>144.</b>	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
<b>145.</b>	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
<b>146.</b>	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
<b>147.</b>	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
<b>148.</b>	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 Dé-ert, 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

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<b>159.</b>	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
<b>160.</b>	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
<b>161.</b>	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
<b>162.</b>	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
<b>163.</b>	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
<b>164.</b>	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
<b>165.</b>	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
<b>166.</b>	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
<b>167.</b>	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
<b>168.</b>	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
<b>169.</b>	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
<b>170.</b>	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

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<b>171.</b>	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
<b>172.</b>	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
<b>173.</b>	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
<b>174.</b>	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
<b>175.</b>	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
<b>176.</b>	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
<b>177.</b>	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
<b>178.</b>	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
<b>179.</b>	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
<b>180.</b>	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
<b>181.</b>	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
<b>182.</b>	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

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- 183. For a railway from Cape Tourmente towards Murray Bay, twenty miles, in the province of Quebec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00
- 184. To the Amherstburg, Lake Shore and Blenheim Railway Company, for twenty miles of their railway, in the province of Ontario, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... 64,000 00

“ So much of the subsidy of three thousand two hundred dollars per mile, which under the provisions of the Act forty-ninth Victoria, chapter seventeen, and of this Act, may be paid to the Baie des Chaleurs Railway Company in respect of the thirty miles of their railway, from the seventieth to the hundredth mile, eastward from Metapediac, shall be applicable to the section of the said railway, comprised between the fortieth and the seventieth mile thereof, eastward from Metapediac, instead of to the said first mentioned section of thirty miles, making six thousand four hundred dollars per mile applicable to the secondly mentioned section of thirty miles; but the foregoing provision shall be subject to the condition that the said company undertake to complete the thirty miles of their railway from the seventieth to the hundredth mile eastward from Metapediac within a reasonable time, not to exceed four years, to be fixed by Order in Council, and without any further subsidy from the Government of Canada, and that they deposit with the Minister of Railways and Canals, as security to the Crown that they will well and truly carry out their undertaking, their bonds to the amount of two hundred thousand dollars.

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose, shall be granted to such companies respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make; the location, also, of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies, respectively, shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized, except as respects the tunnel under the St. Clair River, in which case there shall be paid fifteen per cent of the value of work done on monthly progress estimates, certified by the Chief Engineer, and upon the approval of the Minister of Railways and Canals.

“ The granting of such subsidies, respectively, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights, as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council determines.

“ And for the removal of doubts it is hereby declared and enacted that the provision in the Act passed in the fifty-first year of Her Majesty's reign, and chaptered three, relating to the Pontiac Pacific Junction Railway Company, extended and extends the several subsidies in aid of the said company for four years from the passing of the said Act, that is to say, from the twenty-second day of May, one thousand eight hundred and eighty-eight.”

By the Special Act, 52 Vic., cap. 5, 1889 (*Assented to 2nd May, 1889*):—

- 185. In order to enable the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company to complete their railway from Regina to some point on the South Saskatchewan River at or near Saskatoon, and thence northward to Prince Albert, the Governor in Council may enter into a contract with such company for the transport of men, supplies, materials and mails,

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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*):—

<b>186.</b>	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
<b>187.</b>	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
<b>188.</b>	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
<b>189.</b>	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
<b>190.</b>	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
<b>191.</b>	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
<b>192.</b>	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
<b>193.</b>	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
<b>194.</b>	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
<b>195.</b>	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
<b>196.</b>	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

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<b>197.</b> 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
<b>198.</b> 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
<b>199.</b> 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
<b>200.</b> 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
<b>201.</b> 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
<b>202.</b> 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
<b>203.</b> 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
<b>204.</b> 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
<b>205.</b> 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
<b>206.</b> 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

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“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.”

<b>207.</b>	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
<b>208.</b>	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
<b>209.</b>	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
<b>210.</b>	For completing the Montreal and Sorel Railway from St. Lambert to Sorel . . . . .	40,000
<b>211.</b>	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
<b>212.</b>	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
<b>213.</b>	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
<b>214.</b>	To the Drummond County Railway Company, for twenty-four miles of their railway, from Drummondville to Ste. Rosalie, in the province of Québec, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole . . . . .	76,800
<b>215.</b>	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
<b>216.</b>	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
<b>217.</b>	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
<b>218.</b>	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
<b>219.</b>	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,	

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	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
<b>220.</b>	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
<b>221.</b>	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
<b>222.</b>	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
<b>223.</b>	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
<b>224.</b>	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
<b>225.</b>	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
<b>226.</b>	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
<b>227.</b>	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
<b>228.</b>	To the Orford Mountain Railway Company, for thirty one miles of their railway, between Eastman and Kingsbury, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	99,200
<b>229.</b>	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,

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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

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	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
<b>232.</b>	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
<b>233.</b>	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
<b>234.</b>	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
<b>235.</b>	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
<b>236.</b>	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
<b>237.</b>	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
<b>238.</b>	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
<b>239.</b>	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

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“ Provided, that upon the completion of twenty-eight miles of the said railway a semi-annual subsidy may be paid proportionate to the value of the portion so completed in comparison with that of the whole fifty-six miles ; Provided also, that the company may deposit with the Minister of Finance and Receiver General a sum not exceeding \$1,170,000, in consideration whereof there shall be paid to the company, for twenty years, a semi-annual annuity calculated on a basis of three and one-half per cent on the amount so deposited ; Provided further, that the Governor in Council may permit the company to assign the said subsidy and annuity to trustees by way of security for any bonds or securities which may be issued by the company in respect of their undertaking.”

**240.** To the Brockville, Westport and Sault Ste. Marie Railway Company, for twenty miles of their railway, from a point at or near Newboro' towards Palmer's Rapids, in the province of Ontario, in lieu of a subsidy for a like amount granted by the Act fifty-second Victoria, chapter three, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole..... \$64,000 00

“ Provided that the subsidy hereby granted to the Brockville, Westport and Sault Ste. Marie Railway Company may be paid by instalments, on the completion of each section of the railway as follows, that is to say :—

Sections.	Length in miles.
From, at or near Newboro' to Westport.....	4
From Westport towards Palmers Rapids.....	16

“ The subsidies hereinbefore mentioned as to be granted to companies named for that purpose shall be granted to such companies respectively ; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council ; and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is hereby empowered to make ; the location, also of every such line of railway, shall be subject to the approval of the Governor in Council ; and all the said subsidies respectively shall be payable out of the Consolidated Revenue Fund of Canada, by instalments, on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, or upon the completion of the work subsidized—except as to the subsidy granted to the Kingston, Smith's Falls and Ottawa Railway Company, the first semi-annual payment upon which shall be made at the end of six months from the date of the Chief Engineer's certificate of the completion of twenty-eight miles of the railway, and each subsequent payment at the end of each six months thereafter, for the term of twenty years,—except also as to the Quebec and Lake St. John Railway Company, the subsidy to which shall be paid upon the completion of the work,—except also as to the Brockville, Westport and Sault Ste. Marie Railway Company, the subsidy to which shall be paid as follows : on the completion of that portion of the said road from, at or near Newboro' to Westport, a distance of four miles, the sum of twelve thousand eight hundred dollars, and on the completion of the remaining sixteen miles from Westport towards Palmer's Rapids, the sum of fifty-one thousand two hundred dollars.

“ Within one month after the commencement of each session of Parliament, whilst any of the said moneys are being paid out, there shall be laid before Parliament a statement showing all payments of such moneys during the then next preceding year, the names of the respective persons to whom such payments have been made, and the amounts paid them respectively, together with the engineer's report upon which pay-

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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*):—

<b>241.</b>	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
<b>242.</b>	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
<b>243.</b>	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
<b>244.</b>	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
<b>245.</b>	To the Montfort 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 Montfort and westward, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	67,200 00
<b>246.</b>	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
<b>247.</b>	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
<b>248.</b>	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
<b>249.</b>	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

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<b>250.</b>	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
<b>251.</b>	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
<b>252.</b>	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
<b>253.</b>	To the Lotbinière and Megantic Railway Company, for fifteen miles of their railway from a point at or near St. Jean Deschailons towards Glen Lloyd, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>254.</b>	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
<b>255.</b>	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
<b>256.</b>	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
<b>257.</b>	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
<b>258.</b>	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
<b>259.</b>	To the Restigouche and Victoria Railway Company, for fifteen miles of their railway from Campbellton towards Grand Falls, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	48,000 00
<b>260.</b>	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
<b>261.</b>	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
<b>262.</b>	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

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- 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.

<b>266.</b>	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
<b>267.</b>	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
<b>268.</b>	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
<b>269.</b>	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.	
<b>270.</b>	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
<b>271.</b>	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
<b>272.</b>	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
<b>273.</b>	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
<b>274.</b>	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

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<b>275.</b>	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
<b>276.</b>	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
<b>277.</b>	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
<b>278.</b>	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
<b>279.</b>	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
<b>280.</b>	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
<b>281.</b>	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
<b>282.</b>	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
<b>283.</b>	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
<b>284.</b>	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
<b>285.</b>	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
<b>286.</b>	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
<b>287.</b>	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
<b>288.</b>	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
<b>289.</b>	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
<b>290.</b>	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
<b>291.</b>	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
<b>292.</b>	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
<b>293.</b>	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

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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*):—

- |             |   |              |
|-------------|---|--------------|
| <b>296.</b> | 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 |
| <b>297.</b> | 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   |
| <b>298.</b> | 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    |
| <b>299.</b> | To the Central Ontario Railway Company, for twenty miles of their railway, from Coc Hill or Gilmore, or some point between  |              |

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	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
<b>300.</b>	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
<b>301.</b>	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
<b>302.</b>	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
<b>303.</b>	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
<b>304.</b>	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
<b>305.</b>	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
<b>306.</b>	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
<b>307.</b>	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
<b>308.</b>	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
<b>309.</b>	To the Great Northern Railway Company, for fifteen miles of their railway, from, at or near Montcalm to the Canadian Pacific	

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	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
<b>310.</b>	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
<b>311.</b>	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
<b>312.</b>	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
<b>313.</b>	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
<b>314.</b>	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

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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*):—

<b>315.</b>	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
<b>316.</b>	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
<b>317.</b>	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
<b>318.</b>	To the Brantford, Waterloo and Lake Erie Railway Company, for eighteen miles of their railway, from the town of Brantford to the village of Hagersville 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
<b>319.</b>	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
<b>320.</b>	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
<b>321</b>	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

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<b>322.</b>	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
<b>323.</b>	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
<b>324.</b>	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
<b>325.</b>	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
<b>326.</b>	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
<b>327.</b>	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
<b>328.</b>	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
<b>329.</b>	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

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<b>330.</b>	To the Pontiac Pacific Junction Railway Company, for the construction or acquisition of $7\frac{1}{2}$ 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
<b>331.</b>	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
<b>332.</b>	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
<b>333.</b>	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
<b>334.</b>	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
<b>335.</b>	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.	\$3,200
<b>336.</b>	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
<b>337.</b>	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
<b>338.</b>	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
<b>339.</b>	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

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<b>340.</b>	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
<b>341.</b>	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
<b>342.</b>	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
<b>343.</b>	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
<b>344.</b>	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
<b>345.</b>	To the Joliette and St. Jean de Matha Railway Company, for 12 miles of their railway from St. Jean de Matha to Ste. Émelie de L'Énergie, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole.....	38,400
<b>346.</b>	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
<b>347.</b>	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
<b>348.</b>	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
<b>349.</b>	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
<b>350.</b>	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
<b>351.</b>	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
<b>352.</b>	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

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<b>353.</b>	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
<b>354.</b>	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
<b>355.</b>	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
<b>356.</b>	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
<b>357.</b>	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
<b>358.</b>	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
<b>359.</b>	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
<b>360.</b>	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
<b>361.</b>	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
<b>362.</b>	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
<b>363.</b>	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
<b>364.</b>	To the New Glasgow Iron, Coal and Railway Company, for 5 miles of their railway, from Sunnysbrae to Kerrogare, a subsidy not exceeding \$3,200 per mile, nor exceeding in the whole....	16,000 00
<b>365.</b>	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
<b>366.</b>	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

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<b>367.</b> 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
<b>368.</b> 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
<b>369.</b> 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
<b>370.</b> 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
<b>371.</b> 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
<b>372.</b> 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
<b>373.</b> 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
<b>374.</b> For a railway from a point on the Caraqueet 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

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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 6Q-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 Gaquetown, 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'Énergie Railway Company, for 15 miles of their railway from St. Gabriel to Ste. Emélie de l'Énergie, 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 ;

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- 383.** To the Gulf Shore Railway Company, for  $5\frac{1}{2}$  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  $7\frac{1}{2}$  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  $3\frac{5}{10}$  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  $\frac{6}{10}$  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  $13\frac{1}{2}$  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  $1\frac{1}{10}$  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 ;

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- 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 Octawa 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

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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

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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, 33½ 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 :

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(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.

By the Act 62-63 Vic., chapter 7 (*Assented to 11th August, 1899*).

**1.** In this Act, unless the context otherwise requires, the expression "cost" means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, 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:—

**415.** To the Central Ontario Railway Company, for an extension of their railway from, or from near, either Coe Hill or Rathbun Station on the company's railway to, or near to Bancroft, not exceeding 21 miles, in lieu of the subsidy granted by chapter 5 of 1892;

- 416.** To the Great Northern Railway Company, for a railway between Montcalm and St. Tite Junction, on the Lower Laurentian Railway, Quebec, not exceeding  $53\frac{1}{2}$  miles; and for a branch from their main line to Shawenegan Falls, Quebec, not exceeding  $6\frac{1}{2}$  miles.
- 417.** To the Phillipsburg Railway and Quarry Company, shortage in the extension of their railway from a point on the company's line at or near the end of the subsidized section, to the government wharf at Phillipsburg, Quebec, not exceeding  $\frac{6}{100}$  of a mile;
- 418.** To the Strathroy and Western Counties Railway Company, for a line from Strathroy, Ontario, via Adelaide and Arkona, to either Forest, Tedford, or Park Hill, not exceeding 24 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 419.** To the St. John Valley and Rivière du Loup Railway Company, for a line of railway from Fredericton, in the county of York, New Brunswick, to Woodstock, in the county of Carleton, not exceeding 59 miles;
- 420.** For a railway from Port Hawkesbury, on the Strait of Canso, Nova Scotia, to St. Peter's, not exceeding thirty miles;
- 421.** For a railway from Windsor, Nova Scotia, to Truro, via the township of Clifton, not exceeding 58 miles, in lieu of the subsidy granted by chapter 4 of 1894;
- 422.** For a railway from a point at or near Brookfield Station, Nova Scotia, on the Intercolonial Railway, to Eastville, not exceeding 25 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 423.** For a railway from Cross Creek Station, on the Canada Eastern Railway, to Stanley Village, New Brunswick, not exceeding 6 miles;
- 424.** For a railway from the village of St. Rémi to Stottville or some point on the Delaware and Hudson Railway (Grand Trunk) in the parish of St. Paul de l'Île aux Noix, not exceeding 19 miles;
- 425.** For a railway between Pontypool and Bobcaygeon, via Lindsay, Ontario, not exceeding 40 miles.
- 426.** To the Pontiac Pacific Junction Railway Company, for a railway from Aylmer to Hull, Quebec, not exceeding 9 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 427.** To the Portage du Fort and Bristol Branch Railway Company, for a branch line from a point on the Pontiac Pacific Junction Railway at or near the village of Quyon, towards the village of Portage du Fort, Quebec, not exceeding 15 miles, in lieu of the subsidy granted by chapter 4 of 1897;
- 428.** To the Orford Mountain Railway Company, for a branch from their railway from a point between Lawrenceville and Eastman to Waterloo, not exceeding 13 miles;
- 429.** To the Atlantic and Lake Superior Railway Company, for an extension of their railway from Caplin to Paspebiac, Quebec, not exceeding 30 miles;
- 430.** To the United Counties Railway Company, for a railway from St. Robert Junction to Sorel,  $6\frac{1}{2}$  miles, (this subsidy to be payable only in the event of adequate running rights over the South-eastern Railway between the two points above mentioned not being granted to the first mentioned Company on terms to be approved by the Railway Committee of the Privy Council,) and from Mount Johnson to St. Grégoire Station, 1 mile, not exceeding  $7\frac{1}{2}$  miles.
- 431.** 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;
- 432.** For a railway from Indian Gardens, Queen's County, Nova Scotia, to Shelburne, in the said province, a distance of 35 miles;
- 433.** The subsidy which the Ontario and Rainy River Railway Company is entitled to receive under chapter 4 of 1897, shall be \$6,400 per mile for the 80 miles mentioned in the said Act; not exceeding in all \$512,000.

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- 434.** To the Bay of Quinté Railway Company, for such extensions, branches or additions to their system as will enable the said Company to connect their lines of railway or connecting lines with iron or other mines or mineral or wood lands in the counties of Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, payable in instalments regulated by the length of each of the said extensions or branches or additions, as the case may be, in lieu of part of the balance remaining unpaid of the subsidy granted to the Kingston, Napanee and Western Railway Company, by chapter 5 of 1892, but not exceeding \$3,200 per mile for 10 miles, nor exceeding in the whole \$32,000 ;
- 435.** To the Quebec and Lake St. John Railway Company, for 12 miles of their railway from the end of their line at deep water on the Chicoutimi branch of their railway, to Ha Ha Bay, in the lieu of the subsidy for the 12 miles granted by chapter 4 of 1894 ;
- 436.** For a line of railway from Hawkesbury, Ontario, to South Indian, not exceeding 35 miles ;
- 437.** For a railway from Sault Ste. Marie, Ontario, towards Michipicoten River and harbour and towards the main line of the Canadian Pacific Railway, not exceeding 40 miles ;
- 438.** For a branch line of railway from the main line of the Ottawa, Arnprior and Parry Sound Railway to the town of Parry Sound, Ontario, not exceeding 5 miles ;
- 439.** For a railway from the village of Haliburton, via the village of Whitney, towards the town of Mattawa, Ontario, not exceeding 20 miles ;
- 440.** For an extension of the Tilsonburg, Lake Erie and Pacific Railway, from Tilsonburg to Ingersoll or Woodstock, Ontario, not exceeding 28 miles ;
- 441.** To the South Shore Railway Company, from Sorel Junction along the South Shore to Lotbinière, Quebec, a distance not exceeding 82 miles ;
- 442.** To the Massawippi Valley Railway Company for an extension of their railway to the village of Stanstead Plain, Quebec, not exceeding  $2\frac{1}{2}$  miles ;
- 443.** For a railway from Port Hawkesbury on the Strait of Canso, to Caribou Cove, Nova Scotia, a distance of 10 miles ;
- 444.** For a railway from Fort Frances, Ontario, westerly to a point at or near the mouth of Rainy River, a distance not exceeding 70 miles ;
- 445.** To the Central Railway Company of New Brunswick, for an extension of their line of railway from Newcastle Coal Fields to Gibson, New Brunswick, not exceeding 30 miles ;
- 446.** To the Canadian Northern Railway Company, for a railway from a point on the present line of the Winnipeg Great Northern Railway north of Swan River to Prince Albert, North-west Territories, not exceeding 100 miles ;
- 447.** For a railway from some point near Antler Station to a point near Moose Mountain, Manitoba, not exceeding 50 miles ;
- 448.** For a railway from Sunnybrae to Country Harbour, and from a point at or near Country Harbour Cross Roads to Guysborough, Nova Scotia, to make up the deficiency in mileage between points mentioned and subsidized by chapter 4 of 1897, additional mileage not exceeding 15 miles ;
- 449.** For a railway from Port Clyde towards Lockeport, in the province of Nova Scotia, not exceeding 20 miles ;
- 450.** For a railway from a point on the Intercolonial Railway at or near Halifax towards the Central Railway in the county of Lunenburg, not exceeding 20 miles ;
- 451.** For a railway from Labelle, in the province of Quebec, in a north-westerly direction, to Nomingue, via Notre Dame de l'Annonciation, a distance not exceeding 22 miles ;
- 452.** For a railway from Owen Sound, in the province of Ontario, to Meaford, not exceeding 21 miles ;
- 453.** To the Ottawa and Gatineau Railway Company, for their line of railway in and through the city of Hull, Quebec, not exceeding 4 miles ;

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- 454.** To the Western Alberta Railway Company, from a point on the United States boundary, west of Range 27, north-westerly towards Anthracite, in the district of Alberta, not exceeding 50 miles ;
- 455.** To the Edmonton, Yukon and Pacific Railway Company, for a railway from the town of South Edmonton, North-west Territories, to North Edmonton, and thence westerly towards the Yellow Head Pass, a distance not exceeding 50 miles ;
- 456.** To the Restigouche and Western Railway Company, in addition to the 20 miles subsidized by chapter 4 of 1897, and in continuation from the westerly end of the said 20 miles towards the St. John River, a further distance not exceeding 15 miles, and for the company's railway from a point on the St. John River, New Brunswick, at or near Grand Falls, or St. Leonard, or between Grand Falls and St. Leonard, and extending easterly towards Campbellton, such point to be approved by the Governor in Council, a distance of 12 miles ; in all not exceeding 27 miles ;
- 457.** For a railway in extension of the St. Francis branch of the Temiscouata Railway to the mouth of the St. Francis River, a distance not exceeding 3 miles ;
- 458.** To the Canada Eastern Railway Company, for a line of railway from Nelson, New Brunswick, to connect with the company's main line running into Chatham, to complete the connection from Nelson to such main line, not exceeding in the whole  $2\frac{1}{4}$  miles ;
- 459.** To the Bay of Quinté Railway Company, for an extension of their line in a westerly direction from a point at or near Richmond boundary road near Deseronto for a distance not exceeding 2 miles ; also for an extension of their line from its present terminus at Tweed in a northerly direction for a distance of 2 miles, and for an extension of their line from the end of the last 2 miles mentioned in a northerly direction for a distance not exceeding 3 miles—in all 7 miles ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 460.** To the Ontario, Belmont and Northern Railway Company, for an extension of their railway from its present terminus at Iron Mines in a north-westerly direction, a distance not exceeding 5 miles ; and also for an extension of the company's railway southerly, from the present southern terminus thereof to the Central Ontario Junction of the Canadian Pacific Railway, a distance not exceeding 2 miles ; but the last mentioned aid for the said 2 miles of railway shall not be granted in case the Railway Committee of the Privy Council finds that adequate running powers on fair terms can be secured to the company over that portion of the line of the Central Ontario Railway between the present southerly end of the Ontario, Belmont and Northern Railway and the Canadian Pacific Railway Company's line at Central Ontario Junction ; subsidies payable on each of the sections mentioned as each of such sections is completed ;
- 461.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, Ontario, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, not exceeding 20 miles ;
- 462.** For a line of railway from Paspébiac, Quebec, to Gaspé in the said province, a distance not exceeding 82 miles ;
- 463.** To the Lake Erie and Detroit River Railway Company, for a line of railway from Ridgetown, Ontario, to St. Thomas, in the said province, a distance not exceeding 44 miles ; this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway between the two points above mentioned not being granted to the first mentioned company on terms to be approved by the Railway Committee of the Privy Council ;
- 464.** To the Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the iron mine at Bluff Point and to the Martele mine in the county of Renfrew, not exceeding 5 miles ;

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**465.** For a railway from the town of Parry Sound extending northerly towards Sudbury, a distance not exceeding 20 miles.

**3.** The Governor in Council may grant the subsidies hereinafter mentioned towards the construction of the railways also hereinafter mentioned, that is to say :—

<b>466.</b> The Ontario and Rainy River Railway Company, for a railway from a point 80 miles west of Stanley Station, on the Port Arthur, Duluth and Western Railway, to Fort Frances, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole .....	\$ 896,000 00
<b>467.</b> To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence River, at Chaudière Basin, near Quebec, one million dollars, 40 per cent of which amount may be paid on monthly progress estimates, approved by the Government engineers, of materials delivered and work done...	1,000,000 00
<b>468.</b> To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska River at Yamaska, Quebec.....	50,000 00
<b>469.</b> Towards the construction of a bridge over the Richelieu River at Sorel, 15 per cent upon the amount expended thereon, not exceeding.....	35,000 00
<b>470.</b> Towards the construction of a bridge across the St. Francis River, 15 per cent of the amount expended thereon, not exceeding...	50,000 00
<b>471.</b> Towards the construction of a bridge across the Nicolet River, 15 per cent upon the amount expended thereon, not exceeding....	15,000 00
<b>472.</b> To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie River, 15 per cent upon the amount expended thereon, not exceeding.....	33,750 00,
<b>473.</b> To the Great Northern Railway Company, towards the construction of a bridge across the St. Maurice River, 15 per cent upon the amount expended thereon, not exceeding.....	16,425 00
<b>474.</b> Also towards the construction of a bridge across the Rivière du Loup, 15 per cent upon the amount expended thereon, not exceeding .....	15,000 00
<b>475.</b> Also towards the construction of a steel bridge and viaduct at the Maskinongé River, 15 per cent upon the amount expended thereon, not exceeding.....	15,600 00

**4.** The subsidies granted to the Ontario and Rainy River Railway Company, the Canadian Northern Railway Company and the Edmonton, Yukon and Pacific Railway Company are granted upon the condition, and, if received and paid under the authority of this Act to the above mentioned companies respectively, shall be received upon the condition, that the said companies shall not, nor shall any of them, at any time amalgamate with, or lease its line or lines to, any railway company other than those mentioned in this section, except as may be authorized by Parliament; nor shall any of the said railways be leased to or operated by any other company; nor shall any of the said companies make an agreement for a common fund or for pooling its receipts with any other railway company; and any such lease, amalgamation or agreement shall be absolutely void, excepting in so far as such agreement may extend to traffic or running arrangements which have been approved by the Governor in Council.

**5.** 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

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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.

6. The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

7. 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.

8. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed and the company performing it, and in case of disagreement, then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

9. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

By the Act 63-64 Vic., chapter 8 (*Assented to July 18, 1900*).

1. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, 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

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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 permile, such subsidy not exceeding in the whole the sum of \$6,400 per mile :—

- 476.** For a railway from a point at or near the junction of the Irondale, Bancroft and Ottawa Railway and the Grand Trunk Railway to the village of Minden, in the county of Haliburton, Ontario, not exceeding 12 miles.
- 477.** To the Strathroy and Western Counties Railway Company, for a railway commencing at a point at or near Caradoc station, on the Canadian Pacific Railway, and extending to the town of Strathroy, Ontario, not exceeding 7 miles.
- 478.** For a line of railway from a point on the Pembroke Southern Railway at or near Golden Lake, towards a point on the Irondale, Bancroft and Ottawa Railway at or near Bancroft, Ontario, for the further extension of such railway westerly from the western terminus of the 20 miles subsidized by chapter 4 of 1897, for a distance not exceeding 20 miles.
- 479.** To the Algoma Central Railway Company for 25 miles of its line of railway from its terminus at Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific Railway, and for a further extension of this company's line of railway from Sault Ste. Marie towards Michipicoten River and Harbour, Ontario, towards the main line of the Canadian Pacific Railway, 25 miles in all, not exceeding 50 miles.
- 480.** To the Central Ontario Railway Company, for a further extension of their railway from, at or near Bancroft to a point on the Canada Atlantic Railway between Whitney and Barry's Bay, Ontario, not exceeding 20 miles.
- 481.** To the Manitoulin and North Shore Railway Company, for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, on the Canadian Pacific Railway, the company undertaking to bridge between Little Current and the main land, the bridge to be so constructed and maintained as to afford suitable facilities, in the opinion of the Minister of Railways and Canals, for free vehicular and passenger traffic, the same as upon a public highway, the work to be begun and prosecuted from Little Current and Sudbury, one-half of the subsidy to be applicable, as earned, in respect of the work beginning at Little Current and carried on towards Sudbury, and one-half thereof to be applicable, as earned, in respect of the work beginning at Sudbury and carried on towards Little Current, the course of the line of railway to cross the Sault Ste. Marie branch of the Canadian Pacific Railway, not exceeding 66 miles.
- 482.** For a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, not exceeding 15 miles.
- 483.** For a railway beginning at a point northerly 20 miles from Parry Sound, and extending from that point to the French River, Ontario, not exceeding 35 miles.
- 484.** For a railway from a point 20 miles north-easterly from the village of Haliburton, via the village of Whitney, towards the village of Mattawa, Ontario, not exceeding 40 miles.
- 485.** To the Kingston and Pembroke Railway Company, for a branch line of railway to iron mines in Bedford township, Ontario, not exceeding 12 miles.
- 486.** To the Thousand Islands Railway Company for an extension of their railway from the present northerly terminus to a point easterly thereof, not exceeding 2 miles ;

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And also for an extension from a point on the railway to connect their railway with the Brockville, Westport and Sault Ste. Marie Railway, the Bay of Quinté Railway, the Kingston, Smith's Falls and Ottawa Railway, or the waters of the Rideau Canal, the balance remaining of the subsidy granted by chapter 5 of 1892, not exceeding  $9\frac{1}{2}$  miles.

- 487.** For a railway from Dymont, on the Canadian Pacific Railway, to the New Klondike mining district, Ontario, not exceeding 7 miles.
- 488.** To the Schomberg and Aurora Railway Company, for an extension of their line from its easterly terminus to a point at or near Bond's Lake, Ontario, not exceeding 4 miles.
- 489.** To the Nipissing and James Bay Railway Company, for a railway from, at or near North Bay station, on the Canadian Pacific Railway, towards James Bay, or Lake Tamagaming, Ontario, not exceeding 20 miles.
- 490.** In aid of the Ottawa and New York Railway Company's bridge over the St. Lawrence River, and for the Canadian portion of such bridge, a sum not exceeding \$90,000.
- 491.** To the Grand Trunk Railway Company of Canada, towards the cost of the rebuilding and enlargement of the Victoria Bridge over the St. Lawrence River, Quebec, in addition to the amount received by the company on account of the subsidy granted by chapter 4 of 1897, viz: \$270,000, to make up the grant in aid of the undertaking to \$500,000, upon condition that the tolls upon the bridge for passenger and vehicular traffic shall be subject to the approval of the Governor in Council, a sum not exceeding \$230,000.
- 492.** For a railway and traffic bridge over the Ottawa River at Nepean Point, between the city of Ottawa, Ontario, and the city of Hull, Quebec, upon condition that the bridge be so constructed as to provide suitable facilities, to the satisfaction of the Minister of Railways and Canals, for free vehicular and foot passenger traffic, the same as upon a public highway, in addition to the \$112,500 already granted,—and, notwithstanding anything in the said Act, the subsidy hereby granted, together with the grant of \$112,500 under chapter 4 of 1897, shall be paid upon the completion of the bridge and its approaches, upon the Chief Engineer's report of such completion, and the recommendation of the Minister,—a sum not exceeding \$100,000.
- 493.** To the Canadian Northern Railway Company, in further extension of their railway north of Swan River towards Prince Albert, North-west Territories, in addition to the grant by chapter 7 of 1899, a further mileage not exceeding 100 miles.
- 494.** For a railway from the westerly end of the Waskada branch of the Canadian Pacific Railway, Manitoba, further westward, not exceeding 20 miles.
- 495.** For a railway from a point on the Alberta Railway and Coal Company's Railway towards Cardston, Alberta, N.W.T., for 30 miles of railway at \$2,500 per mile.
- 496.** To the Kaslo and Lardo-Duncan Railway Company, for a railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, not exceeding 30 miles.
- 497.** To the Restigouche and Western Railway Company, for the company's railway, in addition to the 15 miles subsidized by chapter 7 of 1899, on the easterly section of the line, and in continuation from the westerly end of the said 15 miles, a further distance of 15 miles towards the St. John River; and for the said railway, in addition to the 12 miles subsidized by the said chapter on the westerly section of the said line, a further distance from the easterly end thereof of 15 miles, towards Campbellton, N.B., not exceeding 30 miles.
- 498.** For a line of railway from St. Charles Junction on the Intercolonial Railway towards the St. Francis branch of the Temiscouata Railway, Quebec, not exceeding 45 miles, and from the mouth of the St. Francis River, N.B., westerly towards St. Charles Junction, 15 miles, in all not exceeding 60 miles.
- 499.** For a line of railway from Bristol, in the county of Carleton, New Brunswick, on the Canadian Pacific Railway, easterly, a distance not exceeding 17 miles.

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- 500.** For a line of railway from Shediac, county of Westmorland, New Brunswick, to Shemogue, and towards Cape Tormentine, in the said county, a distance not exceeding 38 miles.
- 501.** For a railway from Lockeport, Nova Scotia, to Sable River, or other convenient point of railway connection, not exceeding 20 miles.
- 502.** To the Inverness and Richmond Railway Company, for a railway in extension of the company's line northward from Broad Cove to Cheticamp, C.B., Nova Scotia, not exceeding 40 miles.
- 503.** For a railway from Bridgetown to Victoria Beach, Nova Scotia, not exceeding 30 miles.
- 504.** For a railway from a point on the Intercolonial Railway, Pictou branch, to Kempt Town, county of Colchester, Nova Scotia, not exceeding  $4\frac{1}{2}$  miles.
- 505.** For a railway from Brazil Lake, on the Dominion Atlantic Railway, to Kemptville, Nova Scotia, not exceeding 11 miles.
- 506.** To the Montfort and Gatineau Colonization Railway Company, to enable it to extend its railway from Arundel to a point in the municipality of the united townships of Preston and Hartwell, province of Quebec, not exceeding 30 miles.
- 507.** To the Chateauguay and Northern Railway Company, for a railway from a point in Hochelaga ward, Montreal, to a point on the Great Northern Railway, in or near the town of Joliette, passing near the town of L'Assomption, Quebec, together with a spur into the said town, not exceeding 42 miles.
- 508.** To the Chateauguay and Northern Railway Company, for a single-track standard railway bridge, with two roadways 10 feet wide, for free vehicular and foot passenger traffic, the same as upon a public highway, from Bout L'Isle to Charlemagne, at the junction of the Ottawa and St. Lawrence rivers, \$150,000.
- 509.** To the Chateauguay and Northern Railway Company, towards the construction of a bridge across the Lac Ouareau River, \$15,000.
- 510.** To the Arthabaska Railway Company, for a railway from Victoriaville to West Chester, province of Quebec, a distance not exceeding 12 miles.
- 511.** To the Great Northern Railway Company, for a branch line from the town or from near the town of Joliette towards Ste. Emélie, touching the parishes of Ste. Beatrix and Ste. Jean de Matha, not exceeding 20 miles.
- 512.** For a railway from Farnham, province of Quebec, to Frelighsburg and the International Boundary Line, not exceeding 21 miles.
- 513.** Towards the construction of a railway bridge over the St. Francis River, in lieu of the grant under chapter 7 of 1899, at St. François du Lac, on the condition that the bridge, with approaches, be built so as to allow the municipalities to make use thereof, to establish and maintain a suitable roadway for the free passage of foot passengers, vehicles and animals, to be approved by the Minister of Railways and Canals, \$50,000.
- 514.** Towards the construction of a railway bridge over the Nicolet River at Nicolet, in lieu of the grant under chapter 7 of 1899, \$15,000.
- 515.** For a line of railway from Halifax towards a point on the Central Railway of Nova Scotia, in the county of Lunenburg, in addition to and in extension of the 20 miles subsidized by chapter 7 of 1899, not exceeding 20 miles.

**3.** The subsidies hereby granted and any subsidies heretofore granted under any Act of the Parliament of Canada, still in force, but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless in this Act otherwise expressly provided, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows :

(a) upon the completion of the work subsidized ; or

(b.) by instalments on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or

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(c.) upon progress estimates on the certificate of the Chief Engineer of Railways and Canals, that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars; or

(d.) with respect to (b) and (c), part one way, part the other.

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, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with those so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the Governor in Council shall have absolute control at all times over the rates and tolls to be levied and imposed by any of the companies or upon any of the railways hereby subsidized.

6. The Governor in Council may make it a condition of the subsidies hereby granted, or of any heretofore granted by any Act of Parliament as to which a contract has not yet been entered into between Her Majesty and the company for the construction of the railway, that the company shall lay its road with new steel rails made in Canada, if such rails are procurable in Canada of suitable quality upon terms as favourable as other rails can be obtained upon, of which the Minister of Railways and Canals shall be the judge.

7. Every company receiving a subsidy under this Act, its successors or assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the government of Canada transportation for men, supplies, material and mails over the portion of its line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars, properly equipped, for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the minister of the department of the government for which such service is being performed and the company performing it, and in case of disagreement then at such rates as are approved by the Governor in Council; and in or towards payment for such charges the government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the said railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

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**9.** Paragraph 20 of section 2 of chapter 7 of the statutes of 1899 is amended by inserting after the word 'railway,' in the third line, the words 'or to connect the said lines.'

**10.** The subsidy provided for by chapter 7 of the statutes of 1899 towards the construction of a railway bridge over the St. Lawrence River at Chaudière Basin, near Quebec, shall be deemed to be applicable, as to one-third thereof, to the substructure and approaches, and as to two-thirds thereof to the superstructure, and the said subsidy may be paid upon that basis by authority of the Governor in Council, upon progress estimates to be furnished from time to time by the Chief Engineer of Government Railways and Canals, so that one-third of such subsidy, and no more, may be paid in respect of and upon completion of the masonry of the substructure and approaches of the said bridge, one-third, and no more, upon the work and material of one-half of the superstructure being done and supplied, in respect of such work and material, and the remaining one-third upon the completion of the whole work.

By the Act 1st Edward VII., chapter 7 (*Assented to May 23, 1901.*)

**1.** In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include 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;—

**516.** For a line of railway from a point on the Intercolonial Railway at or near New Glasgow to Country Harbour, Nova Scotia, and from a point at or near Country Harbour Cross Roads to Guysborough, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 34, not exceeding 80 miles.

**517.** To the Quebec and New Brunswick Railway Company, for a line of railway from a point at or near St. Charles or at or near Chaudière Junction or a point on the Quebec Central Railway, near St. Anselme, Quebec, towards the present terminus of the St. Francis Branch of the Témiscouata Railway, New Brunswick, not exceeding 45 miles, and for a line of railway from the mouth of the St. Francis River, New Brunswick, westerly towards Chaudière Junction, not exceeding 15 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 23; also for a line of railway in extension of the St. Francis Branch of the Témiscouata Railway to the mouth of the St. Francis River, New Brunswick, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 43, not exceeding 3 miles; in all not exceeding 63 miles.

- 518.** To the Montreal and Province Line Railway Company, for a line of railway from Farnham, Quebec, to Frelighsburg, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 37, not exceeding 19 miles.
- 519.** For a line of railway from a point on the Intercolonial Railway at or near Windsor Junction to Upper Musquodoboit, in lieu of 1897, cap. 4, sec. 2, paragraph 23, not exceeding 40 miles.
- 520.** For a line of railway from Pubnico, Nova Scotia, to Port Clyde or Clyde River, in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 2, paragraph 29, not exceeding 31 miles.
- 521.** To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from the western terminus of the 20 miles subsidized by 1899, cap. 7, sec. 2, paragraph 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 3; also from the terminus of previously subsidized lines at a point about 40 miles west of Golden Lake, westerly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles.
- 522.** For a line of railway from Chipman Station, New Brunswick, to Gibson, in lieu of the subsidies granted by 1897, cap. 4, and 1899, cap. 7, sec. 2, paragraph 31, not exceeding 45 miles.
- 523.** To the Inverness and Richmond Railway Company, for a line of railway from a point at or near Point Tupper on the Intercolonial Railway, to Broad Cove and Cheticamp, Nova Scotia, in lieu of the subsidies granted by 1897, cap. 4, 1899, cap. 7, sec. 2, paragraph 29, and 1900, cap. 8, sec. 2, paragraph 27, not exceeding 98 miles.
- 524.** For a line of railway from Caplin to Paspebiac, Quebec, in lieu of the subsidy granted by 1899, cap. 7, sec. 2, paragraph 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Railway Company, and to contain the conditions that the subsidy when earned shall be paid in the following manner:—
- 1st. To the Hamilton Bridge Works Company in payment for bridge superstructures on the said section of railway, when furnished and erected by that company, not to exceed \$35,000;
  - 2nd. For the completion of the road-bed and works incidental thereto;
  - 3rd. Towards payment of overdue balances, pro rata, in settlement of claims for labour, boarding-house claims, and material and supplies furnished in connection with the construction of the said section of railway; in all not exceeding 30 miles.
- 525.** To the Schomberg and Aurora Railway Company, for a line of railway from a point on the Grand Trunk Railway between King and Newmarket, Ontario, to Schomberg, in lieu of the subsidy granted by 1897, cap. 4, not exceeding 15 miles.
- 526.** To the Ottawa and Gatineau Railway Company, for a line of railway from the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 5, not exceeding 20 miles.
- 527.** To the Restigouche and Western Railway Company, for its line of railway from Campbellton on the Intercolonial Railway, New Brunswick, towards Grand Falls, in lieu of the subsidy granted by 1897, cap. 4, sec. 2, paragraph 10, not exceeding 20 miles.
- 528.** To the Pontiac Pacific Junction Railway Company, for 36 miles of its railway from a point at or near Shawville, crossing the Ottawa River via Calumet Island to Pembroke, including the bridging of both channels of the Ottawa River at Calumet Island, 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, cap. 4, sec. 3, paragraph 2, not exceeding \$115,200.
- 529.** To the Manitoulin and North Shore Railway Company, for its line of railway, from a point on its line of railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Railway, at or

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- near Goulais River, in addition to and in further extension of its railway subsidized by 1900, cap. 8, sec. 2, paragraph 6, an additional mileage not exceeding 130 miles.
- 530.** For a line of railway from Grandique Ferry, Nova Scotia, to Arichat, not exceeding 8 miles.
- 531.** To the Central Ontario Railway Company, for a further extension of its line of railway, subsidized by 1900, cap. 8, sec. 2, paragraph 5, northward, to a junction with the Canada Atlantic Railway, at or near Whitney, Ontario, not exceeding 20 miles.
- 532.** To the Kingston and Pembroke Railway Company, for a line of railway from a point at or near Sharbot Lake, Ontario, via Lanark, to Carelton Place, not exceeding 41 miles.
- 533.** To the Norwood and Apsley Railway Company, for a line of railway from Norwood, Ontario, to the village of Apsley, not exceeding 30 miles.
- 534.** For a line of railway from a point on the Dominion Atlantic Railway at or near Wolfville, Nova Scotia, to the Government pier on the Basin of Minas, not exceeding one mile.
- 535.** To the Algoma Central and Hudson Bay Railway Company, for a line of railway from Sault Ste. Marie to a point on the Canadian Pacific Railway at or near White River, in the district of Algoma, in extension of the subsidy granted to the Algoma Central Railway by 1899, cap. 8, sec. 2, paragraph 23, and by 1900, cap. 8, sec. 2, paragraph 4, a further and additional mileage not exceeding 135 miles.
- 536.** For a line of railway from Bridgetown, Nova Scotia, to Middleton, in extension of the line subsidized by 1900, cap. 8, sec. 2, paragraph 28, not exceeding 11 miles.
- 537.** For a line of railway from a point on the Grand Trunk Railway at or near Burk's Falls, Ontario, to the Maganetawan River, not exceeding two miles.
- 538.** For a line of railway between Halifax and the Central Railway, Nova Scotia, from the end of the 40th mile from Halifax, subsidized by 1900, cap. 8, sec. 2, paragraph 40, to a junction with the Central Railway, Nova Scotia, not exceeding 30 miles.
- 539.** For a line of railway from a point on the Algoma branch of the Canadian Pacific Railway at or near Bruce Lake Station, northerly to a point at or near Rock Lake, in the district of Algoma, not exceeding 9 miles.
- 540.** For a line of railway from Roberval, Quebec, westward towards James Bay, not exceeding 60 miles.
- 541.** For a line of railway from a point upon the Stonewall branch or the Selkirk branch of the Canadian Pacific Railway to Icelandic River by way of Gimli, not exceeding 35 miles.
- 542.** To the Restigouche and Western Railway Company, for an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John River, not exceeding 33 miles.
- 543.** For a line of railway from Duncan Lake towards Lardo or Arrow Lake, British Columbia, or from Lardo to Arrow Lake, in lieu of the subsidy granted by 1900, cap. 8, sec. 2, paragraph 21, not exceeding 30 miles.

**3.** The Governor in Council may grant to the Ottawa and Gatineau Railway, for its unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, paragraph 3, a sum not exceeding \$35,872.

**4.** The subsidies hereby authorized, and any subsidies heretofore authorized under any Act of Parliament of Canada still in force but not fully paid, towards the construction of any railway or bridge, shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the

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Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

- (a.) upon the completion of the work subsidized ; or
- (b.) by instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken ; or
- (c.) upon progress estimates on the certificate of the Chief Engineer of Government Railways, that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than sixty thousand dollars ; or
- (d.) with respect to (b.) and (c.), part one way, part the other.

**5.** The subsidy of 66 miles granted to the Manitoulin and North Shore Railway Company for a line of railway between Little Current, on Manitoulin Island, and Sudbury, Ontario, by paragraph 6 of section 2 of chapter 8 of the statutes of 1900, may be contracted for with the company and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, in the township of Denison, and extending to Sudbury, and thence north-easterly towards Lake Wahnapiatae, not exceeding 33 miles ; the second section beginning at Little Current and extending to and connecting with the Canadian Pacific Railway at or near Stanley, in the township of Baldwin, on the Canadian Pacific Railway, not exceeding 31 miles ; subject, however, to the company carrying out the undertakings contained in paragraph 6 of section 2 of chapter 8 of the statutes of 1900.

**6.** The subsidies hereinbefore authorized to be granted to companies named, shall, if granted by the Governor in Council, be granted to such companies respectively ; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council 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, 1901, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed upon a location, and according to descriptions, conditions, and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make.

**7.** The granting of such subsidies, and the receipt thereof by the respective companies, shall be subject to the condition that the Governor in Council may at all times provide and secure to other companies such running powers, traffic arrangements, and other rights, as will afford to all railways connecting with those so subsidized, reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways ; and the Governor in Council shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized.

**8.** Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the line in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service ; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the Department of the Government for which such service is being performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Governor in Council ; and in or towards payment for such charges the Government of Canada shall

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be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

**9.** As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers, showing the cost of constructing the railway, the cost of operating it, and the earnings thereof

**10.** The Governor in Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any Act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if they are procurable in Canada of suitable quality, upon terms as favourable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

## LAND SUBSIDIES.

By 47 Vic., chap. 25, clause 7, 1884 (*Assented to April 19, 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 July 20, 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.<sup>7</sup>

By 49 Vic., cap. 11, 1886 (*Assented to June 2, 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 com-

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pany's branch railway running from a point on the main line of that railway, at or near Todburn, in a north-westerly direction through the county of Russell to the Assiniboine River, near the town of Shellmouth, about twenty-six miles.

\*7. To the North-west Central Railway Company, or to such other company as may undertake the construction of the railway or a railway from a point on the Manitoba and North-western Railway via Rapid City, westward, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway, for the whole distance from Brandon station on the Canadian Pacific Railway, or from such point on the Manitoba and North-western Railway as aforesaid, to Battleford, in the provisional district of Saskatchewan, about four hundred and fifty miles.

†8. To the Wood Mountain and Qu'Appelle Railway Company, Dominion lands to the extent of six thousand four hundred acres for each mile of the company's railway for the whole distance commencing at a point in township number four, in range number thirty, west of the second meridian, in the Dominion lands system of survey, passing through the town of Fort Qu'Appelle to join the Manitoba and North-western Railway at a point to be fixed for that purpose by the Governor in Council, about two hundred and forty miles.

'The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof,—each of the said enterprises being respectively subject to any modification thereof which may hereafter be made by the Governor in Council; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.'

By section 5 of this Act authority was given for the incorporation by the Governor in Council of a company to construct the line from Brandon, or other point indicated, to Battleford, subsidized by this Act.

By 50-51 Vic., cap. 22, 1887 (*Assented to June 23, 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 June 23, 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,

\*Lapsed except for the subsidy earned for the 50 miles constructed.

†The subsidies in land grants for the Wood Mountain and Qu'Appelle, the Alberta and Athabasca and the Medicine Hat railways have lapsed.

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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 May 2, 1889*):—

- 13.** To the North-western Coal and Navigation Company (Limited), in addition to the grant provided for by section one of the Act passed in the session held in the forty-eighth, and forty-ninth years of Her Majesty's reign, and chaptered sixty, Dominion lands to an extent not exceeding two thousand six hundred acres for each mile of the company's railway from Dunmore station on the Canadian Pacific Railway, to Lethbridge, on the Belly River, the present terminus of the said railway, a distance of one hundred and nine and one-half miles,—such additional grant to be made only on condition that the gauge of the said railway be made standard width; and also to the said North-western Coal and Navigation Company (Limited), Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Lethbridge to the international boundary, a distance of about fifty miles.
- 14.** To the Red Deer Valley Railway and Coal Company, Dominion lands to an extent not exceeding six thousand four hundred acres for each mile of the company's railway from Cheadle Station, on the Canadian Pacific Railway, to its terminus at a point in or near township twenty-nine, range twenty-three west of the fourth meridian, a distance of about fifty-five miles.
- \*15.** To the North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary, on the Canadian Pacific Railway, northerly to a point on the North Saskatchewan River, at or near Edmonton, a distance of about two hundred and ten miles; and also to the said North-western Railway Company of Canada, Dominion lands to an extent not exceeding ten thousand acres for each mile of the company's railway from Calgary southerly to Lethbridge, a distance of about one hundred and twenty miles.
- 16.** To the Lake Manitoba Railway and Canal Company, Dominion lands to an extent not exceeding six thousand acres for each mile of the company's railway from Portage la Prairie to the southern boundary of Lake Manitoba, a distance of about seventeen miles.

'The said grants, and each of them, may be so made in aid of the construction of the said railways respectively, in the proportions and upon the conditions fixed by the Orders in Council made in respect thereof, and except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively, of the cost of survey of the lands and incidental expenses, at the rate of ten cents per acre in cash on the issue of the patents therefor.

The Governor in Council may make the grant of land provided for by section three of the Act forty-ninth Victoria, chapter eleven, being for the line of the Wood Mountain and Qu'Appelle Railway, of about two hundred and forty miles in length, applicable to the line of railway of the said company, as authorized by the Act respecting the Wood Mountain and Qu'Appelle Railway Company, passed during the present session of Parliament, upon the like terms and subject to the like conditions as those upon which the grant hereinbefore mentioned was authorized to be made to the said company by the Act in this section first cited.'

\*The North-western Railway of Canada land grant subsidy has lapsed.

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By the Act 53 Vic., cap. 4, 1890 (*Assented to May 16, 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 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.

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\* The land grant subsidy to the Brandon and South-western, the Lac Seul and North-western Coal and Navigation railways has lapsed.

## SESSIONAL PAPER No. 20

The lands by this Act authorized to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any encumbrance on the lands or property of the said company created before the passing of this Act.

By the special Act 53 Vic., cap. 3, 1890 (*Assented to March 26, 1890*):—

- 25.** The Act 52 Victoria, chapter 4, authorizing, in error, the grant of land to the North-western Coal and Navigation Company, for fifty miles from Lethbridge to the international boundary, was amended—the said grant being made to the Alberta Railway and Coal Company.

By 54-55 Vic., cap. 9, 1891 (*Assented to September 30, 1891*):—

- 26.** In lieu of the subsidy in land authorized by the Act 52 Victoria, chapter 4, to be granted to the Red Deer Valley Railway and Coal Company, and subject to the conditions in the said Act mentioned, the Governor in Council may grant Dominion lands to the said company to an extent not exceeding six thousand four hundred acres for each mile of the said company's railway, from the town of Calgary, in the district of Alberta, in the North-west Territories, to a point in or near township twenty-nine, range twenty-three, west of the fourth meridian, a distance of about fifty-five miles.

By 54-55 Vic., cap. 10, 1891 (*Assented to September 30, 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 July 23, 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.

\*The land grant subsidy to the Rocky Mountain Railway and Coal Company has lapsed.

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- 31.** To the Canadian Pacific Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point at or near Souris on the Souris Branch of the Canadian Pacific Railway, in a westerly direction to the Pipestone Valley, a distance of about thirty-two miles.
- \*32.** To the Brandon and South-western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from a point in township one, in either range twenty-three or twenty-four west of the first principal meridian, to a point at or near Deloraine, a distance of about seventeen miles.
- 33.** To the Saskatchewan and Western Railway Company, Dominion lands to an extent not exceeding six thousand four hundred acres per mile for a line of railway from Minnedosa to Rapid City, a distance of about fifteen miles.

The said grants and each of them may be made in aid of the construction of the said railways respectively in the proportion and upon the conditions fixed by the Orders in Council made with respect thereto; and, except as to such conditions, the said grants shall be free grants, subject only to the payment by the grantees respectively of the cost of the survey of the lands and incidental expenses at the rate of ten cents per acre in cash on the issue of the patents therefor.

The lands authorized by this Act to be granted to the Canadian Pacific Railway Company shall be taken and held, and may be disposed of, free and clear of any encumbrance on the lands and property of the said company created before the passing of this Act.

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\*The land grant subsidy to the Brandon and South-western Railway Company has lapsed.

PART IV

MISCELLANEOUS STATEMENTS

2-3 EDWARD VII., A. 1903

No.

## SUBSIDY Agreements for the Construction of Railways

Number of Contract.	Date of Signature.	Name of Railway.	Line of Railway to be Constructed.	AUTHORITY FOR EXECUTION.	
				Act of Parliament.	Order in Council.
14254	July 25, 1901.	Atlantic and Lake Superior Ry Co.	From Caplin to Paspébiac, Que...	1 Edw. VII, c. 7.	June 6 & 29, 1901.
14316	Sept. 28, 1901.	Algoma Central and Hudson Bay Ry. Co.	From Sault Ste. Marie, Ont., Towards Michipicoten River and Harbour towards Main Line of C. P. Railway.	62-3, Vic., c. 7.	May 30 and August 10, 1901.
14413	Feb. 5, 1902.	"	For 25 miles on Michipicoten Branch and 25 miles on Main Line at end of 40th mile.	63-4, Vic., c. 8.	Jan. 6, 1902.
14360	Nov. 19, 1901.	Bruce Mines and Algoma Ry. Co.	From a point on Algoma Branch of C. P. Ry., at or near Bruce Lake Station, northerly to a point at or near Rock Lake.	1 Edw. VII, c. 7.	Nov. 5, 1901.
14390	Dec. 28, 1901.	Canadian Pacific Ry. Co.	From westerly end of Waskada Branch of C. P. Ry., Manitoba, further westward.	63-4, Vic., c. 8.	July, 6, Sept. 11, Oct. 3 and Nov. 30, 1901.
14415	Feb. 8, 1902.	"	From a point on Stonewall Branch, or Selkirk Branch, of C. P. Ry. to Icelandic River By way of Gimli.	1 Edw. VII, c. 7.	Nov. 30, 1901, and Jan. 25, 1902.
14282	Aug. 26, 1901.	Kootenay and Arrowhead Ry. Co.	From Duncan Lake towards Lardo or Arrow Lake, B.C., or from Lardo to Arrow Lake.	1 Edw. VII, c. 7.	June 8 and July 26, 1901.
14262	Aug. 2, 1901.	Montreal and Province Line Ry. Co.	From Farnham, Que., to Frelighsburg.	1 Edw. VII, c. 7.	June 29, 1901.
14494	May 5, 1902.	Middleton and Victoria Beach Ry. Co.	From Bridgetown to Victoria Beach, N.S.	63-4, Vic., c. 8.	April 1, 1902.
14495	May 5, 1902.	"	From Bridgetown to Middleton, N.S.	1 Edw. VII, c. 7.	April 1, 1902.
14427	Feb. 15, 1902.	Ottawa Northern and Western Ry. Co.	From their line in and through Hull, Que.	62-3, Vic., c. 7.	Oct. 3, 1901, & Jan. 6 & 25, 1902.
14263	July 30, 1901.	Red Deer Valley Ry. and Coal Co.	From Calgary to a point in Township 29, Range 23, 4th Meridian.	52 Vic., c. 4; 54-5 Vic., c. 9 and 76.	June 29, 1901.
14411	Feb. 3, 1902.	Schomberg and Aurora Ry. Co.	From a point on G.T. Ry., between King and Newmarket, Ont., to Schomberg.	1 Edw. VII, c. 7.	Dec. 23, 1901.
14324	Oct. 15, 1901.	Tilsonburg, Lake Erie and Pacific Ry. Co.	From Tilsonburg to Ingersoll or Woodstock.	62-3, Vic., c. 7.	Sept. 11, 1901.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 29, 1902.

## SESSIONAL PAPER No. 20

1.

entered into during the Fiscal Year ended June 30, 1902.

AMOUNT OF SUBSIDY.		Number 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 Tangent Yard.	Date for Completion.
Per Mile.	Not exceeding.								
§	§	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400 p. mile.	30	67	717	50	20	15	56	July 1, 1902.
3,200	6,400 "	40	106	717 573	50	20	15	56	May 1, 1902.
3,200	6,400 "	50	106 132 185	478 717	50	20	15	56	Oct. 1, 1903.
3,200	6,400 "	9	80 67.05	573.7	50	20	15	56	Dec. 15, 1901.
3,200	6,400 "	20	52.80	1433	50	20	14	56	Oct. 1, 1902.
3,200	6,400 "	35	26.4	1146	50	20	14	56	Dec. 31, 1902.
3,200	6,400 "	30	106	410	50	20	14	56	Aug. 1, 1903.
3,200	6,400 "	19	80	955	33	20	15	56	Sept. 1901.
3,200	6,400 "	30	63.36	955	50	20	15	56	Dec. 1, 1903.
3,200	6,400 "	11	63.36	955	50	20	15	56	Dec. 1, 1903.
3,200	6,400 "	4	68.64	573	50	20	15	56	Feb. 15, 1902.
.....	6,400 "	55	66 88	1348	50	20	14	56	July 1, 1903.
3,200	6,400 "	15	105.6	717	50	20	15	56	Oct. 31, 1903.
3,200	6,400 "	28	52.80	1146 732	50	20		56	Oct. 1, 1902.

GERARD RUEL,  
*Law Clerk.*

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## No. 2.

CONTRACTS entered into during the Fiscal Year ended June 30, 1902.

## 1.—INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	General Description.
14242	July 8, 1901.	Barrow Hematite Steel Co.,	Supply 3,000 tons of 1st quality steel rails.
14243	" 11, 1901.	Joseph Gosselin .....	Erect passenger station at Lévis, Que.
14265	" 30, 1901.	Canadian Locomotive Co....	Deliver six switching engines.
14271	" 30, 1901.	The Barney Smith Car Co....	Deliver one private car.
14280	" 2, 1901.	The Hamilton Bridge Works Co., Ltd.....	Deliver two turntables.
14289	" 27, 1901.	Honoré Huard.....	Erect freight shed at St. François, Que.
14290	" 27, 1901.	" .....	Remodel station and erect freight shed at St. Pierre, Que.
14295	" 2, 1901.	M. Connolly.....	Dredging and rock excavation at Point Tupper and Mulgrave, N.S.
14303	Aug. 20, 1901.	Willard Kitchen.....	Construct coal shed and trestle at Stellarton, N.S.
14309	" 31, 1901.	Robert Barbour & Son .....	Paint freight shed at St. John, N.B.
14310	" 24, 1901.	Currie Bros. Woodworking Co .....	Erect addition to freight shed at Campbellton, N.B.
14313	" 24, 1901.	Rhodes, Currie & Co., Ltd..	Construct 12 additional stalls at Sydney, C.B.
14334	Oct. 1, 1901.	Hamilton Bridge Works Co., Ltd.....	Erect bridges at Nash's Creek, Millstream, Westchester, Bathurst, Eel River, Campbellton, Metapedia and St. Eloi.
14338	" 1, 1901.	Dominion Bridge Co., Ltd..	Construct 6 through Pratt trusses for Miramichi bridge and remove old span.
14340	Sept. 11, 1901.	T. M. Leblanc. ....	Excavating and pipe laying at Point Tupper, C.B.
14343	Oct. 9, 1901.	John W. McLeod <i>et al.</i> .....	Remodel and enlarge present station at Denmark, N.S.
14351	" 1, 1901.	Canadian Bridge Co., Ltd....	Erect bridges at Bathurst, Nash's Creek, Sayabec, Petite Roche, New Mills, Assametquaghan and St. Fabien.
14358	" 21, 1901.	E. T. Nesbit .....	Erect station and freight shed at Trois Pistoles, Que.
14363	Nov. 11, 1901.	Honoré Huard.....	Erect freight shed at Chaudière Junction.
14364	" 15, 1901.	Thimothée Landry.....	Erect station and dwelling at St. Octave, Que.
14365	" 12, 1901.	M. G. Mann .....	Erect section house at Millstream, Que.
14366	" 12, 1901.	I. Matheson & Co., Ltd.....	Supply 6 steel roof trusses for Moncton power house.
14369	Dec. 11, 1901.	Willard Kitchen .....	Extend wharf and freight shed at Picton, N.S.
14370	" 11, 1901.	Shedden Forwarding Co., Ltd.	Cartage of freight in Montreal.
14372	Nov. 30, 1901.	Crossen Car Manufacturing Co., Ltd .....	Deliver 250 box freight cars.
14373	" 11, 1901.	Cléophas Auger.....	Erect section house at Rivière du Chêne, Que.
14374	" 11, 1901.	" .....	" " Kingsbury, Que.
14420	Feb. 4, 1902.	Millsley & Horn .....	Remodel passenger station at Halifax, N.S.
14447	March 8, 1902.	J. B. McManus .....	Lay water pipes at Chaudière Junction, Que.
*14468	May 15, 1901.	The Lake Superior Power Co.	Deliver 25,000 tons steel rails.
14475	Aug. 30, 1901.	James Watson & Co.....	" 7,000 " "
14483	April 14, 1902.	Alexis Bélanger .....	Move freight shed at St. André and construct addition thereto.
14546	June 16, 1902.	Canadian Locomotive Co ...	Deliver 25 simple consol. locomotives.

\* Too late for last years Report.

## SESSIONAL PAPER No. 20

No. 2.—CONTRACTS entered into during the Fiscal Year ended June 30, 1902—*Con.*

## 2.—PRINCE EDWARD ISLAND RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	General Description.
14361	Aug. 15, 1901..	Thomas Campbell.....	Change in location to shorten main line between Charlottetown and Summerside, near Blueshank.
14542	May 12, 1902..	Willard Kitchen.....	Extending Contract No. 14118 to cover same class of work upon balance of Murray Harbour Branch, &c.

## 3.—CHAMBLY CANAL.

14348	Nov. 18, 1901..	Louis Forgue.....	Construct pipe sewer in St. Johns, Que.
14401	Jan. 23, 1902..	Montreal and St. Lawrence Light and Power Co.....	Construct and maintain dam across Richelieu River in vicinity of Ste. Thérèse Rapids.
14422	Feb. 10, 1902..	William J. Finn.....	Construct syphon culvert in Parish of St. Johns, Que.

## 4.—CORNWALL CANAL.

14335	Nov. 6, 1901..	Michael P. Davis.....	Construct switch houses.
14414	Feb. 8, 1902..	Joseph J. Fallon.....	Widen and strengthen north bank of canal E. of Pitt Street, Cornwall, Ont.
14508	May 20, 1902..	Michael P. Davis.....	Mechanism for operating locks, guard gates, weirs and bridges of canal.

## 5.—GALOPS CANAL.

14410	Feb. 3, 1902..	M. A. Cleveland.....	Erect toll house at upper entrance.
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## 6.—LACHINE CANAL.

14288	Aug. 15, 1901..	The Sicily Asphaltum Paving Co., Ltd.....	Paving of Mill Street, on canal, Montreal.
14336	Oct. 26, 1901..	Canadian General Electric Co., Ltd.....	Supply and install electric plant for new power house at Côte St. Paul.

## 7.—RIDEAU CANAL.

14267	July 30, 1901..	Ottawa Fireproof Supply Co..	Supply 1,500 bbls. Portland cement.
14318	Oct. 8, 1901..	Dominion Bridge Co., Ltd..	Erect steel bridge across canal near Village of Manotick, Ont.
14322	Oct. 15, 1901..	T. M. Woodburn.....	Supply timber for 1901-1902.
14357	Nov. 30, 1901..	Selby & Youlden.....	Construct boiler for dredge "Rideau."

## 8.—SOULANGES CANAL.

14248	July 8, 1901..	Quinlan & Robertson.....	Construct protection dock at Cascades Point, Que.
14317	Sept. 27, 1901..	Canadian Portland Cement Co.....	Supply 3,600 bbls. Portland cement.
14325	Sept. 30, 1901..	Quinlan & Robertson.....	Work at Bissonnette Gully (Sec. No. 3).
14339	Nov. 5, 1901..	" "	Repairs to public road (Sec. No. 3).
14416	Sept. 28, 1901..	George Monpetit.....	Erect a cabin on each of the five bridges over canal.

2-3 EDWARD VII., A. 1903

No. 2.—CONTRACTS entered into during the Fiscal Year ended June 30, 1902—*Con.*

## 9.—TRENT CANAL.

No. of Contract.	Date of Signature.	Contractors.	General Description.
14264	July 8, 1901..	Grand Trunk Ry. Co. and Brown & Aylmer.....	Varying contract, No. 13936, in respect to "proposed swing bridge," over canal, between Beaverton and Gamebridge.
14345	Nov. 8, 1901..	Hugh Burnet. ....	Construct dam on Otonabee River.
14429	Feb. 19, 1902..	Hamilton Bridge Works Co., Ltd .....	Erect five bridges over canal.
14540	June 4, 1902..	Owen Sound Portland Cement Co.....	Deliver 14,000 bbls. Portland cement.
14544	June 4, 1902..	Lakefield Portland Cement Co.....	Deliver 14,000 bbls. Portland cement.

## 10.—WELLAND CANAL.

14315	Sept. 12, 1901..	Magann & Phin.....	Dredging portion of summit level between Thorold and Pt. Colborne.
14333	Oct. 26, 1901..	Hogan & MacDonell .....	Deepen rock cut on summit level between Pt. Colborne and Humberstone.
14341	Nov. 5, 1901..	Hutchinson <i>et al.</i> .....	Rebuild dam and bridge at Dunnville, Ont.
14385	Dec. 19, 1901..	Hogan & MacDonell .....	Respecting extra work under Contract No. 13807, of May 4, 1900.
14409	Jan. 31, 1902..	Hamilton Bridge Works Co., Ltd .....	Erect swing bridge on Marlatt's Site, old canal.
14426	Feb. 15, 1902..	Cunningham & Cuthbert ..	Supply iron, brass and phosphor bronze castings for 1902.
14440	Mch. 6, 1902..	McCleary & McLean .....	Supply timber, lumber, &c., for 1902.
14478	April 18, 1902..	Hamilton Bridge Works Co., Ltd .....	Build four steel valves for regulating weir at Pt. Colborne.
14615	April 30, 1902..	Joseph Battle.....	Construct substructure of swing bridge at Marlatt's Crossing, old canal.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 29, 1902.GERARD RUEL,  
*Law Clerk.*

WATER POWER AND OTHER PUBLIC PROPERTY LEASED BY THE  
DEPARTMENT OF RAILWAYS AND CANALS

2-3 EDWARD VII., A. 1903

No.

WATER POWER and other Public Property leased by the Department

1.—INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Property leased.
1901.			
14258	July 9.	A. D. Richard . . . . .	Land at Dorchester wharf, N.B. . . . .
14331	Oct. 23.	David Inglis Co., Ltd . . . . .	Land at Flatlands Station, N.B. . . . .
14367	Dec. 2.	Sussex Mercantile Co. . . . .	Land at Sussex, King's Co., N.B. . . . .
14368	" 11.	Rhodes, Curry & Co., Ltd . . . . .	Land at Amherst, N.S. . . . .
1902.			
14399	Jan. 14.	Provident Investment Co., Ltd., to His Majesty.	Premises No. 10 King St., Toronto. . . . .
14407	Feb. 3.	Cumberland Coal & Ry. Co. . . . .	Land at Springhill Jct., County of Cumberland, N.S. . . . .
14418	" 11.	Wm. Currie . . . . .	Land at Campbellton, N.B. . . . .
14419	" 11.	Wm. A. Simpson. . . . .	Land at Memramcook, N.B. . . . .
14434	" 22.	Jno. Stevenson. . . . .	Land at Wallace, N.S. . . . .
14435	" 22.	Acadia Coal Co. . . . .	Land at New Glasgow, N.S. . . . .
14466	Mar. 25.	Geo. McKean . . . . .	Land at Dalhousie, N.B. . . . .
14471	April 5.	Canada Ry. News Co. . . . .	Privileges to sell newspapers, &c., on all passenger trains.
14538	" 22.	W. S. Montgomery. . . . .	Land at Dalhousie, N.B. . . . .
14554	June 23.	H. F. McDougall. . . . .	Land at Sydney, N.S. . . . .

2.—BEAUHARNOIS

1901.			
14332	Oct. 30.	Montreal Cotton Co . . . . .	Lot No. 755 and pt. lots Nos. 829 and 853, Valleyfield, Que.
1902.			
14479	April 18.	Denis Frères . . . . .	Land at S.E. corner of Victoria and Jacques Cartier Sts., Valleyfield, Que.

3.—CHAMBLY

1902.			
14476	April 8.	Montreal & St. Lawrence Light & Power Co.	Privilege to erect two towers to carry their electric cables over canal.

4.—GALOPS

1901.			
14286	Aug. 29.	Mahlon F. Beach. . . . .	Land at weir adjacent to Lock No. 25, Village of Iroquois; water, &c.

5.—GRENVILLE

1901.			
14375	Dec. 16.	G. O. S. Conway. . . . .	Land between canal and river at Grenville, water power, &c.

SESSIONAL PAPER No. 20

3.

of Railways and Canals during the Fiscal Year ended June 30, 1902.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commencement of Term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each year.	First Instalment due.
				\$	cts.	
9,600 sq. ft. ....		1 year. ....	July 1, 1901. . .	1 00	June 30 . . . .	June 30, '01
4,600 " . . . . .		During pleasure. . .	" 1, 1896. . . .	5 00	July 1. . . . .	July 1, '96
6,000 " . . . . .		" . . . . .	Oct. 19, 1901. . .	5 00	June 30 . . . .	Oct. 19, '01
1,560 " . . . . .		" . . . . .	July 1, 1901. . .	1 00	" 30. . . . .	June 30, '01
		3 years. . . . .	Nov. 1, 1900. . .	1,600 00	Quarterly. . .	Feb. 1, '01
1/4 acre . . . . .		During pleasure. . .	June 30, 1901. .	1 00	June 30 . . . .	June 30, '01
1-18 acre. . . . .		" . . . . .	Dec. 1, 1901. . .	4 25	" 30. . . . .	Dec. 1, '01
3-04 acres; 270 sq. ft. . . . .		" . . . . .	" . . . . .	7 00	" 30 . . . . .	" 1, '01
264 sq. ft. . . . .		" . . . . .	" . . . . .	1 00	" 30. . . . .	" 1, '01
1,394 " . . . . .		" . . . . .	Jan. 1, 1902. . .	5 00	" 30. . . . .	Jan. 1, '02
729 " . . . . .		" . . . . .	June 30, 1901. .	1 00	" 30. . . . .	June 30, '01
		3 years. . . . .	May 1, 1900. . .	4,900 00	Monthly. . . .	. . . . .
10 sq. ft. . . . .		During pleasure. . .	April 22, 1902. .	1 00	June 30. . . .	April 22, '02
180 " . . . . .		" . . . . .	July 1, 1902 . .	1 00	" 30. . . . .	June 30, '02

CANAL.

5-49 acres; 2,500 h. p. . . . .	34,300 sq. ft.	21 years, renewable.	March 1, 1901.	1 433 00	March 1. . . .	March 1, '01
6,400 sq. ft. . . . .		" . . . . .	May 1, 1902. . .	184 00	May 1. . . . .	May 1, '02

CANAL.

		During pleasure. . . .	May 1, 1902. . .	25 00	May 1. . . . .	May 1, '02
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CANAL.

0-15 acre . . . . .	200 h. p. . . . .	21 years, renewable.	July 1, 1901. . .	Land, \$1.00; water, \$2.00 per h. p.	Semi-annually.	July 1, '02
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CANAL.

18 acres. . . . .		21 years, renewable.	Jan. 1, 1902. . .	Land, \$452; privileges, \$1.00.	Semi-annually.	Jan. 1, '02
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2-3 EDWARD VII., A. 1903

## No. 3.—WATER POWER and other Public Property leased by the Department of

6.—LACHINE

No. of Lease.	Date of Signature.	Lessee.	Property leased.
	1901.		
14241	July 8.	Laing Packing and Provision Co., Ltd.	Privilege to lay a 14-in. pipe from Wellington Basin to Montreal Stock Yards Co., and draw water from Canal.
14294	Sept. 2	Bell Telephone Co. of Canada, Ltd.	Privilege to erect 7 poles.....
14311	" 24	Canada Horse Nail Co.....	Pt. Lot 326, Ste. Ann's Ward, Montreal, water power, &c.
14319	Oct. 9	Albert Fox.....	Privilege to lay a 6 in. pipe and draw water.....
14323	" 15	Montreal Water Power Co....	Privilege to lay 3 double lines of water pipes.....
14326	" 15	Jno. C. & Chas. J. Hodgson..	Privilege to lay a 10 in. pipe and draw water.....
14362	Nov. 30	Montreal Transportation Co..	Island No. 5, in Canal.....
	1902.		
14480	Apl. 24	Northern Paving and Construction Co.	Land in Municipality of St. Gabriel, Montreal, surplus water, &c.
14487	May 1	Montreal Transportation Co.	Land covered with water, pt. of water-way between Island No. 5 and N. Bank of Canal.
14500	" 13	Montreal Street Ry. Co. . . .	Privilege to lay a 6 in. pipe and draw water.. . . .
14510	" 21	Lachine Rapids Hydraulic and Land Co., Ltd.	Privilege to erect 6 poles at Cote St. Paul.....
14553	June 11	Ogdensburg Coal and Towing Co.	Land on E. side of St. Gabriel Basin No. 1.....

## 7.—RAPIDE PLAT

	1901.		
14371	Dec. 10	A. G. F. Drew to His Majesty.	First floor on S. side of building on lot 13, and pt. lot 12, Block 96, Morrisburg, Ont.

## 8.—RIDEAU

	1901.		
14269	July 9	Pontiac Pacific Jct. Ry. Co. and Ottawa Northern and Western Ry. Co.	Land on E. side of Canal between Sapper's and Dufferin bridges, Ottawa.

## 9.—SAULT STE. MARIE

	1902.		
14515	May 30	Sun Oil Refining Co. of Hamilton, Ltd.	Parcel of Ship Canal water lot in Sault Ste. Marie, Ont.

## 10.—SOULANGES

	1901.		
14245	July 8	Michael P. Davis.....	All surplus water power from summit level.....
14275	Aug. 13	J. Charron to His Majesty..	Privilege to store Plant in his building in the Village of Rockland, Ont.
	1902.		
14467	Mch. 26	Jos. Pouliott to His Majesty..	" " "

## SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1902—Continued.

## CANAL.

Area.	Amount of Water Power.	Term.	Commencement of term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each year.	First instalment due.
				\$ cts.		
		During pleasure.....	July 1, 1901...	140 00	July 1....	July 1, '01
		Dur. pleasure.....	Sept. 1, 1901	1 00	Sept. 1 ...	Sept. 1, 1901
23,443 sq. ft.	75 h. p.	" .....	July 1, "	2,000 00	Semi-annually.	July 1, "
		" .....	Nov. 1, "	60 00	Nov. 1....	Nov. 1, "
		" .....	May 1, "	15 00	May 1....	May 1, "
		" .....	Jan. 1, 1899	100 00	Jan. 1....	Jan. 1, 1899
		21 yrs ren'ble.....	July 1, 1901	200 00	July 1....	July 1, 1901
19,200 sq. ft.		Dur. pleasure.....	Dec. 1, "	200 00	Dec. 1....	Dec. 1, "
		" .....	Jan. 1, 1902	1 00	Jan. 1...	Jan. 1, 1902
		" .....	May 1, "	60 00	May 1....	May 1, "
		" .....	" "	1 00	" .....	" "
11,125 sq. ft.		" .....	July 1, "	167 00	July 1....	July 1, "

## CANAL.

		3 years.....	Dec. 1, 1901	180 00	Monthly....	Jan. 1, 1902
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## CANAL.

		Dur. pleasure.....	July 1, 1901	5 00	July 1....	July 1, 1901
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## CANAL.

6,000 sq. ft.		Dur. pleasure ...	May 1, 1902	10 00	May 1....	May 1, 1902
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## CANAL.

		21 yrs., ren'ble.....	May 1, 1901	3,000 00	Semi-annl'y.	May 1, 1901
		Dur. pleasure ....	Aug. 1, "	1 50	Per month..	
		" .....	Mch. 15, 1902	1 50	" .....	

2-3 EDWARD VII., A. 1903

## No. 3.—WATER POWER and other Public Property leased by the Department of

## 11.—TRENT

No. of Lease.	Date of Signature.	Lessee.	Property leased.
	1901.		
14354	Aug. 1	Meldrum, Stratton & Hall....	Pts. of lot No. 22, Con. 4th, T'p. of Smith, Co. of Peterborough, right of way, &c
14406	Nov. 30	D. Robertson.....	Lot 49 and pt. lot 48 in T'p. of Eldon, Co. of Victoria, Ont., privilege, &c.....

## 12.—WELLAND

	1901.		
14285	July 31	Niagara, St. Catharines and Toronto Ry. Co.	Privilege to lay an electric cable above Lock No. 24...
14293	" 30	" " "	Pt. lot 13, 2nd Con., T'p. of Grantham.....
14320	Oct. 9	Thorold Pulp Co. Ltd.....	Surplus water at Lock 22.....
14330	" 26	Robert Cooper.....	Land and water power at Welland, Ont.....
	1902.		
14541	June 4	James Walker.....	Pt. lot 29 in T'p of Thorold, Co. of Welland, Ont.....

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 29, 1902.

2-3 EDWARD VII., A. 1903

Railways and Canals during the Fiscal Year ended June 30, 1902—*Continued.*

## CANAL.

Area.	Amount of Water Power.	Term.	Commencement of term.	TERMS OF PAYMENT.		
				Annual Rental.	Due each year.	First instalment due.
0.70 acre. ....		21 yrs., ren'ble.....	Aug. 1, 1901	\$ 1,264 00	Semi-annually.	Land, Aug. 1, '01; Wat'r Aug. 1, '02.
1.50 acre. ....		Dur. pleasure ....	Dec. 1, "	10 00	Dec. 1....	Dec. 1, 1901

## CANAL.

.....		Dur. pleasure ....	Jan. 1, 1901	5 00	Jan. 1....	Jan. 1, 1901
1.12 acre.....		21 yrs., ren'ble.....	July 1, "	5 00	July 1....	July 1, "
.....	100 h. p. ....	21 yrs. ....	Dec. 1, 1900	400 00	Semi-annl'y.	June 1, "
0.13 acre.....	40 h. p. ....	21 yrs. ....	Nov. 1, 1901	245 00	Nov. 1....	Nov. 1, "
11.9 acres.....		5 yrs. ....	Jan. 1, "	25 60	Jan. 1....	Jan. 1, "

GERARD RUEL,  
*Law Clerk.*

2-3 EDWARD VII., A. 1903

No.

PROPERTY conveyed and Damages released to the Department of

## 1.—CANADIAN

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.
14355	Oct. 31, '01	Ontario Govt.....	Lands between Callendar Station, Nipissing Dist., and Tp. of MacGregor, Thunder Bay Dist.	
14512	Feb. 25, '02	H. Bruce.....	Pt. Lot No. 122.....	Parish of St. Boniface...
14558	April 4, '02	Daniel Carriere <i>et al.</i> .....	" 121.....	" " "

## 2.—INTERCOLONIAL

14278	July 30, '01	His Majesty to Dominion Iron and Steel Co., Ltd.	Lands covered with water, being bed of Muggah's Creek.	Sydney.....
14436	Oct. 17, '01 & Jan. 30, '02	Quebec Govt.....	Lands in Metapedia Valley for right of way.	
14437	Feb. 14, '02	Govt. of Canada to Quebec Govt.	Lands in Metapedia Valley for railway purposes.	
*14449	Sept. 7, '00	Sarah E. Hazen.....	Land E. of Mill St.....	St. John City.....
*14453	" 7, '00	R. M. Hazen (heirs).....	Lots 10 & 11, W. side of Mill St..	" .....
*14454	" 7, '00	Irene M. Simmonds <i>et al.</i> .....	Lands in Common Slip.....	" .....
*14455	" 7, '00	Wm. E. Vroom <i>et al.</i> .....	Lands W. of Common Slip.....	" .....
*14459	Oct. 25, '00	Fred. E. Sayre <i>et ux.</i> .....	Land W. of Simond's Common Slip	" .....
14641	June 25, '02	Jos. A. Likely <i>et ux.</i> .....	Land covered with water in vicinity of Long Wharf.	" .....
14642	April 11, '02	Thos. E. Burchell <i>et al.</i> .....	Land at.....	Sydney.....
14643	June 5, '02	Mary A. Mainland.....	" .....	
14644	May 31, '02	Daniel R. MacKay <i>et ux.</i> .....	" .....	Stellarton.....
14645	" 15, '02	Telesphore Vigneault.....	Pt. Lot 211, 10th Con., Tp. of Aston.	St. Wenceslas.....
14251	July 17, '01	Guy Baxter.....		
14321	Oct. 4, '01	Guthrie McElvie.....		
14405	Jan. 16, '02	Daniel D. McCormick.....	No. 41 .....	Port Hawkesbury.....
*14452	Sept. 1, '00	H. A. McCarthy.....	Lot on each side of Mill St.....	St. John City.....
*14456	" 11, '00	R. Wisely <i>et al.</i> .....	Lands in .....	" .....
*14457	" 6, '00	R. Carson .....	" .....	" .....
*14458	" 4, '00	Jas. Hamilton.....	" .....	" .....
*14460	Oct. 25, '00	Fred. E. Sayre.....	Lands for terminal facilities ..	" .....
14463	Mar. 11, '02	Geo. McArthur.....		
14481	April 25, '02	J. B. Cameron.....		
14498	" 9, '02	R. S. Low <i>et al.</i> .....		
14502	Mar. 11, '02	Eliz. G. Black.....		

## 3.—CORNWALL

14428	Jan. 20, '02	Chas. Wagner, <i>et al.</i> .....	Pt. E½ S, Con. 1.....	Township of Osnabruck..
14392	" 3, '02	Norman Sheets.....	Pt. E½ No. 2, Sheiks Island Con. 1.	Township of Cornwall...

\* Too late for last year's report.

SESSIONAL PAPER No. 20

## 4.

Railways and Canals during the Fiscal Year ended June 30, 1902.

## PACIFIC RAILWAY.

County.	Area.	Amount.	Remarks.
		\$ cts.	
			Order in Council.
		25 00	
		25 00	

## RAILWAY.

Cape Breton.. . . . .			Letters Patent.
			Orders in Council.
			"
St. John, N.B. . . . .	12,835 sq. ft . . . . .	5,158 75	
" . . . . .	4,692 <sup>1</sup> / <sub>2</sub> " . . . . .	9,765 50	
" . . . . .	55,460 & 5,040 sq.ft.	5,288 82	
" . . . . .	36,954 & 15,025 sq.ft	16,672 75	
" . . . . .	2,256 sq. ft . . . . .	562 00	
" . . . . .	28,100 " . . . . .	11,410 00	
Cape Breton.. . . . .	10·2 acres. . . . .	10,802 26	
Pictou, N.S. . . . .	8,750 sq. ft . . . . .	100 00	
" . . . . .	3,827 " . . . . .	1,490 80	
	9,800 " . . . . .	150 00	
		1,884 41	Release, damages for injuries sustained.
		1,700 00	" " "
Inverness. . . . .		10 00	" damages by flooding.
St. John, N.B. . . . .		287 69	" leasehold interest.
" . . . . .		11,510 85	" interest as lessee.
" . . . . .		395 37	" interest as sub-lessee.
" . . . . .		658 75	" "
" . . . . .		11,354 68	" damages caused by expropriation
		1,000 00	extra work under contract 13951
		372 50	" damages for injuries sustained.
		1 00	" all claims under contract 13917.
		50 00	" damages loss of a valise.

## CANAL.

Stormont. . . . .	15·23 sq. ft. . . . .	1,100 00	
" . . . . .		250 00	Release, damages by flooding.

SESSIONAL PAPER No. 20

No. 4.—PROPERTY conveyed and Damages released to the Department of

4.—CULBUTE

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.
14281	Jan. 16, and July 31, '01	Hon. Geo. Bryson, <i>et al.</i>	Pts. N. W $\frac{1}{2}$ of Nos. 13 and 14, Range 1st.	Township of Litchfield..
14378	Dec. 16, '01	Wm. Thompson	Nos. 7 and 8, S. Range.	Tp. of Grand Calumet ..
14379	" 17, '01	Wm. McVeigh	No. 6, N. side of George St. and No. 7, S. side of Front St	Village of Bryson. ....
14386	" 19, '01	Jas. W. Bryson	No. 6	" " " " " "
14387	" 20, '01	Mrs. Thos. O'Hare, <i>et al.</i>	Pt. 6, Range 5	Tp. of Grand Calumet ..
14388	" 19, '01	Mrs. A. Boulter		Village of Bryson. ....
14389	" 18, '01	Walter Worrill	E. pt. No. 1, 1st Range.	Tp. of Grand Calumet ..
14398	Jan. 7, '02	Eustache Biroleau	No. 3, corner of Cobb and Central Streets.	Village of Bryson. ....
14530	May 20, '02	O. Labine	No. 8, Con. 'C'	Tp. of Westmeath.....
14531	" " '02	Jno. Lamarche	No. 12 "	" " " " " "
14532	" " '02	L. Lacroix	Nos. 9, 10 and 11, Con. 'C'	" " " " " "
14533	" " '02	G. Gervais	No. 1, Con. 'C'	" " " " " "
14534	" " '02	B. F. Wright	No. 7, "	" " " " " "
14535	" " '02	L. Lacroix, Jr.	No. 16, "	" " " " " "
14536	" " '02	D. Gervais	No. 5 Con. 'B'	" " " " " "
14537	" " '02	A. Carswell	No. 1, "	" " " " " "
*14662	Jan. 9, '86	A. Fraser	Nos. 3, 4 and 5, N. Front, Con. 'D'	" " " " " "
14664	June 21, '02	Wm. Lett	No. 6, Range 1.	Tp. of Grand Calumet ..

5.—FARRAN'S

14424	June 15, '01	Olive Steen	Pt. W $\frac{1}{2}$ No. 7 and pts. E $\frac{1}{2}$ No. 28 Con. 1.	Tp. of Osnabruck .....
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6.—GALOPS

14346	Nov. 6, '01	A. Bolton, <i>et al.</i>	Pt. E $\frac{1}{2}$ 13, Con. 1.	Tp. of Edwardsburg ..
14352	Oct. 8, '01	F. E. Wright, <i>et ux.</i>	No. 21 E. side of Waddell St. and pt. No. 1 S. of Morrison St.	Village of Cardinal .....
14472	Mch. 6, '02	Wm. H. Wert, <i>et ux.</i>	Pts. W $\frac{1}{2}$ of No. 33, Con. 1	Tp. of Matilda.....
14473	" 6, '02	Jas. D. Bullis, <i>et ux.</i>	Pt. Park Lot 'A', Carman Block.	Village of Iroquois.....
14506	" 5, '02	Jas. Paul, <i>et ux.</i>	Pt. W $\frac{1}{2}$ No. 34, Con. 1	Tp. of Matilda .....
14514	May 15, '02	Thos. Corley, <i>et ux.</i>	" " 36, " "	" " " " " "
14539	April 1, '02	A. W. Morrison, <i>et ux.</i>	Pt. No. 38, Con. 1	" " " " " "
14614	June 28, '02	C. P. Corley	" 36, " "	" " " " " "

\* Too late for year's Report.

## SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1902.

## CANAL.

Country.	Area.	Amount.	Remarks.
		\$    cts.	
Pontiac.....		1,000 00	Release, damages by flooding.
".....		50 00	" " "
".....		40 00	" " "
".....		45 00	" " "
".....		20 00	" " "
".....		50 00	Release, damages to a Boat House by flooding.
".....		35 00	Release, damages by flooding.
".....		25 00	" " "
Renfrew.....		75 00	" " "
".....		30 00	" " "
".....		40 00	" " "
".....		10 00	" " "
".....		20 00	" " "
".....		20 00	" " "
".....		30 00	" " "
".....		40 00	" " "
".....		100 00	" " "
Pontiac.....		20 00	" " "

## POINT CANAL.

Stormont.....	1.53 acres.....	540 00 With interest at 6 per cent from June 4, 1897.
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## CANAL.

Grenville.....	2 00 acres.....	500 00
".....		133 00
Dundas.....	1.05 ".....	125 00
".....	0.84 ".....	2,500 00
".....	0.10 ".....	60 00
".....	0.82 ".....	400 00
		And interest from June 30, 1897.
".....	0.38 ".....	150 00
".....	1.37 ".....	500 00
		And interest from June 30, 1897.

2-3 EDWARD VII., A. 1903

## No. 4.—PROPERTY conveyed and Damages released to the Department of

## 7.—LACHINE

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.
14484	April 29, '02	F. Piche.....		Above Cote St. Paul Bridge.
14485	" 29, '02	J. Bte. Cleroux.....		" " ..
14486	" 29, '02	Jno. Davidson.....		" " ..

## 8.—RAPIDE PLAT

14393	Nov. 30, '01	Mrs. L. Barkley.....	Pt. No. 7, Block 100, Morrisburg.	Township of Williamsburg.
14394	Dec. 7, '01	Geo. Ro' ertson. ....	Pt. E. $\frac{3}{4}$ No. 7, Con. 1.....	Township of Matilda....
14425	Feb. 13, '02	W. J. Casselman.....		
14503	May 1, '02	K. H. Kennedy <i>et al.</i> ...	No. 1, Block 98, Morrisburg ...	Township of Williamsburg.

## 9.—RIDEAU

14545	June 16, '02	A. Forster.....		
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## 10.—SAULT STE. MARIE

14396	Dec. 20, '01	Ontario Government..	Water lot at Upper Entrance ...	Town of Sault Ste. Marie.
14397	" 27, '01	" .....	Land covered with water .....	" " ..

## 11.—ST. PETER'S

14547	June 7, '02	S. O'Donoghue .....		
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## 12.—SOULANGES

14256	July 3, '01	F. X. Beriault, <i>et al.</i> ....	Pts. No. 422.....	Parish of St. Joseph de Soulanges.
14274	July 27, '01	H. Gauthier.....	Pt. No. 21.....	St. Ignace du Coteau du Lac.
*14312	April 30, '01	Harwood Estate.....	Pt. No. 1.....	St. Michel de Vaudreuil.
*14555	" 30, '01	J. Leroux, <i>et al.</i> .....	Nos. 52, 54, 55 and 59.....	" " ..
14639	June 3, '02	V. Beaudry Estate .....	Pt. No. 112.....	St. Ignace du Coteau du Lac.

\* Too late for last year's report.

## SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1902—*Continued.*

## CANAL.

County.	Area.	Amount.	Remarks.
.....	.....	\$ cts. 23 50	Release, damages to property by flooding.
.....	.....	41 75	" " "
.....	.....	36 75	" " "

## CANAL.

Dundas.....	0·066 acres.....	450 00	And interest at 6 p.c. from May 15, 1893.
" .....	0·2 " .....	780 00	
Dundas.....	.....	25 00	Release, damages to property.
Dundas.....	.....	150 00	Release, damages by grading surrounding streets.

## CANAL.

.....	.....	150 00	Release, claim in connection with lock house at Davis' Station.
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## CANAL.

Algoma .....	57 acres.....	.....	Order in Council.
" .....	28·22 " .....	.....	"

## CANAL.

.....	.....	9,222 27	Release, work done under Contract No. 11895.
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## CANAL.

Soulanges.....	3·04 acres.....	457 35	
" .....	0·05 " .....	40 00	
Vaudreuil .....	23·60 " .....	7,514 68	
" .....	20,000 sq. ft. ....	1,425 00	
Soulanges.....	0·1 acres.....	17 00	

2-3 EDWARD VII., A. 1903

## No. 4.—PROPERTY conveyed and Damages released to the Department of

13.—TRENT

No. of Deed.	Date of Signature.	Grantor.	Lot.	District.
14277	July 25, '01	His Majesty to Grand Trunk Ry. Co.	Pts. No. 5, Con. 11 and Pt. No. 6, Con. 10.	Township of Douro.....
14314	Oct. 26, '01	A. Webster, <i>et ux.</i>	Pts. Nos. 59, 60 and 51, N. of Portage Road.	Township of Eldon.....
14350	" 28, '01	Wm. McEachren	Pt. No. 32, Con. 10.	"
14353	Nov. 18, '01	John McDonald, <i>et ux.</i>	Pt. No. 51, Con. 9.	"
14380	" 23, '01	Grand Trunk Ry. Co. of Canada.	Pt. No. 6, Con. 10. and pt. No. 6, Con. 11.	Township of Douro.....
*14382	April 13, '01	B. Leahy, <i>et al.</i>	Pts. Nos. 9 and 10. Con. 9.	"
14395	Nov. 18, '01	His Majesty to John McDonald	Right of way across pts. Nos. 52 & 51, S. of Portage Road.	Township of Eldon.....
14402	Jan. 4, '02	H. McInnes, <i>et al.</i>	Pt. No. 29, N. of Portage Road.	"
14421	" 23, '02	Jas Barker, <i>et ux.</i>	Pt. No. 32, Con. 11.	"
14430	Oct. 18, '01	A. Hamilton, <i>et ux.</i>	Pts. Nos. 27 and 28, Con. 6, and water Power.	" Smith.....
	July 9, '01			
14496	Mch. '02	Jos. Hodgson, <i>et ux.</i>	Pt. No. 13, Con. "C".	Township of Mara.....
14497	" '02	T. G. Hodgkinson, <i>et ux.</i>	Pt. No. 13, Con. 9.	" Thorah.....
14504	May 13, '02	A. Campbell, <i>et ux.</i>	Pt. No. 8, Con. 10.	"
14505	" 13, '02	Wm. Kean, <i>et ux.</i>	Pt. No. 7, Con. 10.	"
14516	" 13, '02	A. McDougall	Pt. No. 8, Con. 10.	"
14552	June 4, '02	His Majesty to Loyal Orange Lodge No. 457.	Land in.....	" Douro.....
14557	Mch. 31, '02	M. Hodgson, <i>et al.</i>	Pt. No. 12, Con. 9.	" Thorah.....
14640	May 3, '02	S. Brown, <i>et al.</i>	Pt. No. 9, Con. 10.	"
14244	July 8, '01	Township of Fenelon		
14250	" 13, '01	" Emily		
14391	Dec. 28, '01	County of Peterborough.		
14462	Feb. 26, '02	Jas. Baptie, <i>et al.</i>	Pts. Nos. 26 and 27, Con. 5.	Township of Smith.....
14477	Apl. 10, '02	Jno. C. Oliver		
14499	" 16, '02	Geo. Martin, <i>et ux.</i>	W. $\frac{1}{2}$ of No. 21, Con. 8.	Township of Fenelon.....

\* Too late for last year's Report.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, August 29, 1902.

## SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended June 30, 1902—*Concluded.*

## CANAL.

County.	Area.	Amount.	Remarks.
		\$    cts.	
Peterborough . . . . .	3.95 acres . . . . .		Letters Patent.
Victoria . . . . .	22.71 " . . . . .	250 00	
" . . . . .	2.63 " . . . . .	60 00	
" . . . . .	42.75 " . . . . .	624 60	
Peterborough . . . . .	3.66 " . . . . .	1 00	
" . . . . .	3.76 " . . . . .	273 00	
Victoria . . . . .			Letters Patent.
" . . . . .	4.25 acres . . . . .	125 80	
" . . . . .	0.30 " . . . . .	300 00	
Peterborough . . . . .	24.88 " . . . . .	1,050 00	
		And int. at 5% and	
		1,825 00	
Ontario . . . . .	4.33 acres . . . . .	250 00	
" . . . . .	0.2 " . . . . .	20 00	
" . . . . .	0.204 " . . . . .	16 00	
" . . . . .	0.008 " . . . . .	2 00	
" . . . . .	0.566 " . . . . .	50 00	
Peterborough . . . . .	0.5 " . . . . .		Letters Patent.
Ontario . . . . .	0.95 " . . . . .	50 00	
" . . . . .	0.47 " . . . . .	40 00	
		200 00	Release, costs incurred in raising approaches to Rosedale Bridge.
		1,500 00	Release, construct'n, etc. of Cowan's Bdge
		8,000 00	Release, all claims in connection with Bridge across Lake Chemong.
Peterborough . . . . .		1,100 00	Release, damages by flooding.
		55 00	Release, damages for injuries to a horse.
Victoria . . . . .		125 00	Release, damages by flooding.

GERARD RUEL,  
*Law Clerk.*



PART V

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1901



# CANAL STATISTICS

FOR

## SEASON OF NAVIGATION 1901

### REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows :—

For 1900.....	\$ 269,116 25
For 1901.....	250,949 57

By comparing the statistics of 1900 with 1901, it will be seen that the gross revenue has decreased \$18,166.68.

The increases and decreases are as follows :—

	Increase.	Decrease.
On the Welland Canal.....		\$ 17,354 46
"    St. Lawrence Canals.....	\$ 291 33	
"    Chambly Canal.....	654 17	
"    Ottawa Canals.....	37 16	
"    Rideau Canal.....		2,077 27
"    St. Peters Canal.....	243 47	
"    Trent Valley Canals.....		123 97
"    Murray Canal.....	219 40	
"    Sault Ste. Marie Canal.....		56 51
Total.....	\$ 1,445 53	\$ 19,612 21
Total decrease.....		18,166 68

STATEMENT of the Revenue, together with the increases and decreases of all the Canals for the seasons of Navigation from 1891 to 1901, inclusive.

Years.	Revenue.	Increase.	Decrease.
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
1898.....	341,679 23		5,079 64
1899.....	291,652 37		50,026 86
1900.....	269,116 25		22,536 12
1901.....	250,949 57		18,166 68

In compliance with the renewed request of forwarders and shippers of Montreal and the management of the Canada Atlantic Railway Co., for a reduction of tolls on certain agricultural products, His Excellency the Governor General in Council on May 3, 1901, authorized a reduction of canal tolls, as follows :—

For the season 1901 the canal tolls for the passage of the following food products, wheat, indian corn, pease, barley, rye, oats, flax-seed and buckwheat for through passage

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eastward through the Welland Canal, shall be 10 cents per ton, and for through passage eastward through the St. Lawrence Canals, only 10 cents per ton, payment of the said tolls of 10 cents per ton for passage through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals, or any portion thereof; further, in the case of any of the above named products brought down from Parry Sound over the line of the Canada Atlantic Railway Company to their elevator at Coteau Landing, the through rate thereon from that point to Montreal, to be 2½ cents per ton.

In consequence of the reduced rate of tolls, as above, being applicable to the said food products, irrespective of their destination, the reduced rate of 10 and 5 cents a ton respectively only was collected, and therefore no refunds were made on these articles for 1901.

It may be observed, however, that the reduction of tolls from 20 to 10 cents per ton on the articles referred to, for passage through the Welland Canal, amounts to \$25,578.70.

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 twenty 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
1898.....	519,532	31,279	144,612
1899.....	332,746	40,197	68,011
1900.....	244,661	17,525	84,589
1901.....	151,566	83,370	13,732

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 February 13, the tolls were reduced to 10 cents a ton on grain passing eastward through the Welland Canal, irrespective of its destination, and the same rate of tolls for 1894 were allowed by O.C., April 16, 1894.

\* 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; in 1897, 89,659 tons; in 1898, 40,257 tons; in 1899, 48,828 tons, in 1900, 38,403 tons, and 17,387 tons in 1901.

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For the year 1895 (O.C., April 1, 1895), the same rate of tolls was allowed as was granted for the year 1894.

For the year 1896 (O.C., April 23, 1896,) the same rate of tolls was allowed as was granted for the year 1895.

For the year 1897 (O.C., April 17, 1897,) the same rate of tolls was allowed as was granted for the year 1896.

For the year 1898 (O.C., June 1, 1898,) the same rate of tolls was allowed as was granted for the year 1897.

For the year 1899 (O.C., April 10, 1899), the same rate of tolls was allowed as was granted for the year 1898.

For the year 1900 (O.C., February 20, 1900,) t' e same rate of tolls was allowed as was granted for the year 1899.

For the year 1901 (O.C., May 3, 1901), the same rate of tolls was allowed as was granted for the year 1900.

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 decreased from 261,954 tons in 1892 to 151,566 tons in 1901; and the quantity passed down the Welland Canal from United States ports to United States, has decreased from 201,540 to 83,370 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 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.....	228,611
1898.....	293,391
1899.....	209,170
1900.....	229,624
1901.....	227,700

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 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.....	604,200
1898.....	575,097
1899.....	372,291
1900.....	295,928
1901.....	203,316

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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 1900 .....	295,928
1901 .....	203,316
Showing a decrease of .....	<u>92,612</u>

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1900 .....	229,624
1901 .....	227,700
Showing a decrease of .....	<u>1,924</u>

The quantity of grain arrived at tide-water by New York Canals, is reported as follows:—

	Tons.
For 1900 .....	308,945
1901 .....	355,760
Showing an increase of .....	<u>46,815</u>

The quantity of grain carried to tide-water by the New York railways, is reported as follows:—

	Tons.
For 1900 .....	4,396,441
1901 .....	4,630,479
Showing an increase of .....	<u>234,038</u>

The increases and decreases for 1901 as compared with 1900 on the several routes, competing for the carrying trade to the seaboard, are as follows:—

—	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	per cent.	per cent.
On the St. Lawrence Canals .....		92,612		31.22
" Canadian Pacific and Grand Trunk Railway..		1,924		0.83
" New York Canals .....	46,815		11.92	
" " Railways .....	234,038		5.32	

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 decreased from 311,400 tons in 1890 to 175,169 tons in 1901, and the quantity to Ontario ports, between Port Dalhousie and Cornwall, and from 144,301 tons in 1890 to 142,346 tons in 1901. The quantity passed down to Montreal shows a decrease from 235,972 tons in 1890 to 184,420 tons in 1901.

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## TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston and Prescott for fifteen years, is as follows :—

In Canadian vessels there were in—

	Tons.
1887, 284 Cargoes, with an aggregate quantity of . . . . .	178,233
1888, 182 " " . . . . .	143,025
1889, 208 " " . . . . .	165,117
1890, 203 " " . . . . .	184,275
1891, 209 " " . . . . .	190,664
1892, 158 " " . . . . .	159,018
1893, 146 " " . . . . .	148,962
1894, 125 " " . . . . .	159,145
1895, 123 " " . . . . .	136,617
1896, 196 " " . . . . .	227,912
1897, 180 " " . . . . .	229,265
1898, 166 " " . . . . .	224,021
1899, 162 " " . . . . .	221,306
1900, 325 " " . . . . .	183,200
1901, 112 " " . . . . .	132,558

In the United States vessels there were in—

	Tons.
1887, 19 Cargoes, with an aggregate quantity of . . . . .	12,477
1888, 60 " " . . . . .	43,667
1889, 114 " " . . . . .	108,358
1890, 35 " " . . . . .	35,560
1891, 77 " " . . . . .	90,153
1892, 89 " " . . . . .	109,812
1893, 257 " " . . . . .	328,269
1894, 84 " " . . . . .	106,236
1895, 56 " " . . . . .	73,987
1896, 158 " " . . . . .	217,978
1897, 197 " " . . . . .	285,847
1898, 339 " " . . . . .	464,852
1899, 167 " " . . . . .	205,571
1900, 259 " " . . . . .	163,575
1901, 135 " " . . . . .	123,229

Twenty-three Canadian and two American vessels took cargoes of 17,303 tons through to Montreal intact in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, seven of 2,426 in 1898, seven of 2,324 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. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891 : 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 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 1901 and the four previous years is given below.

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The total number of grain laden vessels lightened at this port in 1901 was 98 against 68 the previous year.

The quantity of grain lightened was as follows :—

Articles.	1897.	1898.	1899.	1900.	1901.
	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat.....	642,927	239,518	390,162	272,609	393,490
Corn.....	697,508	313,689	638,143	448,256	556,911
Rye.....	Nil	37,380	7,065	Nil	Nil.
Oats.....	12,527	Nil	Nil	Nil	76,236
Barley.....	5,119	5,669	Nil	Nil	27,115

## WELLAND CANAL.

The total quantity of freight passed on the Welland Canal during the season of 1901 was 620,209 tons ; of this quantity 15,259 tons were way or local freight.

There were 513,804 tons of freight passed eastwards, and 106,405 tons passed westwards.

*East and west bound Through freight.*

The total quantity of through freight passed through the whole length of the Welland Canal during the season of 1901 was 604,950 tons.

Of this quantity 501,935 tons were east bound and 103,015 west bound freight.

Of the east bound through freight, Canadian vessels carried 271,087 tons and United States vessels carried 230,848 tons ; and of the west bound through freight Canadian vessels carried 5,732 tons, and United States vessels carried 83,569 tons, or a total of 276,819 tons for Canadian and 314,417 tons for American vessels.

## ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1901 was 1,208,296 tons, of this quantity 1,012,211 tons passed eastward and 196,085 passed westward.

*East and west bound Through freight.*

The total quantity of through freight was 585,385 tons ; of this quantity 549,974 tons were east bound and 35,411 tons were west bound.

*Way freight.*

Of the total quantity of (way) or local freight 462,237 tons were east bound and 160,674 tons west bound freight.

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## 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.
1887.....	213,834	14,075
1888.....	183,899	19,310
1889.....	298,197	25,370
1890.....	231,746	13,951
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
1898.....	538,108	4,436
1899.....	354,933	5,991
1900.....	288,251	6,217
1901.....	184,420	13,714

## THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period fifteen years, is as follows:—

	Eastward. Tons.	Westward. Tons.	Total. Tons.
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
1898.....	277,023	210,516	487,539
1899.....	225,491	135,038	360,529
1900.....	218,969	99,560	318,529
1901.....	190,476	83,543	274,019

The total quantity of freight passed through the Welland Canal from United States ports to United States ports shows a decrease of 41,549 tons, as compared with the previous year; and a decrease of 63,521 tons, as compared with 1887.

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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 1901, inclusive :—

Fiscal Year.	Aggregate number of vessels.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	Number.	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
<i>Season of navigation.</i>			
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	593,584
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
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	276,980

The total quantity of freight passed through the several divisions of the canals during the season of 1901 is as follows :—

	Farm Stock.	Forest Produce of Wood.	Manufactures.	Merchandise.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	5	85,538	46,343	186,964	301,359	620,209
St. Lawrence	1,338	99,333	79,462	468,755	589,408	1,208,296
Chambly	275	196,668	12,697	119,670	30,488	359,798
Ottawa	1,138	434,343	729	2,916	6,736	445,862
Rideau	2	21,771	2,261	28,925	3,417	56,376
St. Peters	19	18,115	6,085	53,064	10,974	88,257
Murray	16	9,223	2,198	14,331	3,767	29,535
Trent Valley	188	35,573	114	78	579	36,532
Sault Ste. Marie	497	41,732	69,969	2,213,087	495,109	2,820,394

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The total quantity of freight moved on the Welland Canal was 620,209 tons, of which 301,359 tons were agricultural products.

On the St. Lawrence Canals the total quantity of freight moved was 1,208,296 tons, of which 589,408 were agricultural products, and 468,755 tons were merchandise.

On the Ottawa Canals the total quantity of freight moved was 445,862 tons, of this quantity 434,343 tons were the produce of the forest.

## STATISTICAL COMPARISON OF VARIOUS UNITED STATES ROUTES.

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to statement H, as to the quantity of vegetable food carried to tide-water, it will be observed that the quantity carried by the New York Canals was 557,099 tons in 1901, 472,857 in 1900, 577,486 in 1899, 653,027 in 1898, 744,575 in 1897, 957,182 in 1896, 606,505 in 1895, 1,400,129 in 1894, 1,450,116 in 1893, 937,999 in 1892, and 1,092,385 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 1901.....	6,334,001	In 1887.....	*3,847,766
1900.....	6,053,005	1886.....	*3,802,262
1899.....	6,211,827	1885.....	4,105,594
1898.....	7,060,542	1884.....	3,639,805
1897.....	5,673,638	1883.....	4,422,461
1896.....	5,183,540	1882.....	3,885,557
1895.....	3,798,574	1880.....	4,732,385
1894.....	4,281,056	1869.....	1,087,809
1893.....*	5,107,426		
1892.....	5,913,013		
1891.....	3,565,381		
1890.....	4,336,199		
1889.....	3,654,984		
1888.....	3,197,734		

\* Flour and grain only.

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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 thirty-three years:—

	Canals.	Railways.	Total.	Proportions 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	3,798,374	4,401,079	159
1896.	957,182	5,183,540	6,140,722	156
1897.	744,575	5,673,638	6,418,213	116
1898.	653,027	7,060,542	7,713,569	085
1899.	577,486	6,211,827	6,789,313	086
1900.	472,857	6,053,005	6,525,862	073
1901.	557,099	6,334,001	6,891,100	081

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:—

In	Per cent.	In	Per cent.
1859.	68·9	1885.	17·1
1869.	47·0	1886.	16·9
1870.	38·9	1887.	16·3
1871.	38·9	1888.	18·8
1872.	40·1	1889.	15·1
1873.	34·9	1890.	13·9
1874.	31·7	1891.	13·4
1875.	28·4	1892.	9·8
1876.	24·6	1893.	10·1
1877.	28·3	1894.	10·2
1878.	27·1	1895.	9·7
1879.	23·7	1896.	8·5
1880.	25·1	1897.	8·3
1881.	18·5	1898.	6·9
1882.	19·0	1899.	7·2
1883.	18·7	1900.	5·2
1884.	19·0	1901.	5·1

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The quantity of freight carried by the canals and railways was greater in 1901 by 217,296 tons than the quantity carried in 1900, and an increase of 53,187,663 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
1898	49,311,030	·0682
1899	51,702,761	·0713
1900	65,433,541	·0512
1901	65,640,837	·0506

Average freight rates, grain, Chicago to Buffalo :—(as reported by the Secretary Merchants' Exchange, Buffalo).

Year.	Wheat.	Year.	Wheat.
1881	3·2	1893	1·6
1882	2·5	1894	1·2
1883	3·5	1895	1·9
1884	2·1	1896	1·7
1885	2·0	1897	1·5
1886	3·6	1898	1·5
1887	4·1	1899	2·5
1888	2·7	1900	1·8
1889	2·5	1901	1·6
1890	1·9		
1891	2·5		
1892	2·2		
		Average twenty-one years.	2·3

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COMPARATIVE STATEMENT of the Commerce through the United States St. Mary's Falls Canal and Canadian Sault Ste. Marie Canal,  
for the Seasons of 1900 and 1901.

	TRAFFIC FOR 1901.		TOTAL TRAFFIC FOR		INCREASE.	DECREASE.
	United States Canal.	Canadian Canal.	Season of 1901.	Season of 1900.		
Vessels.....	15,837	4,204	20,041	19,459	591	.....
Lockages.....	8,411	2,910	11,321	10,684	637	.....
Tonnage registered.....	22,222,534	2,449,748	24,672,282	22,331,530	2,340,552	.....
" freight.....	25,582,038	2,820,394	28,402,432	25,643,031	2,759,401	.....
Passengers.....	29,701	30,031	59,732	58,593	1,139	.....
Coal (hard).....	730,441	77,702	808,143	512,575	295,568	.....
" (soft).....	3,372,752	432,691	3,785,443	3,982,412	.....	196,369
Flour.....	6,432,064	1,245,243	7,677,307	6,771,402	905,905	.....
Wheat.....	43,217,104	9,639,627	52,856,731	40,616,807	12,239,924	.....
Grain (excluding wheat).....	22,056,333	2,709,425	24,765,758	16,181,659	8,584,099	.....
Manufactured and pig iron.....	151,902	29,239	180,761	140,061	40,100	.....
Salt.....	389,889	48,836	438,725	330,958	107,767	.....
Copper.....	86,903	11,798	98,701	132,106	33,405	.....
Iron ore.....	16,493,916	1,596,549	18,090,465	16,439,298	1,551,257	.....
Lumber.....	1,060,880,000	12,553,948	1,073,433,948	905,528,806	167,905,142	.....
Silver ore.....	.....	51	54	110	56	.....
Building stone.....	42,309	5,128	47,437	47,388	49	.....
* Unclassified freight.....	431,564	165,622	597,186	541,272	55,914	.....

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The United States canal was open to navigation during the season of—

1889.....	234 days.
1890.....	228 "
1891.....	225 "
1892.....	233 "
1893.....	219 "
1894.....	234 "
1895.....	231 "
1896.....	232 "
1897.....	234 "
1898.....	241 "
1899.....	231 "
1900.....	238 "
1901.....	230 "

The Canadian canal was open to navigation during the season of—

1895.....	87 days.
1896.....	218 "
1897.....	238 "
1898.....	243 "
1899.....	239 "
1900.....	238 "
1901.....	246 "

The average number of vessels passing per day through the two canals for the season of 1901 was eighty-four.

R. DEVLIN,  
*Compiler of Canal Statistics.*

OTTAWA, September 2, 1902.

EXPORTS by Lake from Chicago to Canada during the Season of Navigation in 1901.

(From Report of Board of Trade of Chicago.)

Commodities.	Quantity.	Value.
		\$ cts.
Wheat.....	4,943,985	3,562,438 00
Corn.....	3,213,681	1,508,137 00
Oats.....	565,605	167,296 00
Rye.....	209,520	112,441 00
Flaxseed.....	233,002	362,225 00
Flour.....	17,545	60,117 00
Oil cake.....	18,129	72,595 00
Pork.....	7,595	113,910 00
Lard.....	4,550	131,001 00
Cured meats.....	1,015	51,192 00
Agricultural implements.....	11,323	193,448 00
Lumber.....	1,498	30,621 00
Manufactured iron.....	20,120	467,249 00
Unclassified.....	5,570	221,043 00

GRAIN FREIGHTS BY LAKE, SEASON OF 1901.

The following were the current rates on Wheat and Corn from Chicago to Buffalo, Ogdensburg, Prescott and Depot Harbor; also from Buffalo to New York by Erie Canal, for each week during the Season of Navigation in 1901.

1901.	To BUFFALO.		To OGDENBURG.		To PRESCOTT.		To DEPOT HARBOR.		ERIE CANAL BUFFALO TO NEW YORK.	
	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.
April 20	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 27	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
May 4	2 1/2	1 1/2		4 1/2			2 1/2	2	3 1/2	2 1/2
" 11	2 1/2	1 1/2				4	2 1/2	2	3 1/2	2 1/2
" 18	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 25	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
June 1	2 1/2	1 1/2	4				2 1/2	2	3 1/2	2 1/2
" 8	2 1/2	1 1/2		3 1/2			2 1/2	2	3 1/2	2 1/2
" 15	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 22	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 29	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
July 6	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 13	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 20	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 27	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
Aug. 3	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 10	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 17	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 24	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 31	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
Sept. 7	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 14	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 21	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 28	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
Oct. 5	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 12	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 19	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 26	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
Nov. 2	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 9	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 16	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 23	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
" 30	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2
Dec. 7	2 1/2	1 1/2					2 1/2	2	3 1/2	2 1/2

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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 1901 (as reported by the Secretary of the Merchants' Exchange, Buffalo).

1901.	Wheat, Bushels.	Corn, Bushels.	1901.	Wheat, Bushels.	Corn, Bushels.
	Cts.	Cts.		Cts.	Cts.
April 19	2 $\frac{1}{2}$		June 21	1 $\frac{1}{2}$	1 $\frac{1}{4}$ to 1 $\frac{3}{8}$
" 20	2 $\frac{1}{2}$	2 $\frac{1}{8}$	" 22	1 $\frac{1}{2}$	1 $\frac{1}{8}$
May 1	2 $\frac{3}{4}$		July 10	1 $\frac{1}{2}$	
" 8	2 $\frac{3}{4}$		" 11	1 $\frac{3}{8}$	1 $\frac{3}{8}$
" 9	2		" 13	1 $\frac{3}{8}$	1 $\frac{1}{4}$
" 10		1 $\frac{1}{4}$	" 26	1 $\frac{3}{8}$	1 $\frac{3}{8}$
" 11	2	1 $\frac{1}{4}$	Aug. 2	1 $\frac{3}{8}$	1 $\frac{1}{4}$
" 13	1 $\frac{7}{8}$	1 $\frac{3}{8}$	" 12	1 $\frac{3}{8}$	1 $\frac{3}{8}$
" 14	1 $\frac{7}{8}$ to 1 $\frac{3}{4}$	1 $\frac{3}{4}$ to 1 $\frac{3}{8}$	" 22	1 $\frac{3}{8}$	1 $\frac{1}{4}$
" 15	1 $\frac{7}{8}$ to 2	1 $\frac{3}{8}$	" 23	1 $\frac{3}{8}$ to 1 $\frac{3}{4}$	1 $\frac{1}{4}$ to 1 $\frac{1}{2}$
" 16	1 $\frac{3}{4}$	1 $\frac{3}{8}$	" 24	1 $\frac{3}{8}$	1 $\frac{1}{4}$
" 17	1 $\frac{3}{4}$ to 1 $\frac{3}{8}$	1 $\frac{3}{8}$ to 1 $\frac{3}{8}$	Oct. 1		1 $\frac{1}{4}$
" 18	1 $\frac{3}{4}$	1 $\frac{3}{8}$	" 4	1 $\frac{3}{8}$	1 $\frac{1}{4}$
" 20	1 $\frac{3}{4}$	1 $\frac{1}{2}$	" 21	1 $\frac{1}{4}$ to 1 $\frac{3}{8}$	1 $\frac{1}{4}$
" 21		1 $\frac{1}{2}$	" 23	1 $\frac{1}{4}$	1 $\frac{1}{4}$
" 22	1 $\frac{1}{2}$	1 $\frac{1}{2}$	" 29	1 $\frac{1}{2}$	1 $\frac{1}{4}$
" 24	1 $\frac{1}{2}$	1 $\frac{1}{2}$	Nov. 4	1 $\frac{1}{2}$	
" 25	1 $\frac{1}{2}$	1 $\frac{1}{2}$	" 5	1 $\frac{1}{2}$	1 $\frac{3}{8}$
" 27	1 $\frac{1}{2}$ to 1 $\frac{1}{4}$	1 $\frac{1}{2}$ to 1 $\frac{1}{2}$	" 6	1 $\frac{1}{2}$	1 $\frac{1}{4}$
" 28	1 $\frac{1}{2}$ to 1 $\frac{1}{4}$	1 $\frac{1}{2}$	" 7	2	1 $\frac{1}{4}$
" 29	1 $\frac{1}{2}$	1 $\frac{1}{2}$	" 8		2
" 31	1 $\frac{1}{2}$	1 $\frac{1}{2}$	" 9	2 to 2 $\frac{1}{4}$	2
June 1		1 $\frac{1}{2}$	" 11		2
" 5	1 $\frac{1}{2}$		" 12	2	2
" 6		1 $\frac{1}{2}$	" 13	2 to 2 $\frac{1}{4}$	1 $\frac{1}{2}$ to 2
" 7		1 $\frac{1}{2}$	" 14		2
" 10		1 $\frac{3}{8}$ to 1 $\frac{3}{8}$	" 16	2 $\frac{1}{4}$	2 $\frac{1}{4}$
" 11	1 $\frac{3}{8}$	1 $\frac{3}{8}$	" 25	2 $\frac{1}{4}$	
" 17	1 $\frac{3}{8}$	1 $\frac{3}{8}$ to 1 $\frac{1}{2}$	" 27	1 $\frac{3}{4}$ to 2	
" 18	1 $\frac{3}{8}$	1 $\frac{1}{2}$	" 29 to close		1 $\frac{3}{4}$
" 20	1 $\frac{1}{2}$	1 $\frac{3}{8}$			

Rates from Milwaukee about the same as from Chicago.

AVERAGE LAKE FREIGHTS.

The following statement shows the average rates of Lake freights on wheat and corn between Chicago and Buffalo during each month in the past ten years, the highest and lowest rate on wheat in each year, and the average rate on wheat each year in cents, per bushel:—

(Per Report of the Secretary of Merchants' Exchange, Buffalo.)

	May.	June.	July.	Aug.	Sept.	Oct.	Nov.
Grain, bushel.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
1892 { Wheat .....	1.9	1.8	2.0	2.3	2.3	2.3	2.6
{ Corn .....	1.7	1.6	1.8	2.1	2.1	2.1	2.3
Highest rate, wheat, 1892, 3c.; lowest, 1c.; average for the season, 2.2c.							
1893 { Wheat .....	1.3	1.8	1.2	1.3	1.7	2.1	2.0
{ Corn .....	1.2	1.6	1.1	1.2	1.5	1.9	1.8
Highest rate, wheat, 1893, 2½c.; lowest, 1c.; average for the season, 1.6c.							
1894 { Wheat .....	1.4	1.2	0.9	1.0	1.4	1.1	1.3
{ Corn .....	1.2	1.1	0.9	0.9	1.3	1.0	1.3
Highest rate, wheat, 1894, 3c.; lowest, ¾c.; average for the season, 1.2c.							
1895 { Wheat .....	1.2	1.2	1.1	1.6	2.1	3.0	3.0
{ 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
{ Corn .....	1.4	1.3	1.1	1.2	1.2	1.9	1.9
Highest rate, wheat, 1896, 2½c.; lowest, 1¼c.; average for the season, 1.7c.							
1897 { Wheat .....	1.3	1.2	1.3	1.5	2.0	1.8	1.5
{ Corn .....	1.2	1.1	1.2	1.4	1.8	1.7	1.4
Highest rate, wheat, 1897, 2½c.; lowest, 1c.; average for the season, 1.5c.							
1898 { Wheat .....	1.3	0.1	0.9	1.2	1.4	2.5	2.3
{ Corn .....	1.2	0.8	0.8	1.1	1.3	2.3	2.1
Highest rate, wheat, 1898, 3¼c.; lowest, 1¼c.; average for the season, 1.5c.							
1899 { Wheat .....	2.0	2.0	2.2	2.5	3.1	3.5	2.5
{ Corn .....	1.8	1.9	2.0	2.3	3.2	3.4	2.3
Highest rate, wheat, 1899, 3½c.; lowest, 1¼c.; average for the season, 2.5c.							
1900 { Wheat .....	1.8	1.9	2.1	1.6	1.7	1.7	2.0
{ Corn .....	1.6	1.7	2.0	1.5	1.6	1.5	1.8
Highest rate, wheat, 1900, 3c.; lowest, 1¼c.; average for the season, 1.8c.							
1901 { Wheat .....	1.9	1.5	1.6	1.3	1.6	1.3	2.0
{ Corn .....	1.8	1.3	1.4	1.2	1.5	1.2	1.2
Highest rate, wheat, 1901, 2½c.; lowest, 1¼c.; average for season, 1.60c.							

LAKE FREIGHTS FROM DULUTH TO BUFFALO ON WHEAT (AS REPORTED BY THE SEC. OF THE MERCHANTS' EXCHANGE, BUFFALO, N. Y.)

The following statement shows the Lake Freight rates on Wheat from Duluth to Buffalo, during the season of 1901:—

1901.	Wheat Bushels.	1901.	Wheat Bushels.
	Cts.		Cts.
May 1 .....	2½	October 2 .....	2½
" 13 .....	2	" 14 .....	2½
" 27 .....	1½	" 19 .....	2½
June 1 .....	1½	" 23 .....	2¾
" 17 .....	2	" 28 .....	3
" 24 .....	2½	November 2 .....	3
July 1 .....	2½	" 4 .....	3½
" 13 .....	2½	" 18 .....	3½
" 27 .....	1¾	" 21 .....	3¾
August 5 .....	1½	To end of season .....	3
" 24 .....	1½		
September 2 .....	2½		
" 30 .....	2½		

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In 1885 the range of freights on wheat, Duluth to Buffalo, was  $1\frac{1}{2}$  to 5c.; in 1886,  $3\frac{1}{4}$  to 8c.; in 1887, 5 to 8c.; in 1888, 2 to 5c.; in 1889, 2 to 5c.; in 1890, 2 to 5c.; in 1891,  $1\frac{1}{4}$  to  $9\frac{1}{2}$ c.; in 1892,  $2\frac{1}{4}$  to 4c.; in 1893,  $1\frac{1}{4}$  to  $3\frac{1}{2}$ c.; in 1894,  $1\frac{1}{4}$  to 3c.; in 1895, 2 to 6c.; in 1896,  $1\frac{1}{4}$  to 3c.; in 1897, 1 to  $2\frac{1}{2}$ c.; in 1898, 1 to  $3\frac{1}{2}$ c.; in 1899,  $2\frac{1}{2}$  to 6c.; in 1900,  $1\frac{1}{2}$  to  $3\frac{3}{4}$ c.; and in 1901,  $1\frac{1}{8}$  to  $3\frac{3}{4}$ c. per bushel.

The first departure by lake, at Duluth, in 1901 was on May 6; in 1900 was on April 22; in 1899, on April 29; in 1898, was on April 16; in 1896, on April 22, and in 1895, on April 21. In 1894 season opened on April 19; in 1893, on May 8; in 1892, on April 21; in 1891, on April 30; in 1890, on March 26; in 1889, on April 20; in 1888, on May 12; in 1887, on May 4; in 1886, on May 7.

Wheat was shipped at Kingston, Canada, per bushel, during the season of 1887, at  $6\frac{1}{4}$  to  $7\frac{3}{4}$ c.; in 1888, at 4 to 5c.; in 1889, at —, in 1890,  $5\frac{3}{4}$ ,  $5\frac{1}{2}$ ,  $4\frac{1}{2}$ ,  $4\frac{1}{4}$ , 4c.; in 1891, during May,  $3\frac{3}{4}$ ,  $3\frac{1}{2}$ ,  $2\frac{1}{2}$ c.; during June, 3c.; and on July 25,  $2\frac{1}{2}$ c.; in 1892, 5c. in April; 5 to  $5\frac{1}{4}$ c. in May; 4c. in June;  $4\frac{1}{2}$ c. in July; 3c. in August; 6 to  $6\frac{1}{4}$ c. in October; in 1893, ranged from  $5\frac{1}{2}$  to  $4\frac{1}{2}$ c. in April;  $4\frac{1}{2}$  to  $4\frac{3}{4}$ c. in May; 4 to  $3\frac{1}{2}$ c. in June;  $2\frac{3}{4}$  to 3c. in July;  $3\frac{1}{2}$  to  $3\frac{3}{4}$ c. in September; no figures quoted after that date. In 1894 ranged from  $3\frac{1}{4}$  to  $3\frac{3}{4}$ c. in May;  $3\frac{1}{2}$ c. in June;  $2\frac{1}{2}$ c. in July;  $2\frac{1}{2}$  to  $3\frac{1}{4}$ c. in August; 4c. in September, and  $4\frac{1}{4}$ c. in October. On August 25 and November 3, 1894, wheat to Ogdensburg, at  $3\frac{1}{4}$ c. and  $4\frac{1}{2}$ c., respectively. In 1895, wheat to Kingston from 3c to 5c. In 1896, wheat to Kingston from 3c. to  $5\frac{1}{2}$ c.; and in 1897, wheat to Kingston 3c. to  $3\frac{1}{2}$ c., according to time of year; 1898 and 1899 not given.

## LAKE FREIGHTS FROM TOLEDO TO BUFFALO ON WHEAT.

The following statements show the ruling rates of Lake Freights, on wheat from Toledo to Buffalo, during the season of 1901 on the dates specified, as reported by the Secretary Merchants Exchange Buffalo.

Date, 1901.	Wheat and Corn per Bushels.	Date, 1901.	Wheat Bushels.
	Cts.		Cts.
Opening to July 7 . . . . .	$1\frac{1}{4}$	August 1 to close of season . . . . .	$1\frac{1}{4}$
July 7 to August 1 . . . . .	$2\frac{1}{4}$		

The range for 1886 was  $1\frac{3}{4}$  to 3c.; for 1887,  $2\frac{1}{4}$  to 3c.; for 1888,  $1\frac{1}{2}$  to  $2\frac{1}{2}$ c.; for 1889,  $1\frac{3}{4}$  to 2c.; for 1890,  $1\frac{1}{2}$  to 2c.; for 1891, 1 to 3c.; for 1892,  $1\frac{1}{2}$  to  $2\frac{1}{2}$ c.; for 1893, 1 to 2c.; for 1894, 1 to 2c.; for 1895, 1 to  $2\frac{1}{4}$ c.; for 1896,  $1\frac{1}{4}$  to  $1\frac{3}{4}$ c.; for 1897, 1 to  $1\frac{1}{4}$ c., and for 1898, 1 to  $1\frac{1}{2}$ c.; for 1899,  $1\frac{1}{2}$  to 2c.; for 1900,  $1\frac{1}{2}$  to 2c., and for 1901,  $1\frac{1}{4}$  to  $1\frac{1}{2}$ c.

From Toledo to Ogdensburg, wheat and corn shipped, at 6 to 7c. in 1887; at  $4\frac{1}{2}$  to 6c. for wheat and 5c. for corn in 1888; and 5c. to  $5\frac{1}{4}$ c. for wheat in 1889 per bushel. From Toledo, on October 8, 1887, corn shipped to Kingston at  $3\frac{1}{2}$ c., and on November 12, at  $4\frac{1}{2}$ c. per bushel. In 1888, corn Toledo to Kingston,  $4\frac{1}{4}$ c. to 3c.; and wheat at  $3\frac{1}{2}$  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 2, 1887, wheat shipped to Montreal by propeller at  $6\frac{1}{2}$ c.; on June 14, corn at same price; but on September 26, the rate on corn was only 5c. per bushel. In 1888, corn Toledo to Montreal, at 6 to  $5\frac{3}{4}$ c. and wheat at  $5\frac{1}{2}$ c. per bushel. From 1889 to 1899, no shipments to Montreal or other places in Canada reported.

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## CANAL FREIGHT 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 1901 (as reported by the Secretary, Merchants' Exchange, Buffalo.

Date, 1901.	Wheat Bushels.	Corn Bushels.	Date, 1901.	Wheat Bushels.	Corn Bushels.
	Cts.	Cts.		Cts.	Cts.
May 7 .....	3 $\frac{1}{2}$	.....	Sept. 30 .....	4	3 $\frac{3}{4}$
" 24 .....	3 $\frac{1}{4}$	.....	Nov. 7 .....	4 $\frac{1}{2}$	3 $\frac{3}{4}$
August 19 .....	3 $\frac{1}{4}$	3	" 16 .....	4 $\frac{1}{2}$	3 $\frac{3}{4}$
Sept. 18 .....	3 $\frac{1}{2}$	3 $\frac{1}{4}$	Nov. 20 to close .....	4 $\frac{3}{8}$	4 $\frac{1}{8}$

The freight on oats varied from 2 $\frac{1}{8}$  to 2 $\frac{5}{8}$ c. per bushel. Pine lumber, per 1,000 feet, was carried from Buffalo to Tonawanda to New York as follows: Opened at \$1.75; June, July, August, \$1.75; September, \$1.75 to \$2; October, \$2 to close \$2.10. Rates to Albany opened \$1.25; June, July, August, \$1.35; September, \$1.35 to \$1.60 to close \$1.75.

## 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.
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, 2 $\frac{1}{2}$ c.; 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, 2c.; average for the season, 2·8c.							
1898 { Wheat.....	3·0	2·9	2·8	2·7	2·6	3·0	3·0
{ Corn.....	2·5	2·3	2·4	2·1	2·2	2·6	2·6
Highest rate, wheat, 1898, 3·4c.; lowest, 2·5c.; average for the season, 2·8c.							
1899 { Wheat.....	2·5	2·7	2·4	2·5	2·5	3·6	4·2
{ Corn.....	2·3	2·3	2·1	2·1	2·2	3·0	3·5
Highest rate, wheat, 1899, 4·5c.; lowest, 2·5c.; average for the season, 3·6c.							
1900 { Wheat.....	2·4	2·2	2·3	2·3	2·2	2·7	3·5
{ Corn.....	2·1	2·0	2·1	2·0	2·0	2·4	3·0
Highest rate, wheat, 1900, 3 $\frac{1}{2}$ c.; lowest, 2c.; average for the season, 2·5c.							
1901 { Wheat.....	3·4	3·2	3·2	3·2	3·3	4·0	4·1
{ Corn.....	2·7	2·8	2·8	2·9	3·1	3·7	3·8
Highest rate, wheat, 1901, 4 $\frac{3}{8}$ c.; lowest, 3 $\frac{1}{4}$ c.; average for the season, 3·5c.							

NOTE.—Canal free of tolls since 1882.

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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.	Cts.
1870	32,208,039	11·2	3·1	1½	
1871	61,319,313	12·6	3·1	1½	
1872	58,703,666	13·0	3·1	1½	
1873	65,498,955	11·4	3·1	1½	
1874	55,660,198	10·0	3·1	1½	
1875	52,833,451	7·9	2·0	1	
1876	44,207,121	6·6	2·0	1	
1877	61,822,292	7·4	1·0	1	
1878	78,828,443	6·0	1·0	1	
1879	75,089,768	6·8	1·0	1	
1880	105,133,009	6·5	1·0	1	
1881	56,389,827	4·7	1·0	1	
1882	51,501,503	5·4	1·0	1	
1883	65,722,080	4·9	None.	1	
1884*	58,011,800	4·2	do	1	
1885*	52,671,090	3·8	do	1	
1886*	75,570,850	5·0	do	1	
1887*	87,073,570	4·6	do	1	
1888*	73,977,390	3·4	do	1	
1889*	92,290,550	4·8	do	1	
1890*	91,994,680	3·8	do	1	
1891*	135,315,510	3·5	do	1	
1892*	138,872,560	3·5	do	1	
1893*	140,796,410	4·6	do	1	
1894*	105,435,577	3·2	do	1	
1895*	121,223,497	2·2	do	1	
1896*	172,474,664	3·7	do	1	
1897*	204,964,103	2·8	do	1	
1898*	221,383,945	2·8	do	1	
1899*	153,393,184	3·0	do	1	
1900*	157,653,968	2·5	do	1	
1901	132,619,828	3·5	do	1	

NOTE—Prior to 1870 tolls 6·21 cents per bushel, and the elevating charge 2 cents per bushel.

\* Including flax seed.

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## AVERAGE FREIGHT CHARGES PER BUSHEL.

For the transportation of wheat and corn from Chicago to New York for a series of years.

(From Report of Board of Trade, Chicago.)

	CORN.			WHEAT.		
	By lake and canal.	By lake and rail.	By all rail.	By lake and canal.	By lake and rail.	By all rail.
1858	127		3619	1550		3861
1859	1570		3248	1663		3480
1860	a 0833		3248	a 095		3480
1861	a 1062		3881	a 1210		4158
1862	a 0957		4480	a 1062		4800
1863	a 063		4592	a 072		4920
1864	a 09		5600	a 0952		60
1865	a 0864		4188	a 0894		4488
1866	a 1075		4312	a 1377		4620
1867	a 0511		4176	a 08		4475
1868	a 0604		3532	a 0802		3784
1869	a 0584	2355	3320	a 0651	2520	3557
1870	a 16	2220	28	a 0677	2250	30
1871	a 0754	2372	2968	a 0687	2542	3180
1872	a 1072	2660	3266	a 1110	2950	3499
1873	a 0816	2298	2893	a 0917	2461	3102
1874	a 0882	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	1165	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
1898	+ 0381	0441	0980	+ 0445	0491	1200
1899	+ 0508	0583	1008	+ 0581	0663	1160
1900	+ 0407	0472	0919	+ 0449	0510	0996
1901	+ 0461	0516	0921	+ 0511	0554	0988

a To Buffalo only. b Including Buffalo charges and tolls. ‡ Exclusive of Buffalo charges.

## SESSIONAL PAPER No. 20

## 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.	1901.	1900.	1899.	1898.	1897.
		\$	\$		\$	\$
Liverpool	Grain	2147	2498	2972	3435	3360
"	Sacked flour	2300	2790	3012	3766	3681
"	Provisions	3600	4884	4050	4715	4440
Glasgow	Grain	2410	3098	3235	3600	3523
"	Sacked flour	2438	3156	3125	3906	3906
"	Provisions	4516	5531	4469	5250	5250
London	Grain	2323	3110	3060	3500	3400
"	Sacked flour	2550	3501	3350	3725	3612
"	Provisions	4475	5587	4414	4969	4814
Antwerp	"	4625	5109	4750	5250	5109
Hamburg	"	4400	5000	4600	5200	5100
Amsterdam	"	4500	5100	4700	5250	5200
Rotterdam	"	4500	5100	4700	5250	5200
Copenhagen	"	4775	5531	5172	5813	5728
Stockholm	"	5325	6450	6297	6925	6853
Stettin	"	4775	5531	5172	5813	5728
Bordeaux	"	5425	6412	5912	6575	6413

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LAKE FREIGHTS ON COAL FROM BUFFALO TO CHICAGO AND  
OTHER PORTS.

The following statement shows the average freight rate on Coal, per net ton, in cents, from Buffalo to the ports named, during the seasons of 1900 and 1901.

	1901.	1900.
Freight on hard Coal, Buffalo to Chicago, per ton .....	50·2	48·5
" " " Milwaukee, " .....	50·2	48·5
" " " Duluth, " .....	38·4	39·5

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TOTAL VALUES OF Merchandise Received from British North America for Immediate Transit across United States Territory, for Immediate Transshipment in Ports of the United States to British North America, and so shipped, during each Year from 1873 to 1901 inclusive.

YEAR ENDING JUNE 30.	COUNTRIES FROM WHICH RECEIVED.					COUNTRIES TO WHICH SHIPPED.				
	British North America.					British North America.				
	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, and the North-west Territories.	British Columbia.	Newfoundland and Labrador.	Total.	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, Ontario, and the North-west Territories.	British Columbia.	Newfoundland and Labrador.	Total.
1873	\$ 495,280	\$ 12,894,164	\$ 5,240	%	\$ 13,394,683	\$ 5,282,290	\$ 21,320,174	\$ 181,720	\$	\$ 26,784,184
1874	449,655	13,616,344	97,691		14,163,690	7,159,036	19,843,169	317,534		27,310,739
1875	443,570	17,342,353	256,074		18,042,577	8,499,596	20,283,639	517,060		30,800,295
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		12,471,995	2,879,422	15,551,238	544,018	2,475	18,977,153
1878	163,978	11,627,114	412,966		12,904,058	851,268	11,436,470	524,013	434	12,912,685
1879	194,129	11,606,832	280,079		12,081,095	889,539	11,520,877	476,824	2,347	12,889,587
1880	215,131	16,782,315	137,271	55	17,134,717	1,613,716	14,866,663	531,436	288	17,042,103
1881	171,383	16,758,108	72,535		17,002,946	1,778,836	20,837,827	719,268	333	23,356,264
1882	164,990	28,265,083	113,018	87	28,543,178	2,732,665	34,005,845	855,781	1,190	37,595,481
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	636,233	12,574,953	188,041		13,419,227	1,740,900	13,717,465	1,473,833	5,186	22,339,385
1885	933,806	12,280,483	308,691	633	13,523,615	1,635,442	16,448,942	1,615,293	781	19,700,458
1886	1,105,973	9,363,864	359,104	32,079	10,861,020	2,040,298	16,369,429	1,825,178	6,174	20,241,079
1887	1,684,739	6,406,175	213,816		11,504,721	1,621,748	19,930,296	635,841	70	22,187,955
1888	1,525,048	6,417,701	372,434		11,504,721	1,781,028	13,459,169	370,322	1,137	13,611,656
1889	1,536,233	8,335,178	294,659	27,134	8,512,817	2,484,787	18,903,957	665,527	2,704	22,146,365
1890	3,070,637	15,419,945	422,806	174,584	16,001,910	5,277,210	21,140,198	913,106	4,630	27,335,294
1891	3,859,079	19,005,704	187,640	187,640	19,780,470	5,605,614	21,695,992	517,144	34,273	27,883,023
1892	4,333,062	15,070,676	201,373	328,116	23,928,255	2,079,783	24,189,181	428,188	6,962	26,704,111
1893	1,009,597	16,494,125	89,565	381,986	17,889,573	2,652,357	20,282,400	409,055	26,289	29,720,111
1894	1,070,676	15,649,881	348,069	273,467	17,342,093	1,831,417	17,880,688	463,471	6,640	20,132,216
1895	1,199,782	17,774,108	411,557	236,415	19,621,862	1,834,745	19,320,714	568,991	7,844	21,723,291
1896	1,118,185	18,038,931	582,469	404,020	20,143,065	1,672,783	19,441,279	772,586	1,768	21,788,416
1897	1,118,055	22,497,151	611,322	307,295	24,593,823	1,582,538	17,660,211	1,312,797	8,130	20,663,676
1898	1,440,950	33,596,039	1,744,289	535,706	35,336,984	1,536,413	22,400,629	2,294,356	19,247	26,250,638
1899	1,618,399	30,673,265	3,708,928	561,129	36,561,721	1,215,518	19,065,819	2,717	25,555,043	
1900	2,002,264	37,657,936	3,914,668	553,631	44,127,899	1,245,771	27,452,333	2,730,612	49,555	31,478,271
1901	1,788,611	38,382,558	4,070,940	503,970	44,746,109	1,161,875	24,634,780	4,687,000	71,324	39,555,579



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 1901 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.			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	111,476,825		510,331,027	213,519,796	723,850,823	70.5
1858		293,700,018	78,913,134		243,491,288	81,153,133		447,191,304	160,066,297	607,257,571	73.7
1859		216,123,426	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	134,106,998		179,972,733	69,327,180		381,516,788	203,478,278	584,995,066	65.2
1862		92,274,100	113,497,629		125,421,318	104,517,667		247,693,418	218,015,296	465,710,714	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		112,040,365	333,471,763		213,671,466	351,754,928		325,711,861	685,226,631	1,010,938,552	32.2
1867		117,209,536	300,622,635		180,625,368	289,708,368		297,834,904	581,330,403	879,163,307	33.9
1868		122,965,225	248,659,583		175,106,348	301,886,491		297,981,573	550,516,074	848,527,647	35.1
1869		136,802,024	300,512,231		153,151,748	385,979,781		289,956,772	580,492,012	876,448,784	33.1
1870		153,297,077	309,140,510		199,732,324	329,808,978		322,969,301	638,927,488	961,896,889	35.6
1871	15,187,351	163,285,710	363,020,644	7,798,156	190,378,462	392,801,932	22,985,510	353,664,172	4,132,472,258	1,212,328,233	35.5
1872	17,635,681	177,286,392	445,416,783	10,015,089	168,044,799	393,929,379	27,059,770	315,341,101	839,346,362	1,212,328,233	28.5
1873	17,070,518	174,739,834	471,806,765	10,799,430	171,566,758	494,915,886	27,869,378	346,396,592	965,723,651	1,340,899,221	25.8
1874	14,513,335	176,027,478	405,320,135	8,569,205	174,421,216	533,885,971	23,022,540	330,451,994	939,206,106	1,312,680,610	26.7
1875	13,083,859	157,872,726	382,949,568	7,391,356	166,385,066	501,838,919	20,388,235	314,257,792	884,788,517	1,119,434,544	25.8
1876	12,148,647	143,389,704	321,139,500	6,324,487	167,686,467	492,215,487	18,473,154	311,076,171	813,854,987	1,142,904,312	27.2
1877	10,697,640	151,834,067	329,565,833	6,767,170	164,826,214	539,354,703	17,467,810	316,680,281	859,920,536	1,194,045,627	26.5
1878	12,965,399	146,499,282	307,407,665	7,511,365	165,331,624	603,983,694	20,477,364	313,050,906	876,991,129	1,210,519,369	25.9
1879	11,983,823	143,590,353	310,499,599	7,439,862	128,425,339	609,619,633	19,423,685	272,015,692	911,260,232	1,202,708,669	22.6
1880	15,142,465	149,317,368	503,494,913	5,898,928	109,029,299	729,770,521	20,981,393	258,346,577	1,224,265,434	1,503,533,404	17.18
1881	17,193,213	133,631,146	491,840,369	8,259,308	116,955,324	777,162,714	25,452,521	250,586,470	1,269,002,483	1,545,041,974	16.22
1882	22,854,946	130,266,826	571,517,802	12,118,371	96,962,919	641,469,967	34,469,967	297,229,745	1,212,978,789	1,475,181,831	15.40
1883	23,063,048	136,002,290	564,173,576	25,082,814	104,418,210	691,331,348	48,092,882	240,420,500	1,258,506,024	1,547,020,316	15.54
1884	20,140,294	135,046,290	512,511,192	26,373,774	98,632,828	613,287,007	46,714,008	233,639,635	1,127,798,199	1,408,211,302	16.60
1885	24,149,476	112,804,052	443,531,801	24,183,299	82,001,699	636,904,765	45,332,775	197,865,743	1,074,518,566	1,319,177,084	14.76
1886	24,555,683	118,942,817	491,937,636	19,144,667	78,406,680	681,973,477	43,700,350	197,349,503	1,073,914,113	1,314,960,966	15.01
1887	27,562,059	121,365,493	543,392,216	21,389,666	72,491,253	621,802,292	48,461,725	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, &c.—*Continued.*

Year ending June 30.	IMPORTS.				EXPORTS.				IMPORTS AND EXPORTS.				Percentage carried in American vessels.	
	In cars and other land vehicles		In American vessels.		In cars and other land vehicles		In American vessels.		In cars and other land vehicles		In American vessels.			Total.
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%		
1888.	32,299,459	123,525,298	568,229,357	67,332,175	606,474,964	54,356,827	190,857,473	1,474,697,321	1,419,911,021	13.41				
1889.	38,227,861	120,782,910	586,129,881	83,022,198	630,942,669	66,661,378	203,805,108	1,217,063,541	1,487,533,077	13.70				
1890.	40,021,361	124,948,948	623,740,100	77,502,138	747,376,614	73,576,263	202,451,086	1,371,116,744	1,647,139,053	12.29				
1891.	40,332,755	127,471,678	676,511,763	81,908,047	773,889,324	72,836,194	206,433,725	1,450,101,087	1,729,397,006	11.94				
1892.	30,726,595	139,139,891	648,535,976	81,033,844	916,025,675	72,947,224	226,173,735	1,564,559,651	1,857,680,610	11.85				
1893.	44,121,094	127,095,434	695,184,394	73,332,174	763,132,174	87,984,041	197,765,507	1,428,316,568	1,714,066,116	12.2				
1894.	29,023,095	121,561,193	503,810,334	49,221,427	73,070,023	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	49,902,751	695,357,830	83,101,742	170,507,196	1,285,806,192	1,589,508,130	11.7				
1896.	35,355,079	117,250,074	626,890,521	70,392,813	751,083,000	96,666,204	187,691,887	1,377,973,621	1,662,331,612	12.00				
1897.	35,812,620	109,133,454	619,784,338	79,441,823	903,969,428	100,894,925	189,075,277	1,525,753,766	1,815,725,968	11.00				
1898.	30,427,784	93,535,807	492,086,003	67,792,150	1,090,406,476	103,711,488	161,328,017	1,582,492,479	1,847,531,984	9.30				
1899.	33,424,821	82,030,118	581,673,650	78,562,088	1,064,590,307	117,295,728	160,612,906	1,646,263,857	1,924,171,791	8.9				
1900.	44,412,509	104,304,940	701,223,735	90,779,252	1,193,229,689	154,895,650	195,084,192	1,894,494,424	2,244,424,266	9.3				
1901.	47,100,814	93,055,493	683,015,858	84,343,122	1,291,520,938	159,001,745	177,398,615	1,974,536,796	2,310,937,156	8.2				

Notes.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1862 to 1870, inclusive.

## SESSIONAL PAPER No. 20

STATEMENT showing the Total Values of Foreign Merchandise transported in the In-Transit and Transshipment Trade of the United States with the British North American Possessions during each Year from 1871 to 1901.

Year ending June 30.	Received for transit and transshipment from British North American Possessions.			Shipped in transit to or transshipment 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	27,510,729
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	15,411,656
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	2,232,835	20,663,676
1898.....	27,277,049	12,059,935	39,336,984	22,792,971	3,457,667	26,250,638
1899.....	28,248,759	8,312,962	36,561,721	22,593,761	2,941,282	25,535,043
1900.....	33,346,150	10,781,749	44,127,899	27,996,981	3,481,290	31,478,271
1901.....	37,680,071	7,066,938	44,746,109	27,899,903	2,655,676	30,555,579

NOTE.—This movement forms no part of the import and export trade.

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C.—TABLE showing the Tonnage of the undermentioned Articles moved

Years.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.*
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	20,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951
1892.....	4,879	620,768	150,269	51,596	72,444	4,236	33,807
1893.....	2,367	1,093,927	252,283	49,651	24,714	6,518	20,656
1894.....	2,909	903,361	275,377	89,700	100,874	5,288	22,620
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
1898.....	1,854	69,986	364,248	89,906	76,244	7,745	43,044
1899.....	1,247	282,422	92,670	78,627	93,733	5,931	22,856
1900.....	1,171	138,302	189,013	63,204	36,435	10,478	34,254
1901.....	747	214,854	87,392	55,502	88,521	10,326	99,757

\* Apples, meal, all kinds, pease, potatoes.

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on all Canals in the State of New York, during a series of thirty-three 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
1,743,171	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	233,219	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	161,783	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
1,167,991	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
937,990	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	33,309	682,167	89,998	931,693
744,375	5,080	71,117	66,879	646,803	76,311	866,190
653,027	6,288	101,216	85,525	626,616	73,199	892,844
577,486	2,725	69,106	91,068	777,743	205,234	1,145,876
472,857	833	49,036	88,635	809,187	103,514	1,051,205
557,099	7.9	30,110	100,080	774,538	90,656	996,093

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D.—TABLE showing the total Tonnage of the undermentioned Articles moved Up and Down

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	2,335
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
1898 . . . . .	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899 . . . . .	11,625	197,732	204,004	2,907	24,037	923	18,460
1900 . . . . .	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901 . . . . .	18,978	151,586	67,756	7,119	28,485	2,961	14,024

\* Fiscal.

† Apples, meal, all kinds, pease, potatoes.

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through the Welland Canal, during a period of thirty-one years, ended Dec. 31, 1901.

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	3,678
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
438,561	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
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244

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E.—TABLE showing the tonnages of the undermentioned Articles Cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of thirty-three 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	611,075	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	353,737	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	45,292	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 32
1896.	6,971	402,114	89,726	101,151	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		12 44
1898.		64,760	351,917	85,359	74,336	7,367	20,818	607,557		22 74
1899.		271,848	84,370	72,892	92,919	5,839		527,868		32 89
1900.	620	129,683	184,996	53,472	33,564	10,478	25,621	438,433		44 11
1901.	3	211,317	86,230	45,624	87,357	10,326	32,862	473,721		39 76

\* Apples, meals, all kinds, pease, potatoes.

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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	634	6,751	10,427	160,818	...	36·59
1873.....	4,061	53,361	10,578	46,337	670	6,019	10,738	131,765	.....	50·80
1874.....	.....	108,288	46,127	77,907	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.....	584	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	3,626	39,410	.....	85·28
1892.....	273	4,866	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	.....	.....	2,605	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
1898.....	160	2,111	5,886	1,450	16	.....	784	10,407	.....	96·12
1899.....	216	3,106	4,478	2,400	.....	.....	2,346	12,546	.....	94·61
1900.....	214	485	1,404	2,400	.....	.....	403	4,906	.....	93·54
1901.....	245	526	.....	5,375	.....	.....	126	6,266	.....	97·67

\* Apples, meal, all kinds, potatoes.

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F.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of thirty-one years, ended December 31, 1901.

## 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	285,752
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	403,923
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	549,028
1892 . . . . .	17,046	229,569	192,548	6,483	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	292,636	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
1898 . . . . .	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899 . . . . .	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900 . . . . .	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901 . . . . .	18,937	151,325	67,756	7,119	28,281	2,961	14,021	290,460

\* Fiscal.

† Apples, meal, all kinds, pease, potatoes.

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G.—Table showing the Tonnage of the Unmentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Thirty Years, ended December 31, 1900.

YEAR.	VEGETABLE FOOD.										HEAVY GOODS.					
	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.			
1869	30,681	91,149	2,942	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962				
1872	10,482	89,761	1,301	7,400	608	234,337	24,040	13,239	49,843	95,741	39,401	242,264				
1873	10,805	101,329	1,920	1,188	392	243,366	4,639	13,826	40,507	170,242	62,942	292,176				
1874	8,230	125,027	1,256	5,948	5,368	374,226	5,742	8,941	22,888	203,673	19,651	296,895				
1875	11,881	113,832	2,641	2,946	500	1,920	11	4,123	12,931	192,717	34,616	274,451				
1876	5,187	96,247	1,905	1,905	525	167,408	11	5,331	29,395	167,110	25,808	227,844				
1877	3,342	107,396	1,603	2,314	258	180,686	8,976	8,688	8,336	172,868	41,107	230,975				
1878	1,316	65,542	859	277	341	128,361	.....	10,713	3,892	190,583	13,535	178,723				
1879	139	53,791	33,401	464	11	87,826	2,405	3,648	6,318	118,573	17,747	148,741				
1880	.....	30,611	16,122	296	.....	48,580	4,743	3,515	371	65,945	18,380	92,954				
1881	.....	34,320	30,031	924	.....	65,285	1,313	5,570	.....	83,858	6,464	97,245				
1882	.....	30,227	32,433	537	.....	64,002	.....	4,076	.....	138,522	14,533	177,161				
1883	2,041	54,382	63,128	735	684	132,496	1,209	6,901	8	196,462	24,801	229,471				
1884	1,715	40,956	53,707	9,874	.....	114,422	698	339	.....	210,730	13,100	227,187				
1885	.....	53,235	63,229	732	.....	118,203	.....	1,594	.....	198,416	15,029	215,639				
1886	7,591	53,258	91,048	4,790	.....	172,888	156	5,328	1	189,914	11,364	206,813				
1887	11,780	37,678	83,431	12,050	.....	10,859	15	4,406	.....	82,780	6,37	87,828				
1888	8,563	39,999	102,974	26,510	179	189,825	63	1,601	.....	173,259	2,300	175,288				
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	6,919	.....	20,497	273,619	594	208	162,231	1,620	164,563				
1891	6,802	127,494	8,113	52,823	.....	26,115	244,530	292	705	186,572	1,773	189,342				
1892	11,018	131,222	6,433	36,935	.....	31,992	36,352	576	.....	183,895	.....	184,473				
1895	6,588	28,187	198,777	23,870	864	311,389	.....	344	2	206,827	.....	207,171				
1894	17,745	105,329	28,495	27,621	.....	60,462	198,358	297	.....	188,521	.....	188,818				
1895	10,169	100,512	7,904	17,020	.....	46,316	209,802	246	.....	149,490	.....	149,917				
1896	16,224	34,878	11,128	16,137	490	46,436	300,407	181	.....	207,348	.....	207,494				
1897	7,237	28,919	14,917	14,969	.....	41,887	276,242	146	.....	165,143	.....	165,123				
1898	4,212	11,268	150,667	12,732	1,197	22,671	209,656	965	.....	156,814	.....	157,927				
1899	6,118	81,772	12,926	18,198	923	18,198	145,892	339	4	88,931	.....	91,481				
1900	7,966	60,545	2,402	39,706	2,149	14,248	145,787	933	533	46,024	.....	46,977				
1901	17,165	23,557	7,119	26,314	.....	14,016	143,792	83	105	46,702	.....	46,970				

\* Apples, meals all kinds, pease, potatoes.

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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 Thirty-one years, ended December 31, 1901.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity charged at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports, in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*.....	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872.....	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873.....	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874.....	1,767,598	647,397	2,791,517	1,557,509	243,325	374,226
1875.....	1,305,550	417,936	2,343,241	1,017,559	126,763	177,968
1876.....	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877.....	1,498,984	464,181	2,493,683	1,223,100	126,899	180,586
1878.....	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879.....	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880.....	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881.....	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882.....	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883.....	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884.....	1,236,986	365,734	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	1,952,834	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	953,357	54,969	275,619
1891.....	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444
1892.....	937,999	527,426	5,913,013	870,570	18,558	244,550
1893.....	1,452,563	805,253	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
1898.....	653,027	720,183	7,060,542	607,557	10,407	209,656
1899.....	577,486	450,688	6,211,827	527,868	12,546	141,892
1900.....	472,857	375,720	6,053,005	438,434	4,906	145,787
1901.....	557,099	290,909	6,334,001	473,729	6,266	143,732

\* Fiscal.



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## I.—STATEMENT showing the Quantity of Freight passed Down the Welland Canal in Canadian and United States Vessels, &amp;c.—Continued.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	193	100,107	143	58,652	390	375,682	236	122,326	962	656,767
1893.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Wheat	83,447	31,185	72,671	68,628	255,931					
Corn	23,817	12,946	313,246	91,083	441,092					
Barley	1,527	183	16,189	562	18,461					
Oats	223		27,903	3,038	31,164					
Pease										
Rye			3,216	455	3,671					
Coal	638	13,580		5,849	20,067					
Miscellaneous merchandise	6,179	286	44,976	1,647	53,088					
Shingles, woodenware, &c.		15	22		37					
Sawed lumber . . . . . Ft. B.M.	13,750,267	2,748,941	17,359,573	41,863,852	75,722,633					
Square timber . . . . . Cub. ft.	836,948	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.
	242	86,838	339	93,450	114	104,505	219	60,500	914	345,293
1894.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat	95,586	54,444	79,715	37,095	260,840					
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	279,830	11,719,664	31,891,456	52,313,745					
Square timber . . . . . Cub. ft.	771,528	1,578,981			2,350,309					
Staves . . . . . No.										
Firewood . . . . . Cords.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	209	108,776	151	73,895	205	223,743	101	41,327	666	447,741
1895.	Tons.	Tons.	Tons.	Tons.	Tons.					
Wheat	72,895	68,935	29,345	33,723	261,898					
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	25,629,841					
Square lumber . . . . . Cub. ft.	1,027,913	2,049,368		35,000	3,112,281					
Staves . . . . . No.										
Firewood . . . . . Cords.										





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STATEMENT showing the Quantity of THROUGH Freight passed Up the Welland Canal, in Canadian and United States Vessels, during the Season of 1901.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam & Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	202	114,190	118	57,681	149	165,059	49	21,163	518	358,093
1901.	Tons.		Tons.		Tons.		Tons.		Tons.	
<i>Class 3.</i>										
Cement and water-lime .....					514				514	
Fish .....					521				521	
Iron railway .....					83				83	
" pig .....	1,080		939						2,019	
" all other .....	416				80				496	
Salt .....										
Steel .....	21				47				68	
Articles not enumerated.....	207				552				759	
<i>Class 4.</i>										
Crockery and earthenware...	1								1	
Marble.....					1,360				1,360	
Manilla.....					557				557	
Nails.....	9								9	
Paint.....					115				115	
Pitch and tar .....	4								4	
Sugar .....	29				4,368				4,397	
Tin.....					26				26	
Merchandise not enumerated.	418		6		28,122				28,546	
<i>Class 5.</i>										
Produce of wood.....	539		572		879				1,990	
<i>Special Class.</i>										
Coal.....	456				40,004		6,341		46,801	
Un-enumerated articles.....	672		363						1,035	
Total.....	3,852		1,880		77,228		6,341		89,301	

Canadian Steam Vessels carried .....	Tons.	3,852
" Sailing .....	"	1,880
United States Steam .....	"	77,228
" Sailing .....	"	6,341

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## 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 1901, is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels. . . . .	3,852	
"    sail    "    . . . . .	1,880	
Total quantity in Canadian vessels. . . . .		5,732
In United States steam vessels . . . . .	77,228	
"    sail    "    . . . . .	6,341	
Total in United States vessels. . . . .		83,569
Grand total freight passed up the Welland Canal in Canadian and United States vessels . . . . .		89,301

## STATEMENT of the Quantity of Through Freight passed Up and Down, on the Welland Canal, during the Season of Navigation in 1901.

Summary.	Tons.	Tons.
In Canadian steam vessels up . . . . .	3,852	
"    "    down. . . . .	163,094	
Total in Canadian steam vessels. . . . .		166,946
In Canadian sail vessels up. . . . .	1,880	
"    "    down. . . . .	107,993	
Total in Canadian sail vessels . . . . .		109,873
Total quantity in Canadian vessels. . . . .		276,819
In United States steam vessels up. . . . .	77,228	
"    "    down. . . . .	196,534	
Total in United States steam vessels. . . . .		273,762
In United States sail vessels up. . . . .	6,341	
"    "    down. . . . .	34,314	
Total in United States sail vessels. . . . .		40,655
Total quantity in United States vessels . . . . .		314,417
Total in Canadian and United States vessels . . . . .		591,236
	Down or East bound.	Up or West bound.
In Canadian vessels. . . . .	271,087	5,732
In United States vessels . . . . .	239,848	83,569
Total. . . . .	501,935	89,301

CLASS 7.

Agricultural Implements.....	107	70	40	17	23	19	34	94	133	73	3	1,785
Ashes.....											59	3
Crockery.....								5				3
												25
												.....

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 1901.

CANADIAN STEAM VESSELS.

Table with columns: Date of Arrival, Name of Vessel, Tonnage, Depth of Water on Arrival, Original Cargo to the Welland Canal, Lightenages over Welland Canal, Lightenages over Welland Railway on Tons, Great Cargo and Reefing Freight through Welland Canal, and Destination. Includes data for vessels like May 10th, 11th, 12th, etc.

CANADIAN VESSELS—SAIL.

Table with columns: Date of Arrival, Name of Vessel, Tonnage, Depth of Water on Arrival, Original Cargo to the Welland Canal, Lightenages over Welland Canal, Lightenages over Welland Railway on Tons, Great Cargo and Reefing Freight through Welland Canal, and Destination. Includes data for vessels like May 20th, 21st, 22nd, etc.

UNITED STATES STEAM VESSELS.

Table with columns: Date of Arrival, Name of Vessel, Tonnage, Depth of Water on Arrival, Original Cargo to the Welland Canal, Lightenages over Welland Canal, Lightenages over Welland Railway on Tons, Great Cargo and Reefing Freight through Welland Canal, and Destination. Includes data for vessels like May 11th, 12th, 13th, etc.

RECAPITULATION.

Summary table with columns: Canadian Vessels—Sail, United States Vessels—Sail, Total Canadian, Total United States, and Total Canadian and United States. Includes sub-totals for Tonnage, Dimensions, Depth of Water, Number of Cargoes, etc.



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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.—*Continued.*

Articles.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4.—Con.</i>													
Furniture . . . . .		1	2	1		2		9	1			1	5
Glass, all kinds . . . . .		1	1					100	53			16	6
Molasses . . . . .								167	9			159	1
Nails . . . . .													
Oil . . . . .	4	6					6	23	112	1,141	7,143	15,647	14,987
Paint . . . . .							2						17
Pitch and tar . . . . .								4					
Rags . . . . .													
Soda Ash . . . . .													4
Sugar . . . . .								1					112
Stone, wrought . . . . .													
Tobacco . . . . .													
White lead . . . . .													16
Whisky, beer, and other spirits . . . . .	20	26	105	6	1		101		46			74	32
Merchandise, not enumerated . . . . .	193	142	278	36	4	330	558	376	1,226	866	518	92	2,420
Total, Class 4 . . . . .	324	246	426	60	28	351	801	679	1,580	2,215	7,969	15,798	19,365
<i>Class 5.</i>													
Barrels, empty . . . . .				1			1					1	65
Hoops . . . . .									257				
Sawn lumber . . . . .	6,118	3,579	3,908	1,678	667	683	1,117	657	478	3,065	924	13,700	2,635
Staves, pipe and barrel . . . . .									4,716				
" West India and pipe . . . . .	276			200									
Timber, square, in vessels . . . . .			5,680	400				1,200	1,207	329			5
" in rafts . . . . .	9,302	1				6							
Woodenware . . . . .													
Total, Class 5 . . . . .	15,690	3,580	9,588	2,327	667	689	1,118	1,857	6,458	3,394	951	15,942	3,265
<i>Special Class.</i>													
Coal . . . . .													
(Grand total . . . . .)	292,827	224,371	291,776	263,144	508,016	292,191	266,659	480,077	584,246	538,108	354,485	28,231	184,420

SESSIONAL PAPER No. 20

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, during the Seasons of Navigation in 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900 and 1901.

Articles.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks . . . . .	84	252	469			1	24	15	70	70	24	49	196
Brimestone . . . . .			2,380	1,570	3,169	2,281	1,859	1,686		996	997	1,931	2,916
Cement and water lime . . . . .	3	8	296	240		253			4	114	8	4	2
Clay, lime and sand . . . . .	80	26	7	426	465	512		11	10	9	10	8	8
Fish . . . . .											4		
Gypsum . . . . .													
Iron, railway . . . . .	15,513	20,063	2,865	1,171	6,576	20		1,687				71	748
" pig . . . . .	250	112	74	25			56	28	6			3	
" all other . . . . .	290	584	595	387	543	114	1,831	727	559	639	1,318	1,428	4,950
Salt . . . . .	4,216	7,440	4,391	2,634	995	843	932	822	25	35	75	48	3
Steel . . . . .	3	1		249	426	248	528	4	62	19	18		
Stone for cutting . . . . .		12		145									16
Flour . . . . .		48			3								
Hay . . . . .						15							
Meals . . . . .													
Oats . . . . .													
Potatoes . . . . .													
Seeds, all kinds . . . . .	215	100				33	25	99	121	56	121	218	302
Agricultural products not enumerated, vegetables . . . . .	19		52			5	26		4				1
Hides and skins . . . . .													
Horses . . . . .	2												
Lead and lead oil . . . . .		72		16			1	1		1			
Lard . . . . .		33								2			
Pork . . . . .		13	2	13								1	
Wool . . . . .		1	2										
All other articles not enumerated . . . . .						10							
Total, class 3 . . . . .	21,498	28,675	11,971	6,345	12,292	4,335	5,432	5,080	1,698	2,031	2,500	3,764	9,222
<i>Class 4.</i>													
Ashes, pot and pearl . . . . .		10	31	88									
Crockery and earthenware . . . . .	112	11	251	8	98	107	12	83	4	33	3	5	
Dye woods, &c . . . . .													
Furniture . . . . .			1	3					2			1	

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L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canal to Lake Erie, &c. *Continued.*

Articles.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>														
Glass, all kinds.....	71	23	30	152	365	175	394	612	799	150	299	456	612	
Manilla.....	56	453	560	32	43	42	20	1						
Molasses.....	736	11	2	276	472	500	1,149	409	129	229	518	180	675	1
Nails.....	9	64	2	2	44	8	31	33	12	15	21	74	83	
Oil, in barrels.....	49	24	61	15	70	8	75	49	20	35	6	12	69	
Paint.....		13	22	15	26	152	67	60	20	37	6	21	27	
Pitch and tar.....														
Rags.....		1									14			
Resin.....											15			
Soda, ash.....	766	551	377	352	68	91	81	74	249	88	108	69	169	
Stone, wrought.....								17	25	31	31	430	810	
Sugar.....	7	551	412	1,320	2,218	2,724	1,430	1,873	311	566	1,586	430	810	
Tin.....	480	10	23	27	31	327	386	395	359	237	159	117	338	
Turpentine.....	1	2												
White lead.....	4	19	3	6	35	2	7	10	5				11	
Whiting.....	33	34	50	71	31	1	113	56	104	93	80	39	49	
Whisky, beer, &c.....	121	350	291	220	26	53	77	51	93	178	178	295	131	
Merchandise, not enumerated.....	1,422	1,180	810	538	799	900	1,268	1,247	711	793	482	711	1,516	
Total, class 4.....	3,870	3,276	2,989	3,125	4,343	5,104	5,123	4,970	2,844	2,405	3,491	2,447	4,492	
<i>Class 5.</i>														
Barrels, empty.....	2													
Lumber, sawn, in vessels.....														
Woodenware.....														
Total, class 5.....	2													
<i>Special Class.</i>														
Coal.....														
(Grand total.....)	25,370	31,951	14,060	9,470	10,545	9,439	10,555	10,050	4,512	4,436	5,991	6,211	13,714	

SESSIONAL PAPER No. 20

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 1889 to 1901, inclusive.

Articles.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>													
Bricks.....		4							845				
Cement and water lime.....										300		18	
Fish.....			1		5								
Iron, railway.....							181						
" all other.....	520	1	10	1	102		214				1,008	714	105
Salt.....			494							2,951	549	3,110	
Steel.....				1				498					
Stone for cutting.....													
Apples.....		6,519	8,113	6,433	16,751	28,095	7,904	11,128	14,173	6,909	2,421	2,492	7,119
Barley.....	147,045	180,812	127,494	131,222	198,777	105,329	100,512	175,094	169,057	150,637	81,777	60,545	53,331
Corn.....	5,017	9,204	6,802	11,018	6,988	17,735	10,169	16,224	7,237	4,212	6,118	7,966	17,168
Flour.....									301				
Hay, pressed.....		20,482	26,096	31,721	36,352	60,390	46,316	46,456	41,641	22,626	18,198	14,244	14,016
Mead, all kinds.....						29						2,705	1,302
Oil cake.....		27,492	52,823	36,935	23,870	27,621	16,412	16,137	14,969	12,729	19,526	30,706	26,344
Oats.....									45			4	
Pense.....													
Potatoes.....	1	1						490		1,197	923	2,149	
Rye.....					864						200		
Flax seed.....													23
Seeds, all kinds.....	151	135	256	50	16		14	78	299	44	11		23
Tobacco.....													23,357
Wheat.....	39,229	31,527	32,097	26,950	28,187	53,846	27,881	34,878	28,919	11,268	12,926	18,771	10
Agricultural products, vegetables, Hides and skins, &c.....		14	42				8	41	23			6	
Horses.....	1	1	3					3					
Lard and hard oil, &c.....	32	30	10		4		6	1,348	1,444	3,671	864	1,588	1,680
Meats, other than pork.....	3	15	2	29	1		30						
Pork.....	21	88	73	1	52	56	87	390	243	1,271	343	117	970
Sheep.....													
Tallow.....										359	201	631	119
Wood.....	452		1,237	70	80	1,484	1,536	900	197		130		3
Total, class 3.....	237,188	275,893	255,553	244,431	311,647	294,654	211,300	303,665	280,319	219,434	458,720	151,680	147,947
<i>Class 4.</i>													
Agricultural implements.....													
Crockery and earthenware.....	1												
Furniture.....	30	21	7				2				7		3

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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 1889 to 1901, inclusive—*Concluded.*

Articles.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Con.</i>													
Glass, all kinds.....			1										4
Marble.....											8	57	
Molasses.....						57					11		
Nails.....			1								367	17	22
Oil in barrels.....				41			30	1,005	198	119	3	2	36
Paint.....											1		
Rags.....													
Soda, ash.....													
Stone, wrought.....	2						59	165	31			154	448
Sugar.....													
White lead.....	190	228	167	46	83		15			34	168	1	1
Whisky, beer and all other spirits.....	1,679	1,822	1,865	1,331	1,693	2,976	7,656	3,990	3,591	3,828	6,219	7,889	3,327
Merchandise.....													
Total, class 4.....	1,902	2,075	2,041	1,421	1,782	3,033	7,762	5,160	3,820	3,986	6,783	8,161	3,805
<i>Class 5.</i>													
Empty barrels.....					9			10				5	282
Firewood in vessels.....								165					
Lumber, sawn, in vessels.....	55,074	38,030	45,504	54,173	68,985	62,905	41,974	75,515	68,280	52,844	57,695	55,128	38,085
Masts and spars, in vessels.....									403				
Hoops.....													
Railway ties, in vessels.....					13		446						
Shingles.....	51												
Staves, barrel.....													
Timber, square, in vessels.....									1,040				
Woodenware, &c.....	333	8	4	54									
Total, class 5.....	55,458	38,038	45,508	54,227	69,007	62,905	42,420	75,702	69,724	52,844	57,695	55,133	38,367
<i>Special Class.</i>													
Coal.....	1,124	615	1,382	651	2,123	727	603	1,255		759	2,293	992	357
Stone, not suitable for cutting.....	1,081	18											
Kryolite.....		1,620	1,773										
Total, special class.....	2,805	2,253	3,155	651	2,123	727	603	1,255		759	2,293	992	357
Grand total.....	297,353	318,259	306,257	300,733	384,559	361,319	262,685	385,782	353,863	277,023	225,491	218,969	190,476

## SESSIONAL PAPER No. 20

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 1901.

Names of Vessels.	Original quantity	Quantity tranship-	Cargo through the
	through the Welland Canal.	ped at Kingston and Prescott.	St. Lawrence Canals to Montreal
	Tons.	Tons.	Tons.
Canadian Steamer Arabian.....	1,230	.....	1,230
" " ".....	1,200	.....	1,200
" " ".....	1,200	.....	1,200
" " ".....	1,200	.....	1,200
" " Cuba.....	540	.....	540
" " ".....	540	.....	540
" " ".....	510	.....	510
" " Glengarry.....	631	298	333
" " Lake Michigan.....	436	.....	436
" " Melbourne.....	600	.....	600
" " ".....	540	.....	540
" " ".....	510	.....	510
" Barge Dunmore.....	1,260	415	845
" " Winnipeg.....	1,470	697	773
Total.....	11,867	1,410	10,457

No. of cargoes of Wheat.....	14
Quantity through Welland Canal to Kingston and Prescott.....	11,867 tons.
" transhipped at Kingston and Prescott.....	1,410 "
" taken to Montreal in vessels in which it arrived at Kingston and Prescott.....	10,457 "

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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 1901.

Names 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 Cuba ..	476		476
" " " ..	504		504
" " " ..	490		490
" " " ..	532		532
" " Melbourne ..	560		560
" " " ..	448		448
" " " ..	560		560
" " " ..	560		560
" " " ..	476		476
United States " Northeastern ..	1,120		1,120
" " Northman ..	1,120		1,120
Total ..	6,846		6,846
No. of cargoes of Corn ..			11
Quantity through Welland to Kingston and Prescott ..			6,846 tons.
" transhipped at " ..			Nil.
" taken to Montreal in vessels in which it arrived at Kingston and Prescott ..			6,846 "

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 Navigation in 1901.

	Number of Cargoes.	Total Number.
Wheat ..	14	
Corn ..	11	
Total ..		25
Quantity of wheat through the Welland Canal, bound for Montreal ..	Tons. 11,867	Tons.
" corn " " " ..	6,846	
Total through Welland Canal ..		18,713
Quantity of the above transhipped at Kingston and Prescott—		
Wheat ..	1,410	
Corn ..		
Total transhipped ..		1,410
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston and Prescott—		
Wheat ..	10,457	
Corn ..	6,846	
Total quantity to Montreal ..		17,303
Grand total ..		18,713



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P.—STATEMENT of the Quantity of Grain arrived at Kingston, Prescott and Ogdensburg in Vessels, which passed Down the Welland Canal, during the Season of Navigation in 1901.

Summary.	Tons.	Tons.
Canadian steam vessels—69 cargoes of grain.....	68,896	
"    sail    "    43    "    .....	63,662	
Total in Canadian vessels.....		132,558
United States steam vessels—132 cargoes of grain.....	121,988	
"    sail    3    "    .....	1,241	
Total in United States vessels.....		123,229
Total in Canadian and United States vessels.....		255,787
Distributed as follows—		
23 Canadian and 2 United States vessels arrived at Kingston and Prescott and discharged part of their cargoes, taking the balance to Montreal..		17,303
222 vessels arrived at Kingston, Prescott, Ogdensburg and other ports and discharged all their cargoes as follows—		
89 cargoes in Canadian vessels.....	116,085	
133    "    United States vessels.....	120,989	
Quantity discharged by the 3 Canadian vessels which took the balance to Montreal.....	1,410	
Total quantity discharged.....	238,484	
Total quantity of above transhipped from Kingston, Prescott and Ogdensburg to Montreal.....		*124,939
Quantity transhipped from Kingston, Prescott and Ogdensburg to Cardinal.....		5,589
Quantity remaining at Kingston, Prescott, Ogdensburg and other American ports.....		107,965
Total.....		255,787

\* Of this quantity 17,387 tons were transhipped from Ogdensburg to Montreal.

## SESSIONAL PAPER No. 20

Q.—COMPARATIVE STATEMENT of the Quantity of Grain passed Down the Welland Canal to Kingston, Prescott and Ogdensburg during the Season of Navigation in 1900 and 1901.

	1900.		1901.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston and Prescott in Canadian vessels. ....	325	183,200	112	132,558
Quantity arrived at Kingston, Prescott and Ogdensburg in United States vessels. ....	239	163,575	135	123,229
Total.....	564	346,775	247	255,787
Quantity transhipped at Kingston, Prescott and Ogdensburg in Canadian vessels for Montreal....		217,735		124,939
Quantity taken to Montreal in vessels in which it arrived at Kingston and Prescott.....		14,513		17,303
Quantity remaining at Kingston, Prescott, Ogdensburg and Cardinal.....		*114,527		113,545
Total.....		346,775		255,787

\* Of this quantity 9,324 tons were transhipped to Montreal in 1901.  
 22 vessels took their cargoes through in 1901, against 15 in 1900.  
 3 vessels discharged part of their cargo in 1901, against 7 in 1900.  
 222 vessels discharged all of their cargo in 1901, against 542 in 1900.

R.—STATEMENT showing the Number of Vessels, their Tonnage, Number of Passengers and Tons of Freight passed down the Rapids of the St. Lawrence Canal during the Season of Navigation in 1901.

Destination.	Number of Sections.	Number of Vessels.	Tonnage of Vessels.	Number of passengers	Class Three.	Class Four.	Class Five.	Special Class.	Tolls.
			Tons.		Tons.	Tons.	Tons.	Tons.	\$ cts.
Prescott to Montreal. ....	4	135	68,482	20,343	249	1,732	.....	.....	2,931 68
" Lachine. ....	3	40	22,405	3,287	338	1,108	.....	.....	577 02
Soulanges to Montreal....	2	5	2,245	851	.....	35	.....	.....	50 48
" Lachine. ....	1	118	20,667	3,993	1,536	285	27	.....	191 44
Lachine to Montreal.....	1	285	57,385	11,164	909	456	10	.....	429 54
Total.....		583	171,184	38,738	3,032	3,616	37	.....	4,180 16

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S.—The quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1901, inclusive, and the amount of Tolls collected thereon, is as follows:—

YEAR.	From Canadian Ports to Canadian Ports.		From United States Ports to United States Ports.		From United States Ports to United States Ports.		Total, Tons.	Amount of Tolls Paid Rate 20 cents a ton.  \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1885			193,442	4,974	10,321	31,350	240,087	48,017 40
1886			184,564	5,400	22,187	49,724	261,875	52,375 00
1887			81,617	1,163	26,775	25,968	135,523	27,104 60
1888			172,881	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	49,789 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
1898			156,055	759	986	4,536	162,336	32,467 20
1899			86,638	2,293	525	8,276	97,732	19,546 40
1900	8		45,032	992		1,360	47,392	9,478 40
1901			46,345	357	456	2,322	49,480	9,896 00

NOTE.—Tolls on soft coal passed down the Welland Canal, during the season of 1895, 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, 1897, 1898, 1899, 1900 and 1901 being 20 cents a ton for passage either eastward or west-ward.

T.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence Canal during the seasons of 1885 to 1901, 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
1898	400	175,609	176,009	26,341 05
1899	448	201,546	201,994	30,231 80
1900	10	280,169	280,179	42,025 35
1901	2,765	298,245	301,010	44,732 55

NOTE.—Coal is allowed to pass free up the St. Lawrence Canals.

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1890.	Tons.	Tons.	Tons.
Ashes.....	70		
All other products, animal.....	14		
"    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	
"    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
"    rafts.....	384		
Staves and headings, pipe.....		187	
"    West Indies.....		36	
Shingles.....			14
Square timber, in vessels.....		73,112	
"    rafts.....		17,683	
Woodenware.....	1		1
Corn.....	16,033	219,539	144,301
Oats.....	400		327,833
	16,433		*16,433
Totals.....	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.

2-3 EDWARD VII., A. 1903

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	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	3,524		8,802
Fish			1
Furniture	2	2	7
Glass	1		1
Horses	2	2	3
Hay		21	
Iron, pig	371	128	
" 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	
" 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
Kryclite		1,098	1,773
Lumber, in vessels	2,991	1,300	56,456
" in rafts	917		
Timber, square, in rafts	5,680	14,638	
Barrels			4
Corn	12,169	291,776	317,209
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, March, 25, 1891.

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity	Quantity passed	Quantity
	passed down to Montreal.	down to Canadian Ports Port Dalhousie and Cornwall.	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.....	20	.....	.....
Horses.....	2	.....	.....
Iron, railway.....	.....	100	.....
" 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	410
Staves and headings, pipe.....	8	80	.....
" " West India.....	209	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, flaxseed 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.

2-3 EDWARD VII., A. 1903

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1893.	Tons.	Tons.	Tons.
Ashes, pot and pearl .....	23		
Barley .....	600	1,110	16,751
Bricks .....		1,251	
Corn .....	278,564	5,752	156,776
Coal .....		17,944	2,123
Flour .....	5,514		6,588
Fish .....			5
Furniture .....			6
Horses .....	1	1	2
Iron, pig .....			100
" 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	1,698
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	
" pipe .....		7	
" West India .....		53	
<b>Total .....</b>	<b>508,016</b>	<b>93,737</b>	<b>393,748</b>

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."

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	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	
" all other .....	1	183	
Meals .....	4		60,390
Nails .....			57
Oats .....	175	107	27,621
Oil cake .....	29		
" 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 .....		47,030	
Woodenware .....	6		
<b>Total .....</b>	<b>292,191</b>	<b>80,681</b>	<b>373,070</b>

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.

2-3 EDWARD VII., A. 1903

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1895.	Tons.	Tons.	Tons.
Apples.....	28		
Ashes.....	34	15	
Barley.....	959		7,730
Bricks.....		651	
Coal.....		7,809	603
Corn.....	70,235	2,912	91,743
Flour.....	30,916	1,824	10,265
Furniture.....		12	2
Glass.....		1	
Horses.....	1	1	
Hides, skins, &c.....			8
Iron, railway.....			181
" pig.....	79	1,994	
" all other.....	1,766	1,408	214
Lard and lard oil.....			6
Meal, all kinds.....	65		46,316
Meats other than pork.....			30
Molasses.....	100		
Oats.....	1,654	123	16,442
Oil, in barrels.....	6	41	30
Pork.....			87
Paint.....	2		
Salt.....		36	
Stone, for cutting.....		430	
Seeds, all kinds.....			14
Steel.....	394		462
Sugar.....			59
Spirits, beer, &c.....	101	54	15
Tobacco.....		16	
Wheat.....	*158,643	29,061	17,908
Wool.....			1,536
Merchandise not enumerated.....	558	1,302	7,656
Barrels, empty.....	1		
Sawn lumber, in vessels.....	1,117	492	43,286
Railway ties.....			1,942
Shingles.....		19	
Square timber, in vessels.....		63,715	500
Total.....	266,659	111,946	247,035

\* Of this amount 3,469 tons came down to Kingston in 1894, were stored there and taken to Montreal in 1895; and 245 tons came down to Ogdensburg in 1894, stored there, and transhipped to Montreal in 1895.

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
	Tons.	Tons.	Tons.
1896.			
All other (vegetable) . . . . .	29		
Apples . . . . .	†1,263		
Ashes . . . . .	94		
Barley . . . . .	240		11,128
Cement and water-lime . . . . .	12		
Coal . . . . .		11,742	1,255
Corn . . . . .	182,230	19,688	118,426
Crockery . . . . .	5		
Fish . . . . .		2	
Flour . . . . .	11,964	13,846	16,224
Furniture . . . . .		3	
Glass . . . . .	9	3	
Hay, pressed . . . . .		563	
Hides, skins, &c . . . . .			41
Horses . . . . .	1	1	3
Iron, railway . . . . .		1,192	
" pig . . . . .	5	1,559	
" all other . . . . .	2,020	1,725	
Lard and lard oil . . . . .			1,348
Meal, all kinds . . . . .		500	46,456
Molasses . . . . .	167		
Oats . . . . .	12,373	1,454	14,351
Oil, in barrels . . . . .	23		1,005
Pease . . . . .	3,020	10	
Pork . . . . .	1		390
Rags . . . . .	4		
Rye . . . . .	8,323	647	
Salt . . . . .		80	
Seeds, all kinds . . . . .	20		78
Steel . . . . .	542	11,317	498
Sugar . . . . .	1		165
Tobacco . . . . .		1	
Wheat . . . . .	*254,763	51,587	16,467
Wool . . . . .		8	900
Merchandise not enumerated . . . . .	376	54	3,990
Barrels, empty . . . . .			10
Firewood, in vessels . . . . .			165
Sawn lumber . . . . .	657	1,286	78,397
Shingles . . . . .		94	40
Square timber, in vessels . . . . .		55,588	
" rafts . . . . .	1,200		
Woodenware . . . . .			12
Total . . . . .	479,442	172,950	311,349

† 523 tons of this quantity of apples paid full tolls by sections on the Welland Canal, and consequently does not appear on the Welland Through Statement.

\* Of this amount 5,290 tons came down to Kingston in 1895, were stored there, and transhipped to Montreal in 1896.

2-3 EDWARD VII., A. 1903

U. COMPARATIVE STATEMENT of the Quantity of Through 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.
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	11,163	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			1,441
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	
Railway 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. Catharines 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.

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1898.	Tons.	Tons.	Tons.
Agricultural products, vegetable .....	56		
Ashes .....	73		
Barley .....	3,966	1,417	6,909
Cement and water-lime .....			300
Clay, lime and sand .....	52	1	
Coal .....		4,536	759
Corn .....	*310,498	13,338	116,317
Flax seed .....	5,687	9	
Flour .....	653		4,212
Furniture .....			2
Glass .....	75		
Horses .....	4		
Iron, railway .....		674	770
" pig .....		4,187	
" all other .....	6,217	257	324
" ore .....		13,433	
Lard and lard oil .....			3,671
Meal, all kinds .....			22,626
Molasses .....	56		
Oats .....	3,975	625	12,729
Oil, in barrels .....	1,141	15	119
Paint .....			3
Pease .....	260		45
Pork .....			1,271
Rye .....	*16,133	39	
Salt .....	144	644	
Seeds, all kinds .....			44
Spirits, beer, &c. ....	4		34
Steel .....	1,351	3,122	2,951
Stone for cutting .....		554	
Tallow .....			359
Wheat .....	*184,706	15,860	8,612
Wool .....			89
Merchandise, not enumerated .....	866	25	3,828
Firewood, in vessels .....		747	
Lumber, sawn, in vessels .....	3,065	2,840	72,897
Railway ties .....		190	
Shingles .....		11	
Square timber .....	329	48,369	
Total .....	539,305	119,893	258,871

\* Of this quantity of corn 2,340 tons came down to Ogdensburg and Prescott in 1897, were stored there, and transhipped to Montreal in 1898.

\* Of this quantity of rye 45 tons came down to Prescott in 1897, were stored there, and transhipped to Montreal in 1898.

\* Of this quantity of wheat 4,165 tons came down to Kingston in 1897, were stored there and transhipped to Montreal in 1898.

2-3 EDWARD VII., A. 1903

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
	Tons.	Tons.	Tons.
1899.			
Agricultural products, vegetable	32		
Ashes	58		
Barley	596		1,828
Clay, lime and sand	15		
Coal		8,276	2,293
Corn	*150,999	16,594	43,854
Flax seed	200		
Flour	4,229	1,889	4,404
Furniture		2	7
Glass	16		
Horses	1		
Iron, all other	5,063		294
Iron ore		26,125	
Lard and lard oil		3	864
Meal, all kinds			18,198
Molasses	159		8
Nails	1	1	11
Oats	*10,250	1	13,139
Oil, in barrels	7,143	2	254
Paint			2
Pork			343
Rags			1
Rye	923		
Salt	183	479	549
Seeds, all kinds			11
Spirits, beer, &c	74	71	168
Steel	3,000	1,562	11,802
Stone for cutting		429	
Tallow			201
Tobacco	96		
Wheat	*16,978	23,602	9,190
Wool			130
Merchandise, not enumerated	518	126	6,219
Barrels, empty	1		
Firewood, in vessels		27	
Hop poles		100	
Lumber, sawn, in vessels	924	4,583	57,695
Masts and spars "		3	
Railway ties "		74	1,273
Shingles		50	
Square timber, in vessels	26	24,959	
Total	354,485	108,958	172,738

\*Of this quantity of corn 7,443 tons came down to Ogdensburg and Prescott in 1898, were stored there, and transhipped to Montreal in 1899.

\*Of this quantity of oats 187 tons passed down on Dunnville pass to Montreal.

\*Of this quantity of wheat 6,447 tons passed down to Kingston in 1898, were stored there, and transhipped to Montreal in 1899.

## SESSIONAL PAPER No. 20

U.—COMPARATIVE STATEMENT of the Quantity of Through 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.
	Tons.	Tons.	Tons.
1900.			
Agr cultural products, vegetable . . . . .		1	6
Ashes . . . . .	25	15	
Barley . . . . .	1,288	563	1,598
Cement and water-lime . . . . .			18
Clay, lime and sand . . . . .	15		
Coal . . . . .		1,360	992
Corn . . . . .	*109,359	9,844	44,306
Flour . . . . .	1,595	990	6,371
Furniture . . . . .	1		
Glass, all kinds . . . . .	6	4	
Horses . . . . .			4
Iron, pig . . . . .	508	1,284	
" all other . . . . .	4,292	1,044	714
" ore . . . . .		58,400	
Lard and lard oil . . . . .			1,588
Meal (all kinds) . . . . .			14,244
Molasses . . . . .		21	57
Oats . . . . .	*8,925	348	30,840
Oil, in barrels . . . . .	15,647	4,288	17
Oil-cake . . . . .			2,705
Paint . . . . .		2	36
Pease . . . . .	115		4
Pitch and tar . . . . .		24	
Pork . . . . .			117
Rye . . . . .	3,078	160	300
Salt . . . . .		467	
Soda ash . . . . .		15	
Steel . . . . .	5,420		2,601
Sugar . . . . .			154
Tallow . . . . .			631
Wheat . . . . .	*121,896	6,610	7,541
White lead . . . . .	16		
Merchandise not enumerated . . . . .	103	154	7,899
Barrels, empty . . . . .	182	407	5
Firewood, in vessels . . . . .		1,143	
Lumber, sawn, in vessels . . . . .	15,760	5,701	55,128
Shingles . . . . .		90	
Square timber, in vessels . . . . .		20,267	
Staves . . . . .		3	
Total . . . . .	288,231	113,205	177,876

\*Of this quantity of corn 751 tons came to Ogdensburg, Kingston and Prescott in 1899, were stored there, and transhipped to Montreal in 1900.

\*Of this quantity of oats 585 tons came down to Ogdensburg, Kingston and Prescott in 1899, were stored there, and transhipped to Montreal in 1900.

\*Of this quantity of wheat 10,835 tons came down to Ogdensburg, Kingston and Prescott in 1900, were stored there, and transhipped to Montreal in 1900.

2-3 EDWARD VII., A. 1903

U.—COMPARATIVE STATEMENT of the Quantity of Through Freight passed down the Welland Canal, &c.—*Concluded.*

Articles.	Quantity passed	Quantity passed	Quantity passed
	down to Montreal.	down to Canadian Ports between Port Dalhousie and Cornwall.	down to United States Ports.
1901.	Tons.	Tons.	Tons.
Agricultural implements.....	1,785		
" products, vegetable.....			19
Ashes.....	3		
Barley.....			7,119
Coal.....		2,322	357
Corn.....	14,319	4,828	48,609
Flax seed.....	4,965	2	
Flour.....	1,400	218	15,768
Furniture.....	5		
Glass (all kinds).....	1		
Hay, pressed.....	246		
Iron, pig.....		1,790	
" all other.....	1,178	589	
" ore.....		98,452	
Lard and lard oil.....	1,155	827	525
Meal (all kinds).....	35		13,981
Meats.....	114	7	
Molasses.....		17	
Oats.....	1,584	853	25,704
Oil (in barrels).....	14,987	2,971	22
Oil-cake.....	1,983	113	219
Paint.....	17	6	
Pitch and tar.....		17	
Pork.....	34	970	10
Rye.....	2,961		
Salt.....	50	165	105
Soda ash.....	4		
Spirits, &c.....	32		
Sugar.....	112		448
Tallow.....			119
Tobacco, raw.....	23		
Wheat.....	*132,702	8,051	9,057
Wool.....			3
Merchandise not enumerated.....	2,420	1,395	966
Barrels, empty.....	66		216
Firewood, in vessels.....		1,287	
Lumber, sawn, in vessels.....	2,635	3,412	51,931
Mast spars, &c., ".....		13	
Shingles.....		18	
Square timber, in vessels.....	504	14,023	
Total.....	184,420	142,346	175,169

\* Of this quantity 9,324 tons came to Ogdensburg in 1900, were stored there, and transhipped to Montreal in 1901.

## SESSIONAL PAPER No. 20

U.—STATEMENT showing the quantity of Through 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.
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.....	52,539	5,144	127,494
Oats.....			52,823
Peas.....	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
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 and stored in elevators and subsequently transhipped to Montreal.

2-3 EDWARD VII., A. 1903

U.—STATEMENT showing the quantity of Through 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.	down to United States Ports on the south side of Lake Ontario.
1894.	Tons.	Tons.	Tons.
Barley.....	258		28,095
Corn.....	60,661	3,243	105,329
Oats.....	175	107	27,621
Pease.....			
Rye.....			
Wheat.....	212,557	13,349	42,934
Total grain.....	273,651	16,699	203,979
Other articles.....	18,540	63,982	169,091
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	32,696	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	114,989	122,207
Total.....	581,047	166,246	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.

SESSIONAL PAPER No. 20

U.—STATEMENT showing the quantity of Through 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.
1898.	Tons.	Tons.	Tons.
Barley .....	3,960	1,417	6,909
Corn .....	310,498	13,338	116,317
Oats .....	3,975	625	12,729
Pease .....	260	.....	45
Rye .....	16,133	39	.....
Wheat .....	184,706	15,860	8,612
Total grain .....	*519,532	31,279	144,612
Other articles .....	19,773	79,614	114,259
Total .....	539,305	110,893	258,871
1899.			
Barley .....	596	.....	1,828
Corn .....	150,999	16,294	43,854
Oats .....	10,250	1	13,139
Pease .....	.....	.....	.....
Rye .....	923	.....	.....
Wheat .....	169,978	24,602	9,190
Total grain .....	**332,746	40,197	68,011
Other articles .....	21,739	68,761	104,727
Total .....	354,485	108,958	172,732
1900.			
Barley .....	1,288	563	1,598
Corn .....	109,359	9,844	44,306
Oats .....	8,925	348	30,840
Pease .....	115	.....	‡
Rye .....	3,078	160	300
Wheat .....	121,896	6,610	7,541
Total grain .....	***244,661	17,525	84,589
Other articles .....	43,570	95,680	93,287
Total .....	288,231	113,205	177,876
1901.			
Barley .....	.....	.....	.....
Corn .....	14,319	4,828	48,609
Oats .....	1,584	853	25,704
Pease .....	.....	.....	.....
Rye .....	2,961	.....	.....
Wheat .....	132,702	8,051	9,057
Total grain .....	†151,566	13,732	83,370
Other articles .....	32,854	128,614	91,799
Total .....	184,420	142,346	175,169

\* Of this quantity, 6,550 tons came down in 1897 and were transhipped to Montreal in 1898.

\*\* Of this quantity, 14,077 tons came down in 1898 and were transhipped to Montreal in 1899.

\*\*\* Of this quantity, 12,171 tons came down in 1899 and were transhipped to Montreal in 1900.

† Of this quantity, 9,324 tons came down in 1900 and were transhipped to Montreal in 1901.



SESSIONAL PAPER No. 20

St. Peter's Canal, 1900.....	1,851	.....	8	9	2,257	.....	3,959	15,261	23,345
" 1901.....	1,527	.....	.....	5	2,518	.....	4,994	16,391	25,435
Increase.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease.....	324	.....	8	4	261	.....	1,035	1,130	2,090
Trent Valley Canals, 1900.....	.....	627	.....	.....	.....	.....	.....	1,948	2,575
" 1901.....	.....	544	.....	.....	.....	22	.....	2,590	3,159
Increase.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease.....	.....	83	.....	.....	.....	22	.....	642	584
Murray Canal, 1900.....	10	1,240	.....	332	.....	.....	.....	721	3,467
" 1901.....	5	914	.....	688	19	.....	.....	719	3,512
Increase.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Decrease.....	5	326	.....	356	19	.....	.....	.....	45
Sault Ste. Marie Canal, 1900.....	72,029	278,761	9,975	2,520	2,403	.....	1,725	12,408	380,970
" 1901.....	137,407	289,186	29,188	1,759	12,633	.....	246	29,990	491,843
Increase.....	65,378	10,425	19,213	.....	10,290	.....	.....	8,582	113,873
Decrease.....	.....	.....	.....	761	.....	.....	1,480	.....	.....
Total Increase.....	73,676	107,289	.....	.....	.....	.....	.....	.....	.....
Total Decrease.....	.....	.....	256,016	343	39,425	.....	530	61,816	174,385
Total for year 1900.....	.....	.....	.....	.....	.....	.....	.....	.....	1,985,561
" 1901.....	.....	.....	.....	.....	.....	.....	.....	.....	1,811,179

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, September 2, 1902.

2-3 EDWARD VII., A. 1903

CANAL  
COMPARATIVE STATEMENT for years

	January.	February.	March.	April.	May.
	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
Welland Canal, 1900 .....				4,958 86	17,311 23
" 1901 .....				2,284 72	9,436 33
Increase .....					
Decrease .....				2,674 14	7,874 90
St. Lawrence Canals, 1900 .....				1,601 53	14,417 71
" 1901 .....				358 76	17,143 03
Increase .....					2,725 32
Decrease .....				642 77	
Chambly Canal, 1900 .....				8 91	3,946 01
" 1901 .....				5 95	3,505 72
Increase .....					
Decrease .....				2 96	440 29
Ottawa Canals, 1900 .....				4 37	3,569 35
" 1901 .....				125 72	4,714 82
Increase .....				121 35	1,145 47
Decrease .....					
Rideau Canal, 1900 .....					979 24
" 1901 .....				34 75	441 68
Increase .....				34 75	
Decrease .....					537 56
St. Peter's Canal, 1900 .....	27 55			96 61	303 92
" 1901 .....	7 40			69 08	355 89
Increase .....					51 97
Decrease .....	20 15			27 53	
Trent Valley Canals, 1900 .....				33 44	49 66
" 1901 .....		0 25		1 20	35 57
Increase .....		0 25			
Decrease .....				32 24	14 09
Murray Canal, 1900 .....				8 65	68 69
" 1901 .....				9 33	109 08
Increase .....				0 68	40 39
Decrease .....					
Sault Ste. Marie Canal, 1900 .....			56 51		
" 1901 .....					
Increase .....			56 51		
Decrease .....					
Total increase .....		0 25	56 51	3,222 86	4,903 69
Total decrease .....	20 15				

## SESSIONAL PAPER No. 20

## REVENUE.

ended December 31, 1900-1901.

June.	July.	August.	September.	October.	November.	December.	Total.
§ cts. 14,810 17 11,808 51	§ cts. 13,610 07 13,249 12	§ cts. 15,851 41 12,889 17	§ cts. 14,518 43 10,828 85	§ cts. 10,840 60 13,445 91	§ cts. 10,145 40 11,160 49	§ cts. 2,247 63 1,836 24	§ cts. 104,293 80 86,939 34
3,001 66	360 95	2,962 24	3,689 58	2,605 31	1,015 09	411 39	17,354 46
14,226 39 17,083 88	16,756 62 18,638 47	17,305 50 17,793 03	14,064 77 12,933 59	13,185 51 12,375 05	12,225 70 7,319 86	189 11 18 50	103,372 84 103,664 17
2,857 49	1,881 85	487 53	1,131 18	810 46	4,905 84	170 61	291 33
3,434 92 3,632 92	4,121 12 5,027 25	4,344 89 4,060 02	3,324 84 2,705 42	3,073 19 3,821 93	1,954 10 2,115 31	12 37	24,220 35 24,874 52
198 00	906 13	284 87	619 42	748 74	161 21	12 37	654 17
3,411 47 5,075 47	3,900 07 3,493 15	4,446 61 3,764 92	3,837 16 3,007 78	4,128 26 5,144 14	2,327 99 2,336 44		25,625 28 25,662 14
1,664 00	406 92	681 69	829 38	984 12	8 45		37 16
1,344 90 489 86	1,340 91 755 85	912 19 1,131 84	750 75 658 23	592 92 472 06	509 96 376 67	7 34	6,438 21 4,360 94
855 04	585 06	219 65	92 52	120 86	133 29	7 34	2,077 27
389 55 376 11	517 69 449 37	511 26 569 25	301 68 485 55	332 84 437 84	337 81 322 97	236 74 225 66	3,055 65 3,299 12
13 44	68 32	57 99	183 87	105 00	14 84	11 08	243 47
169 18 138 43	218 96 247 98	256 80 254 52	192 10 153 80	187 53 161 45	115 14 106 64	1 00	1,223 81 1,099 84
30 75	29 02	2 28	38 30	26 08	8 50	1 00	123 97
86 82 164 17	149 10 189 37	197 53 207 95	130 77 173 12	118 69 138 48	69 55 57 70		829 80 1,049 20
77 35	40 27	10 42	42 35	19 79	11 85		219 40
							56 51
							56 51
895 95	1,436 02	3,153 49	6,174 16	1,537 32	3,889 57	613 79	18,166 68

Total for year 1900 ..... \$269,116 25  
 Total for year 1901 ..... 250,949 57

RICHARD DEVLIN, *Compiler of Canal Statistics.*

2-3 EDWARD VII., A. 1903

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 1901.

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.		Amount of Toll.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Ashes, pot and pearl													
Apples		5						3				0 60	0 60
Agricultural products not enumerated, vegetables								5				0 13	0 13
Agricultural products not enumerated, animal				10					10			2 00	2 00
Agricultural implements													
Barley				7,119				1,785		1,785		357 00	357 00
Bricks	78								78		1 48	711 90	711 90
Bones													
Brimstone													
Buckwheat	240												
Cement and water lime	60		149						389		44 85		44 85
Clay, lime and sand			365						475		55 89	2 50	58 39
Coal			46,345		58	2,322			46,801	2,679	9,300 20	535 80	9,836 00
Corn						55,531		11,309	67,756		6,775 60	6,775 60	6,775 60
Cattle									1		0 15		0 15
Cotton (raw)													
Crockery and earthenware	1								1		0 15		0 15
Dye wood and dye stuffs													
Fish									521		78 15		78 15
Flax and hemp													
Floor	41	1,551		17,168			218		18,937	18,978	0 78	3,516 01	3,516 79
Furniture	1		11				2		16	5	2 40	1 00	3 40
Gypsum													
Glass (all kinds)	35								61		5 62	0 20	5 82
Hay (pressed)									246			49 20	49 20
Hogs													
Horses	4								4		0 21		0 21



2-3 EDWARD VII., A. 1903

No. (A) 1—GENERAL STATEMENT showing the Quantity of each Article transported on Welland Canal, &amp;c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Toll.		Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		% cts.	% cts.		
Barrels, empty	34								34	282	316	3 33	56 24	59 57	
Boat knees						282									
Boats															
Firewood, in vessels	417	5,003	756						1,173	5,033	6,176	54 25	261 43	315 08	
Firewood, in rafts															
Hoops															
Hop poles															
Lumber, sawn, in vessels	1,100	1,408		13,846		38,085		5,513	1,100	58,852	59,952	197 33	10,531 61	10,728 91	
Lumber, sawn, in rafts		66								66	66		12 00	12 00	
Masts, spars and telegraph poles, in vessels															
Masts, spars and telegraph poles, in rafts															
Masts, spars and telegraph poles, in vessels															
Masts, spars and telegraph poles, in rafts															
Railway ties, in vessel	683	26							683	26	709	55 75	0 25	56 00	
Railway ties, in rafts															
Saw logs	406	1,546	166	150					372	1,696	2,268	14 41	89 17	103 58	
Staves and headings, barrel															
Staves and headings, pipe															
Staves and headings, West India															
Staves, salt barrel		44								44	44		3 52	3 52	
Staves, salt barrel	18	36							18	36	54	1 56	14 04	15 60	
Split posts and fence rails, in vessels															
Split posts and fence rails, in rafts															
Timber, square, in vessels		15,00						13,027		14,527	14,527		2,177 98	2,177 98	
Timber, square, in rafts	1	17							1	17	18	0 25	0 49	0 74	
Traverses															
Woodenware and wood partly manufactured	1								124		124	49 60		49 60	
Total, freight paying tolls.	7,342	184,973	2,475	15,720	82,816	199,476	581	122,635	92,691	513,804	606,495	15,771 86	58,188 45	73,960 31	

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Articles having paid full tolls on the St. Lawrence Canals, free:—	75	121	133	452	54	7	54	12	6	18	10	3	85	119	902	184,973	8,113	15,720	83,543	190,476	58	122,635	106,405	513,801	620,209	6,161 13	6,490 74	12,651 87				
Bricks.....		5																														
Brunstone.....	75																															
Cement and water lime.....	2,697	219																														
Clay, lime and sand.....		2																														
Fish.....	8	8																														
Flour.....	16	16																														
Glass (all kinds).....	106	373	133																													
Iron (railway).....	748																															
Iron (all other).....	2,131	2,307	452																													
Molasses.....	1	1																														
Nails.....	625	50																														
Oil (in barrels).....	22	54	7																													
Paint.....	8	7																														
Pitch and tar.....	15	12																														
Salt.....	69	6																														
Seeds.....	18	281																														
Soda ash.....	10	159																														
Steel.....	3	3																														
Sugar.....	85	725																														
Tin.....	119	219																														
Turpentine.....		1																														
Vegetables.....		1																														
Whiting.....		49																														
White lead.....		3																														
Whiskey.....		112																														
All other goods and merchandise not enumerated.....	533	902	81																													
Grand total freight.....	14,691	184,973	8,113	15,720	83,543	190,476	58	122,635	106,405	513,801	620,209	6,161 13	6,490 74	12,651 87																		
Total tolls on vessels.....																																
passengers.....																																
free goods.....																																
Total tolls.....																																
Fines.....																																
Damages.....																																
Harbour dues.....																																
Other receipts.....																																
Total revenue exclusive of hydraulic rents.....																																

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, September 2, 1902.





2-3 EDWARD VII., A. 1903

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 1901.

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.				
Barrels empty	16					282			16	282	298	\$ cts. 2 90	\$ cts. 56 24	\$ cts. 59 14
Boat knees														
Floats														
Fire wood, in vessels	1,287		756						756	1,287	2,043	\$ cts. 50 40	\$ cts. 85 80	\$ cts. 136 20
" rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	1,063	534		13,846		38,085		5,513	1,063	57,978	59,071	\$ cts. 106 58	\$ cts. 10,432 95	\$ cts. 10,629 53
" rafts														
Masts, spars, and telegraph poles, in vessels		13								13	13		\$ cts. 2 00	\$ cts. 2 00
Masts, spars, and telegraph poles, in rafts														
Railway ties, in vessels														
" rafts														
Saw logs														
Staves and Headings, barrel														
" pipe														
" West India														
Staves, salt barrel														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels		1,500						13,027		14,527	14,527		\$ cts. 2,177 98	\$ cts. 2,177 98
" rafts	1								1	1	1	\$ cts. 0 25	\$ cts. 0 25	\$ cts. 0 25
Traverses														
Woodenware and wood partly manufactured	1								124	124	124	\$ cts. 49 60	\$ cts. 49 60	\$ cts. 49 60
Total freight paying tolls	4,128	174,978	2,299	13,846	82,816	190,476	58	122,635	89,301	501,935	591,236	\$ cts. 15,632 93	\$ cts. 57,490 25	\$ cts. 73,123 18

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Articles having paid full tolls on the St. Lawrence Canals, free:

Bricks.....	75	121				196	196
Brinstone.....		5				5	5
Cement and water lime.....	2,637	219				2,916	2,916
Clay, lime and sand.....		2				2	2
Fish.....		8				8	8
Flour.....		16				16	16
Glass, all kinds.....	106	373	133			612	612
Iron, railway.....	748					748	748
Iron, all other.....	2,191	2,307	452			4,950	4,950
Molasses.....		1				1	1
Nails.....	625	50				675	675
Oil, in barrels.....	22	54	7			83	83
Paint.....	8		54			69	69
Pitch and tar.....	15	12				27	27
Salt.....	59	6				75	75
Seeds.....	18	284				302	302
Soda ash.....	10	159				169	169
Steel.....		3				3	3
Sugar.....	85	725				810	810
Tin.....	119	219				338	338
Turpentine.....		1				1	1
Vegetables products.....		1				1	1
Whiting.....		49				49	49
White lead.....	8					11	11
Whisky.....	19	112				131	131
All other goods and merchandise not enumerated.....	583	902	81			1,516	1,516
Gand total through freight.....	11,476	174,978	13,846	58	122,635	102,015	501,935
		7,938	83,543	190,476			604,950
Total tolls on vessels.....							
							6,000 61
							30 80
							43 95
							74 75
							21,664 34
							63,844 09
							85,508 43

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 2, 1902.

RICHARD DEVLIN,  
Compiler of Canal Statistics.

2-3 EDWARD VII., A. 1903

## 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 1901.

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 ..		5								5			13	13
Agricultural products not enumerated, vegetables ..														
Agricultural products not enumerated, animal ..														
Agricultural implements ..														
Barley ..														
Bricks ..	78								78			1 48		1 48
Bones ..														
Brinstone ..														
Buckwheat ..														
Cement and water lime ..	20								20			22 50		22 50
Clay, lime and sand ..	60	50							60	50		1 14	2 50	3 64
Coal ..														
Corn ..														
Cattle ..														
Cotton (raw) ..														
Crockery and earthenware ..														
Dye wood and dye stuffs ..														
Fish ..														
Flax and hemp ..														
Floor ..	41	1,551							41	1,551		78	38 81	39 59
Furniture ..														
Gypsum ..														
Glass (all kinds) ..														
Hay (pressed) ..	27								27			52		52
Hogs ..														
Horses ..	3								3			65		65



2-3 EDWARD VII., A. 1903

No. (A) 3.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on Welland Canal, &amp;c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Barrels empty.....	18								18		18	43		43
Boat knees.....														
Floats.....														
Fire wood, in vessels.....	417	3,716							417	3,716	4,133	3 85	175 63	179 48
" " rafts.....														
Hoops.....														
Hop poles.....	7	874							7	874	881	75	98 66	99 41
Lumber, sawn, in vessels.....		66								66	66		12 00	12 00
" " rafts.....														
Masts, spars, and telegraph poles, in vessels.....														
Masts, spars, and telegraph poles, in rafts.....	683	13							683	13	696	53 75	25	54 00
Railway ties, in vessels.....														
" " rafts.....	406	1,546	166	150					572	1,696	2,268	14 41	89 17	103 58
Saw logs.....				1,724						1,724	1,724		27 60	27 60
Staves and headings, barrel.														
Staves and headings, pipe.														
Staves and headings, West India.....	44								44	44	44		3 52	3 52
Shingles.....	18								18	18	36	1 56	1 56	3 12
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....														
" " rafts.....									17	17	17		49	49
Traverses.....														
Woodenware and wood partly manufactured.....														
Total freight paying tolls..	3,214	9,995	176	1,874					3,390	11,869	15,259	136 93	700 20	837 13

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Total way tolls on vessels.....	160 52	180 85	341 37
" " passengers.....	40 70	32 85	73 55
Total way tolls.....	388 15	913 90	1,252 05

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, September 2, 1902.

2-3 EDWARD VII., A. 1903

## 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 1901.

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.				
Ashes, pot and pearl .....	30	17	22	.....	.....	.....	.....	.....	52	17	69	10 40	3 40	13 80
Apples.....	4	699	.....	.....	.....	.....	.....	.....	4	699	703	43	103 85	104 28
Agricultural products not enumerated, vegetables.....	776	1,408	1	.....	.....	.....	.....	.....	777	1,408	2,185	50 29	297 64	257 93
" " animal.....	1,283	1,673	.....	.....	.....	.....	.....	.....	1,283	1,673	2,936	66 11	220 88	286 99
Agricultural implements.....	50	44	.....	.....	.....	.....	.....	.....	50	44	94	7 70	3 40	11 10
Barley.....	6	18,045	.....	.....	.....	.....	.....	.....	6	18,045	18,051	25	1,511 61	1,511 86
Bricks.....	8,937	16	121	.....	.....	.....	.....	.....	9,101	31	9,135	456 41	1 18	457 62
Bones.....	16	.....	.....	.....	.....	.....	.....	.....	16	.....	16	.....	1 44	1 44
Brinkstone.....	80	.....	5	.....	.....	.....	.....	.....	85	.....	85	12 38	.....	12 38
Buckwheat.....	23	849	.....	.....	.....	.....	.....	.....	23	849	872	59	30 24	30 83
Cement and water lime.....	6,333	534	244	.....	.....	.....	.....	.....	8,173	1,277	9,450	810 36	106 02	916 38
Clay, lime and sand.....	11,127	23,699	2	.....	.....	.....	.....	.....	12,853	23,721	36,574	551 87	997 20	1,549 07
Coal.....	.....	76,759	.....	.....	.....	.....	.....	.....	40	322,640	322,680	1 50	46,193 84	46,193 34
Corn.....	574	87,441	.....	.....	.....	.....	.....	.....	578	88,307	88,885	43 50	2,357 68	2,401 18
Cattle.....	40	382	1	.....	.....	.....	.....	.....	41	382	423	1 96	28 64	30 60
Cotton (raw).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crockerly and earthenware.....	81	96	.....	.....	.....	.....	.....	.....	81	96	177	14 60	16 15	30 75
Dye wood and dye stuffs.....	37	3	.....	.....	.....	.....	.....	.....	75	3	78	5 70	60	6 30
Fish.....	63	6	8	.....	.....	.....	.....	.....	71	6	77	6 61	24	6 85
Flax and hemp.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....
Flour.....	895	11,580	16	.....	.....	.....	.....	.....	911	11,580	12,491	57 52	914 89	972 41
Furniture.....	511	1,495	.....	.....	.....	.....	.....	.....	511	1,495	2,006	92 57	273 85	366 42
Gypsum.....	1,390	.....	.....	.....	.....	.....	.....	.....	1,390	.....	1,390	18 33	.....	18 33
Glass (all kinds).....	784	77	516	.....	.....	.....	.....	.....	1,300	77	1,377	255 88	9 15	265 03
Hay (pressed).....	2,503	1,705	.....	.....	.....	.....	.....	.....	2,503	1,705	4,208	91 20	100 95	195 15
Hogs.....	10	22	.....	.....	.....	.....	.....	.....	10	22	32	40	1 67	2 07
Horses.....	282	506	.....	.....	.....	.....	.....	.....	282	506	788	15 08	31 65	46 73
Hides and skins, horns and hoofs.....	22	14	14	.....	.....	.....	.....	.....	36	14	50	3 76	53	4 29
Ice.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, railway.....	2,611	138	.....	.....	.....	.....	.....	.....	2,611	138	2,749	332 21	12 02	344 23

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	351	103	170	521	103	624	34 14	15 45	49 59
	13,351	1,883	2,251	15,605	1,903	17,508	1,447 06	144 01	1,591 10
" pig.....									
Iron ore.....									
all other.....									
Kryolite chemical ore and other ore, except iron.....	417	417		417	417	417	20 83	40 04	40 04
Lard and lard oil.....	263	263		174	263	437	20 83	34 79	55 62
Meat, all kinds.....	928	928		9	928	937	66	52 29	52 35
Meats, other than pork.....	5	6		5	6	11	42	90	1 32
Marble.....	4	1		4	1	5	76	05	81
Manna.....	11	11		11	11	11	2 10		2 10
Molasses.....	355	144		355	144	499	51 76	9 80	61 56
Nails.....	1,090	520	150	1,240	520	1,760	239 77	43 55	283 32
Oats.....	437	24,588		437	24,588	25,525	21 30	1,107 78	1,132 08
Oil (in barrels).....	833	685	189	1,033	685	1,718	188 81	81 95	270 76
Oil cake.....		1,395			1,395	1,395	68 00		68 00
Peas.....	66	6,745		66	6,745	6,811	1 71	625 06	626 77
Potatoes.....	6	7			7	13	41	53	94
Pork.....	195	420		195	420	615	19 20	24 44	43 64
Paint.....	253	253	95	363	257	622	68 21	20 50	88 71
Pitch and tar.....	229	201		441	201	612	48 30	17 55	65 85
Rags.....	171	68		171	68	239	34 09	13 50	47 50
Rye.....		10,828			10,828	10,828		672 87	672 87
Flax seed.....	1	17,216		1	17,216	17,217	03	431 06	431 06
Rosin.....	99	21		1,312	21	1,333	67 07	1 05	68 12
Salt.....	2,923	72	110	3,202	72	3,274	368 62	6 87	375 49
Stone intended for cutting.....	54	2,180		226	2,180	2,406	11 60	81 75	93 35
" wrought.....	223	17		223	17	240	20 54	1 75	22 20
" not suitable for cutting, ing, unwrought.....	23	1,023		23	1,023	1,046	45	24 90	25 35
Seeds, all kinds.....	4,114	103	300	4,414	103	4,517	228 87	9 06	237 93
Sheep.....	6	89		6	89	95	31	6 74	7 05
Soda ash.....	102	23	12	321	23	344	63 90	2 65	66 55
Steel.....	3,246	44	4	760	44	808	78 21	4 93	83 14
Sugar.....	368	194	127	4,497	211	4,708	811 12	24 20	835 32
Spirits, beer, &c.....	6			495	194	689	76 99	32 05	109 04
Tobacco (raw).....	22	60		6		6	60		60
Tallow.....	1,008	18	285	1,293	18	1,311	3 30	9 00	12 30
Tin.....	25	19		143	19	162	237 90	3 15	261 05
Turpentine.....	196	225,714		992	196	226,666	7 59	1 10	8 60
White lead.....	84	20	4	88	20	108	4 90	7,028 65	7,033 55
Whiting.....	188	2	92	280	2	282	17 19	1 00	18 19
Wood.....							55 66	10	55 76
All other goods and merchandise not enumerated.....	8,586	6,144	1,297	10,675	8,556	17,531	1,628 25	1,036 95	2,665 20
Bark.....			155						
Barrels, empty.....	367	153		369	153	522	30 90	14 29	15 19
Boat keels.....									
Floats.....	860			860		860	15 06		15 06
Fire wood, in vessels.....	2,091	6,717	180	2,931	6,717	9,648	48 95	159 67	208 62

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No. (A) 4.—GENERAL 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.				
Fire wood, in rafts.														
Hoops.	1	34												
Hop poles.	21,530	4,227							21,530	4,227	25,757	737 76	127 21	864 97
Lumber, sawn, in vessels.	14	954							14	954	968	60	42 64	43 24
" " rafts.														
Masts, spars, and telegraph poles, in vessels.														
Masts, spars, and telegraph poles, in rafts.	70	22,878							70	22,878	22,948	1 75	571 55	573 70
Railway ties, in vessels.		4								4	4		14	14
" " rafts.		184								184	184		7 35	7 35
Saw logs.														
Staves and headings, barrel														
" " pipe.														
" " West India.														
Staves, salt barrel.														
Shingles.														
Split posts and fence rails, in vessels.	1	96							1	96	97	15	16 34	16 49
Split posts and fence rails, in rafts.														
Timber, square, in vessels.	185	540							185	540	725	2 38	7 34	9 72
" " rafts.	1,060	3,828							1,060	3,828	4,888	26 50	99 20	125 70
Travenses.		60								60	60		75	75
Woodenware and wood partly manufactured.	54	47							54	47	101	18 00	9 30	27 30
Total freight paying tolls.	105,468	569,573		393	1,636		6,391	247,577	119,267	818,786	938,033	9,678 67	65,866 45	75,546 62
<i>Free articles having paid full tolls on Welland Canal.</i>														
Agricultural implements.						278		1,507		1,785	1,785			
Ashes.								3		3	3			
Corn.		10,625					9,274			19,899	19,899			
Flax seed.		4,965								4,965	4,965			
Flour.		622					778			1,400	1,400			



2-3 EDWARD VII., A. 1903

APPENDIX A—*Concluded.*

No. (A) 5. GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1901.

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.				
Ashes, pot and pearl	30	17	22						52	17	69	10 40	3 40	13 80
Apples		689								689			103 35	103 35
Agricultural products not enumerated, vegetables.	172	1,385	1						173	1,385	1,558	25 95	206 75	232 70
Agricultural products not enumerated, animal.	18	1,323							18	1,323	1,341	2 70	198 45	201 15
Agricultural implements.		8							8	8	8		1 60	1 60
Barley		14,139							652	14,139	14,139		1,413 90	1,413 90
Bricks	531		121							3	3	97 80	0 45	97 80
Bones		3							80	3	80	12 00	0 45	12 00
Brimstones	75		5							120	120		12 00	12 00
Buckwheat		120							3,708	188	3,896	556 20	28 20	584 40
Conent and water lime	3,464	188	24						314	75	389	47 10	11 25	58 35
Clay, lime and sand	312	75	2							298,245	298,245		44,732 55	34,732 55
Coal		70,463								1,805	1,805		180 50	180 50
Corn		1,805												
Cattle														
Cotton (raw)	29	75							29	75	104	5 80	15 00	20 80
Crockery and earthenware	1	3							1	3	4	0 20	0 60	0 80
Dye wood and dye stuffs.	16		8						24		24	3 60		3 60
Fish														
Flax and hemp														
Floor	6	3,440	16						29	3,440	3,462	3 30	516 00	519 30
Furniture	367	1,287							367	1,287	1,651	73 40	257 40	330 80
Gypsum														
Glass (all kinds)	651	34	516						1,107	34	1,201	233 40	6 80	240 20
Hay (pressed)														
Hogs														
Horses	1	58							1	58	59	0 15	8 70	8 85



2-3 EDWARD VII., A. 1903

No. (A) 5.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1901.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tolls.		Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Barrels, empty	61	1							61	1	62	10 38						
Boat knees																		
Floats																		
Fire wood, in vessels.																		
" " rafts																		
Hoops																		
Hop poles.																		
Lumber, sawn, in vessels	109	220		5					114	220	334	10 20			19 80			30 00
" " rafts																		
Masts, spars, and telegraph poles, in vessels																		
Masts, spars, and telegraph poles, in rafts																		
Railway ties, in vessels																		
" " rafts																		
Saw logs																		
Staves and headings, barrel																		
" " pipe.																		
" " West India																		
Staves, salt barrel.																		
Shingles.																		
Split posts and fence rails, in vessels																		
Split posts and fence rails, in rafts																		
Timber, square, in vessels		6								6	5					0 47		0 47
" " rafts																		
Traverses																		
Woodenware and wood partly manufactured	36								36		36	14 40						14 40
Total freight paying tolls	25,738	186,798		6,896		12		228,756	32,616	365,554	398,200	5,687 38		52,533 16				58,225 54



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## 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 1901.

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.	% cts.	
Ashes, pot and pearl.....	4	10							4	10	11	0 35	0 58	0 93		
Apples.....																
Agricultural products not enumerated, vegetables..	604	23							604	23	627	24 31	0 89	25 23		
Agricultural products not enumerated, animal.....	1,265	350							1,265	350	1,615	63 41	22 43	85 84		
Barley.....	50	36							50	36	86	7 70	1 80	9 50		
Bricks.....	6	3,906							6	3,906	3,912	0 25	97 71	97 96		
Bones.....	8,426	16			15	26			8,426	31	8,483	358 64	1 18	359 82		
Brimstone.....	5	13							5	13	13	0 38	0 99	0 99		
Brickbat.....	23	729							23	729	752	0 59	18 24	18 83		
Cement and water lime.....	3,475	346			145	900	598		4,465	1,089	5,554	254 16	77 82	331 98		
Clay, lime and sand.....	10,815	23,624			22	1,724			12,539	23,646	36,185	504 77	985 95	1,490 72		
Coal.....	6,296	40			738	17,361			40	24,395	24,435	1 50	1,461 29	1,462 79		
Corn.....	574	85,636			4	9	857		578	86,502	87,080	43 50	2,177 18	2,220 68		
Cattle.....	40	382							41	382	423	1 96	28 64	30 60		
Cotton (raw).....																
Crockery and earthenware.....	52	21							52	21	73	8 80	1 15	9 95		
Dye, wood and dye stuffs.....	36	6							74	6	80	5 50	0 24	6 74		
Fish.....	47	1				38			47	1	48	3 01	0 10	3 25		
Flax and hemp.....	1								1		1	0 10		0 10		
Flour.....	889	8,140							889	8,140	9,029	54 22	398 89	453 11		
Furniture.....	144	208							144	208	352	19 17	16 45	35 62		
Gypsum.....	1,390	43							1,390	43	1,433	18 33	2 35	18 33		
Glass, all kinds.....	133								133		176	22 48	2 35	24 83		
Hay, pressed.....	2,503	1,703							2,503	1,703	4,206	94 20	100 95	135 15		
Hogs.....	10	22							10	22	32	0 40	1 67	2 07		
Horses.....	281	448							281	448	729	14 93	22 95	37 88		

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Hides and skins, horns and hoofs	22	14	22	14	36	1 66	0 53	2 19
Ice	756	115	756	115	871	53 96	8 57	62 53
Iron, railway pig	229	115	399	399	399	15 84		15 84
" " all other	8,261	1,333	8,261	1,333	9,594	345 46	58 54	404 00
Iron ore								
Kyrolite chemical ore and other ore, except iron	102	307	102	307	307		34 54	34 54
Lead and lard oil	42	42	42	42	144	10 03	1 64	11 67
Meal, all kinds	9	875	9	875	884	0 66	44 34	45 00
Meats, other than pork	5	1	5	1	5	0 42		0 42
Marble	4	1	4	1	5	0 76	0 05	0 81
Manilla	10		10		10	1 90		1 90
Molasses	352	127	352	127	479	51 16	6 40	57 56
Nails	229	404	229	404	633	57 57	20 35	57 92
Oats	937	18,279	937	18,279	19,216	24 30	476 88	501 18
Oil (in barrels)	234	371	245	371	616	31 21	19 15	50 36
Oil cake		1,395		1,395	1,395		68 00	68 00
Pease	66	661	66	661	727	1 71	16 65	18 37
Potatoes	6	6	6	6	12	0 41	0 38	0 79
Pork	195	385	195	385	580	19 20	19 19	38 39
Paint	53	206	70	206	276	9 21	10 30	19 51
Pitch and tar	108	151	320	151	471	24 10	7 55	31 65
Rags	11	1	11	1	12	2 09		2 19
Rye	5,466	5,466		5,466	5,466		136 67	136 67
Flax seed	17,208	17,208		17,208	17,209	0 03	430 25	430 29
Rosin	21	23	1,305	23	1,326	65 67	1 05	66 72
Salt	1,663	36	1,832	36	1,868	163 12	1 47	164 59
Stone intended for cutting	54	2,180	226	2,180	2,406	11 60	81 75	93 35
Stone, wrought	223	11	223	11	234	20 54	0 55	21 09
Stone not suitable for cutting, unwrought	23	948	23	948	971	0 45	18 90	19 35
Seeds, all kinds	3,863	57	3,863	57	3,920	146 22	2 16	148 38
Sheep	6	89	6	89	95	0 31	6 74	7 05
Soda ash	3	13	3	13	16	0 30	0 65	0 95
Steel	410	15	410	15	425	25 71	0 58	26 29
Sugar	725	120	1,052	120	1,172	122 12	6 00	128 12
Spirits, beer, &c.	319	46	319	46	365	41 79	2 45	44 24
Tobacco, raw	6		6		6	0 60		0 60
Tallow								
Tin	43	3	43	3	46	7 90	0 15	8 05
Turpentine	23	18	141	18	159	7 19	0 90	8 09
Wheat	196	208,618	196	208,618	208,814	4 90	5,223 85	5,228 75
White lead	23	20	23	20	43	4 19	1 00	5 19
Whiting	7	2	7	2	9	1 06	0 10	1 16
Wool								
All other goods and merchandise not enumerated.	3,635	1,776	4,463	2,488	6,951	385 85	163 35	549 20
Bark			5					

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 1901—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, up.	Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Barrels, empty.....	306	152			2				308	152	460	20 52	14 15	34 67
Boat knees.....														
Floats.....	800								860		860	15 06		15 06
Pine wood, in vessels.....	2,094	6,717	120		180		587		2,931	6,717	9,618	48 95	159 67	208 62
" " rafts.....														
Hoops.....														
Hop poles.....	1	31							1	31	35	0 25	2 00	2 25
Lumber, sawn, in vessels.....	21,436	4,007							21,436	4,007	25,443	727 56	107 41	834 97
Lumber, sawn, in rafts.....	14	954							14	954	968	0 60	42 64	43 24
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....	70	22,878							70	22,878	22,948	1 75	571 95	573 70
Railway ties, in vessels.....		4								4	4		0 14	0 14
" " rafts.....		154								184	184		7 35	7 35
Saw logs.....														
Staves and headings, barrel pipe.....														
" " West India.....														
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....	1	96							1	96	97	0 15	16 34	16 49
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....	185	534							185	534	719	2 38	6 87	9 25
Timber, square, in rafts.....	1,060	3,825							1,060	3,828	4,888	26 50	99 20	125 70
Travases.....		60								60	60		0 75	0 75
Woodware and wood partly manufactured.....	18	47							18	47	65	3 60	9 30	12 90
Total freight paying tolls	79,722	432,775	127		381		6,391	18,821	86,621	453,232	539,853	3,991 21	13,328 87	17,320 08





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Iron, railway.....	10	10	10	0 98
" pig.....	25	25	25	2 03
" all other.....				
Iron ore.....	2	2	2	0 20
Kryolite chemical ore and other ore, except iron.....	2	2	2	0 12
Lard and lard oil.....	31	31	31	2 03
Meal, all kinds.....	2	2	2	0 38
Meats, other than pork.....	2	2	2	
Marble.....	1,132	1,132	1,132	77 47
Manilla.....	1	1	1	0 19
Molasses.....	27	27	27	2 15
Nails.....	148	148	148	9 54
Oats.....	9	9	9	0 71
Oil (in barrels).....	1	1	1	0 19
Oil cake.....	133	133	133	25 37
Pease.....	71	71	71	13 81
Potatoes.....	6	6	6	0 59
Pork.....	20	20	20	1 36
Paint.....	1	1	1	0 19
Pitch and tar.....	367	367	367	32 24
Rags.....	7	7	7	0 69
Rye.....	3	3	3	0 39
Flax seed.....	29	29	29	2 85
Rosin.....				
Salt.....	20	20	20	1 36
Stone intended for cutting.....	1	1	1	0 19
" wrought.....				
" not suitable for cutting, unwrought.....				
Seeds, all kinds.....	367	367	367	32 24
Sheep.....	7	7	7	0 69
Soda ash.....	3	3	3	0 39
Stead.....	29	29	29	2 85
Sugar.....				
Spirits, beer, &c.....				
Tobacco (raw).....	20	20	20	1 36
Tallow.....				
Tin.....				
Turpentine.....				
Wheat.....				
White lead.....				
Whiting.....				
Wool.....	431	431	431	75 56
All other goods and merchandise not enumerated.....	45	45	45	6 46
Bark.....				
Barrels empty.....	20	20	20	517 56
Boat knees.....	120	120	120	382 35
Floids.....	242	242	242	
Fire wood, in vessels.....	19	19	19	1 10
" rafts.....				
Hoops.....				

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue Collected, &c. —*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Hop poles.....												%
Lumber, sawn, in vessels.....		261,767		37,694						299,461	299,461	20,969 17
"    "    "    rafts.....		14								41	14	0 24
Masts, spars and telegraph poles, in vessels.....												
"    "    "    rafts.....												
Railway ties, in vessels.....		56								56	56	5 15
"    "    "    rafts.....		19								19	19	1 00
Saw logs.....		2,717								2,717	2,717	61 50
Staves and headings, barrel.....												
"    "    "    pipe.....												
"    "    "    West India.....												
Staves, salt barrel.....										95	95	12 73
Shingles.....		92		8								
Split posts and fence-rails, in vessels.....												
"    "    "    rafts.....												
Timber, square, in vessels.....		11,350								11,350	11,350	125 82
"    "    "    rafts.....		720								720	720	7 51
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	935	361,527		37,939					935	399,466	400,401	22,932 30
<i>Freight per Order in Council, June 27, 1890.</i>												
Floats.....												
Railway ties in rafts.....		27,140								27,140	27,140	
Square timber.....		17,120								17,120	17,120	
Saw logs.....		1,182								1,182	1,182	
Freight, grand total.....	935	406,988		37,939					935	444,927	445,862	

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Total tolls on vessels.....	2,542 18
"    passengers.....	152 71
"    free goods.....	\$434 19
Other receipts.....	35 25
Total revenue exclusive of hydraulic rents.....	25,662 44

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RICHARD DEVLIN,

*Compiler of Canal Statistics.*



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" pig.....	34	170	170	170	170	17 00
" all other.....		711	711	711	745	72 29
" ore.....		17,329	17,329	17,329	17,329	866 45
Kryolite chemical ore and other ore, except iron.....						
Lard and lard oil.....						
Meal, all kinds.....						
Meats, other than pork.....						
Marble.....						
Manilla.....						
Molasses.....	112	3	112	3	115	3 92
Nails.....	6		6		6	21
Oats.....	7	2,141	7	2,141	2,148	71 82
Oil (in barrels).....	66		66		152	10 89
Oil cake.....						
Pease.....	13					
Potatoes.....	3					
Pork.....						
Paint.....						
Pitch and tar.....						
Rags.....						
Rye.....						
Flax seed.....						
Rosin.....	214		2,057	2,057	2,057	237 24
Salt.....			336	336	550	40 78
Stone intended for cutting.....			20	20	20	1 31
" wrought.....						
" not suitable for cutting, unwrought.....	10		672	10	682	72 17
Seeds, all kinds.....	19		19	19	65	2 69
Sheep.....						
Soda ash.....						
Steel.....	76		493	76	569	51 88
Sugar.....						
Spirits, beer, &c.....						
Tobacco (raw).....						
Tallow.....						
Tin.....						
Turpentine.....						
Wheat.....						
White lead.....						
Whiting.....						
Wool.....	874		1,013	5,402	7,221	582 72
All other goods and merchandise.....						
Barrel.....						
Barrels, empty.....	23		23	23	23	2 60
Boat knees.....	13		13	13	13	1 00
Floats.....						
Fire wood, in vessels.....	1,059		159,456	588	160,044	5,333 53
" rafts.....						
Hoops.....						
Hoop poles.....						

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue Collected, &c.—*Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls. \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Lumber, sawn, in vessels.....	1,170	11	29,121				273		30,291	284	30,575	1,768 21
" " rafts.....												
Masts, spars, and telegraph poles, in vessels.....												
" " " rafts.....			4,587						4,587		4,587	366 35
Rail-way ties, in vessels.....												
" " rafts.....												
Saw logs.....												
Staves and headings, barrel.....												
" " pipe.....												
" " West India.....												
Staves, salt barrel.....												
Shingles.....												
Split posts and fence rails, in vessels.....	2								2		2	27
" " rafts.....												
Timber, square, in vessels.....							1,447		1,447	1,447	1,447	72 84
" " rafts.....												
Traverses.....												
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	5,444	7,115	219,894	1,245			126,100	225,388	134,460	359,798	21,648 17	
Total tolls on vessels.....												3,152 46
" " passengers.....												63 89
Total revenue exclusive of hydraulic rents.....												24,864 52

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*Comptroller of Canal Statistics.*

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APPENDIX A.—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal and the Amount of Revenue collected during the Season of Navigation in 1901.

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. \$ cts
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.		2								2		0 36
Apples.		16								16		0 45
Agricultural products not enumerated, animal.	435	818							435	818	1,253	35 30
Barley.	8	62							8	62	70	10 63
Bones.	232	104	61						293	104	397	12 09
Bones.	2	12							2	12	14	0 62
Brimstone.												
Buckwheat.	608	3							608	3	611	15 55
Cement and water lime.	7,379	754	125						7,704	754	8,458	202 01
Clay, lime and sand.	1,046									16,633	17,679	614 13
Coal.	3	61							3	61	64	1 56
Cattle.		2								2	2	0 12
Cotton (raw).												
Crockery and earthenware.	1	4							1	4	5	0 45
Dye wood and dye stuffs.												
Fish.	45								45		45	1 09
Flax and hemp.												
Flour.	115	327							115	327	442	11 19
Furniture.	7	19							7	19	26	2 59
Gypsum.												
Glass (all kinds).	43	1							43	1	44	3 92
Hay (pressed).	310	26							310	26	336	8 93
Hogs.												
Horses.												
Hides and skins, horns and hoofs.	7								7		7	0 18
Ice.												
Iron, railway.	6								6		6	0 15
" pig.	2								2		2	0 05



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Tin.....	3							3	0 27
Turpentine.....									
Wheat.....	9	456						465	10 86
White lead.....	23							23	2 07
Whiting.....									
Wool.....									
All other goods and merchandise not enumerated.....	688	462						1,150	113 76
Bark.....									
Barrels, empty.....	10	10						20	1 49
Boat knees.....									
Floats.....	3,939	168						4,107	72 70
Fire wood, in vessels " rafts.....									
Hoops.....									
Hop poles.....									
Lumber, sawn, in vessels.....	1,200	3,332	8,408	3,936				16,936	1,239 06
Maats, spars, and telegraph poles, in vessels.....									
" " rafts.....									
Railway ties, in vessels.....	533							533	21 22
" " rafts.....									
Saw logs.....									
Staves and headings, barrel " pine.....									
" " West India.....									
Staves and barrel.....									
Shingles.....	84	71						84	37 55
Split posts and fence rails, in vessels.....									
" " rafts.....									
Timber, square, in vessels.....	20	20						40	0 76
" " rafts.....									
Traverses.....									
Woodenware and wood partly manufactured.....	32							32	3 20
Total freight paying tolls.....	18,362	8,701	8,594	3,936				26,956	2,551 81
Coal, free, per Order in Council.....	150							150	
Grand total freight.....	18,512	8,701	8,594	3,936				27,106	56,376
Total tolls on vessels.....									
" passengers.....									1,401 48
" free coal.....									161 15
Wharfage and winterage.....									121 50
Other receipts.....									125 00
Total revenue, exclusive of hydraulic rents.....									4,360 94

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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 Canadian Ports.		From United States to United States Ports.		From United States to United States Ports.		Tons.	Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
Masts, spars, and telegraph poles, in vessels.											\$
" " " rafts.	82	141							82	141	2 23
Railways ties, in vessels.	30								30		0 30
" " " rafts.											
Saw lozs											
Staves and headings, barrel											
" " pipe.											
" " West India.											
Staves, salt barrel.	368								368		3 68
Shingles.	138								138		1 38
Split posts and fence rails, in vessels											
" " " rafts.	519	110							519	110	6 29
Timber, square, in vessels.											
" " " rafts.											
Travases.											
Woodenware and wood partly manufactured											
Total freight paying tolls	35,576	52,681							35,576	52,681	882 57
Total tolls on vessels											2,416 55
Other receipts											3,299 12
Total receipts											5,716 12

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No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, &c. *Continued.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Hop poles.....												
Lumber, sawn, in vessels	32		264						296		296	3 32
"    rafts.....											30	0 19
Masts, spars and telegraph poles, in vessels			30						30		30	
"    rafts.....												
Railway ties, in vessels			1,284						1,284		1,284	12 84
"    rafts.....												
Saw logs.....												
Staves and headings, barrel												
"    pipe.....												
"    West India.....												
Staves, salt barrel.....												
Shingles.....			56						56		56	4 60
Split posts and fence rails, in vessels												
"    rafts.....												
Timber, square, in vessels												
"    rafts.....												
Travices.....			2,280							2,280	2,280	28 50
Woodenware and wood partly manufactured.....												
Total freight paying tolls.....	8,627	12,814	6,248				490	1,356	15,365	14,170	29,535	528 86
Total tolls on vessels.....												284 63
"    passengers.....												255 71
Total revenue, exclusive of hydraulic rents.....												1,049 20

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## 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.
<i>Class No. 1.</i>		§ cts.		§ cts.		§ cts.
Canadian vessels, steam.....	285,672	3,662 72	740,260	4,935 75	56,470	218 20
United States vessels, steam.....	347,821	5,223 47	84,536	503 13	1,074	15 22
Canadian vessels, sail.....	127,925	2,782 87	1,118,866	10,787 35	24,901	310 55
United States vessels, sail.....	44,162	982 81	91,651	1,068 36	213,389	2,608 49
Total, Class No. 1.....	805,580	12,651 87	2,035,322	17,294 59	295,834	3,152 46
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	12,117	148 30	85,246	4,436 69	3,587	63 89
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	78	1 48	9,135	457 62	299	22 57
Brimstone.....			85	12 38	168	16 80
Cement and water lime.....	389	44 85	9,450	916 38	6,036	637 89
Clay, lime and sand.....	475	58 39	36,574	1,490 07	8,715	853 38
Fish.....	521	78 15	77	6 85		
Gypsum.....			1,390	18 33		
Iron (railway).....	83	12 45	2,749	344 23		
" (pig).....	3,809	660 85	624	49 59	170	17 00
" (all other).....	2,285	428 22	17,508	1,591 10	745	72 29
Steel.....	68	10 20	804	83 14		
Salt.....	327	64 14	3,274	375 49	550	40 78
Stone, for cutting.....			2,406	93 35	20	1 34
Apples.....	5	0 13	703	104 28	480	33 03
Barley.....	7,119	711 90	18,051	1,511 86	21	80
Buckwheat.....			872	30 83		
Corn.....	67,756	6,775 60	88,885	2,401 18		
Cotton (raw).....						
Flax and hemp.....			1	0 10		
Flour.....	18,978	3,516 79	12,491	972 41	494	16 75
Hay (pressed).....	246	49 20	4,208	195 15	27,295	1,894 79
Meals (all kinds).....	14,019	3,803 48	937	52 95		
Oil cake.....	1,415	283 00	1,395	68 00		
Oats.....	28,485	2,868 99	25,525	1,132 08	2,148	71 82
Pease.....			6,811	626 77	13	44
Potatoes.....			13	94	18	61
Rye.....	2,561	296 10	10,828	672 87		
Flax seed.....	4,967	496 70	17,217	431 09		
Seeds (all kinds).....	11	0 21	4,517	237 93	19	0 65
Tobacco (raw).....	23	4 60	6	0 60		
Wheat.....	151,586	15,197 69	226,862	7,032 55		
All other agricultural products, vegetable.....	10	2 00	2,185	257 93		
Bones.....			16	1 44		
Cattle.....	1	0 15	423	30 60	156	5 42
Hogs.....			32	2 07		
Hides and skins, horns and hoofs.....			50	4 29		
Horses.....	4	21	788	46 73	44	1 60
Lard and lard oil.....	2,567	501 40	437	55 62		
Meats (other than pork).....	121	24 20	11	1 32		
Pork.....	1,015	202 95	615	43 64		
Sheep.....			95	7 05	75	2 69
Tallow.....	666	105 85	82	12 30		
Wool.....	8	1 35				
All other agricultural products, animal.....			2,956	286 99		
Total, Class No. 3.....	309,938	35,201 23	511,088	21,720 10	47,466	3,680 65

SESSIONAL PAPER No. 20

A—Continued.

the amount of Tolls collected during the Season of Navigation in 1901.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
209,564	230 69	126,837	629 54	124,767	821 26	41,977	839 75	65,328	375 51	634,186
1,044	4 26			877	12 25	402	8 04			1,423,803
12,387	45 18	115,144	1,554 86	32,329	454 36	77,840	1,558 14	34,837	129 85	140,965
337	4 50	15,577	357 78	6,276	113 61	531	10 62			250,794
223,332	284 43	257,558	2,542 18	164,249	1,401 48	120,750	2,416 55	100,165	595 36	2,449,748
No.		No.		No.		No.		No.		No.
19,120	235 71	10,822	152 71	6,199	161 15			23,306	155 16	30,031
Tons.		Tons.		Tons.		Tons.		Tons.		Tons.
34	0 65	1	0 06	397	12 09	4,218	42 18	113	1 13	4,422
8	0 16									
22	0 42	452	18 59	611	15 55	786	7 86			2,333
61	1 17	2,380	54 65	8,458	202 01	411	4 11			16,829
4	0 08	4	0 24	45	1 09	1,642	16 42			1,268
7	0 14									
136	2 62	10	0 98	6	0 15					16,240
6	0 12			2	0 05	51	0 51			28,075
427	8 09	25	2 03	375	9 77	130	1 30			5,959
48	0 93			16	0 42					3,107
237	4 48	20	1 36	1,186	30 03	757	7 57			7,008
				5	0 12	108	1 08			
330	6 29	110	6 43	16	0 45	83	0 83			246
688	12 92			56	1 31	5	0 05			1,759
3	0 06	40	3 84			1	0 01	22	0 22	
				64	1 56					29,188
5	0 10	56	5 55	442	11 19	1,527	15 27			137,407
		2,761	224 49	336	8 93	1,739	17 39			1,692
13	0 26	2	0 12	160	3 92	681	6 81			
				1	0 03	7	0 07			3,864
19	0 36	1,132	77 47	458	13 40	2,518	25 18			12,693
376	7 09	27	2 15	11	0 26			3	0 03	
		148	9 54			4,230	42 30			
868	16 32	6	0 59							3,374
										18,169
50	0 98			1	0 03					4
				8	0 22	1	0 01			
914	17 18			465	10 86			544	7 94	289,186
356	6 77	13	1 22			98	0 98			1
		10	0 71	14	0 62	4	0 04			
10	0 15	492	40 94	2	0 12	11	0 11	14	0 14	286
		130	10 57					162	1 62	
		4	0 28	7	0 18	1	0 01	2	0 02	
6	0 12	149	6 78							211
96	1 86	2	0 20	72	1 92	2	0 02			
2	0 04	34	2 03	3	0 09	21	0 21			
		9	0 74	48	1 35	33	0 33			
		367	32 24			8	0 08	12	0 12	
		29	2 85	2	0 05					
5	0 12									1,215
42	0 80	2,351	209 16	1,253	35 30	4	0 04	8	24	
4,773	90 28	10,764	715 81	14,520	363 05	19,077	190 77	880	11 46	584,536

2-3 EDWARD VII., A. 1903

## APPENDIX

## No. (A) 14—STATEMENT of Traffic on the undermentioned Canals,

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chamblly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl.....	3	0 60	69	13 80		
Agricultural implements.....	1,785	357 00	94	11 10	46	1 58
Crockery and earthenware.....	1	0 15	177	30 75	37	3 70
Dye woods and dye stuffs.....			78	6 30	36	3 60
Furniture.....	21	3 40	2,006	366 42		
Glass (all kinds).....	62	5 82	1,377	265 03	3	30
Marble.....	1,360	204 06	5	0 51		
Manilla.....	557	83 55	11	2 10		
Molasses.....	305	46 60	499	61 56	115	3 92
Nails.....	27	1 70	1,760	283 32	6	0 21
Oil (in barrels).....	18,337	3,649 55	1,718	270 76	152	10 89
Paint.....	144	21 97	622	88 71	1	0 10
Pitch and tar.....	21	4 00	642	65 85	2,301	230 10
Rags.....	47	0 90	239	47 59		
Rosin.....	25	3 75	1,333	68 12	2,057	287 24
Soda ash.....	126	17 42	344	66 65		
Sugar.....	5,002	772 41	4,708	835 32	569	51 88
Stone (wrought).....			240	22 29		
Tin.....	26	3 90	1,311	261 05		
Turpentine.....			162	8 69	137	13 70
White lead.....			108	18 19		
Whiting.....			282	55 76		
Whiskey and all other spirits.....	108	17 67	689	109 04		
Merchandise (not enumerated).....	33,451	5,130 40	17,531	2,665 20	7,221	582 72
Total, Class No. 4.....	61,402	10,324 79	36,005	5,624 31	12,681	1,139 94
<i>Class No. 5.</i>						
Bark.....						
Barrels (empty).....	316	59 57	522	45 19	23	2 60
Boat knees.....					13	1 00
Floats.....			860	15 06		
Fire wood (in vessels).....	6,176	315 68	9,648	208 62	160,044	5,333 53
" (in rafts).....						
Lumber sawn (in vessels).....	59,952	10,728 94	25,777	864 97	30,575	1,768 21
" (in rafts).....	66	12 00	968	43 24		
Hoops.....						
Railway ties (in vessels).....	709	56 00	4	0 14	4,587	366 35
" (in rafts).....			184	7 35		
Masts, spars and telegraph poles (in vessels).....						
Masts, spars and telegraph poles (in rafts).....			22,948	573 70		
Square timber (in vessels).....	14,527	2,177 98	725	9 72	1,447	72 84
" (in rafts).....	18	74	4,888	125 70		
Woodenware and wood partly manufactured.....	124	49 60	101	27 30		
Shingles.....	54	15 60	97	16 49		
Split posts and fence rails (in vessels).....					2	0 27
" (in rafts).....						
Saw logs.....	2,268	103 58				
Staves and headings (barrel).....	1,724	27 60				
" (pipe).....						
" (West India).....						
" (salt barrel).....	44	3 52				
Traverses.....			60	0 75		
Hop poles.....			35	2 25		
Total, Class No. 5.....	85,978	13,550 81	66,817	1,940 48	196,691	7,544 80

SESSIONAL PAPER No. 20

A—Continued.

and the Amount of Tolls collected, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	
1	0 03	3	0 57	2	0 36	9	0 09			
68	1 72	4	0 76	70	10 03	14	0 14			145
5	0 13	3	0 29							
211	5 55	33	5 82	26	2 59	27	0 27	1	0 03	56
105	2 64	11	2 09	44	3 92	5	0 05			114
						858	8 58			
		2	0 38	1	0 09	26	0 26			175
40	1 01			62	5 44	338	3 38			36
155	3 90			78	7 56	93	0 93			682
194	4 87	1	0 19	142	12 79	209	2 09			3,302
72	1 82	1	0 19	29	1 80	24	0 24			72
		133	25 37	32	2 84	11	0 11			24
69	1 74	71	13 31	26	2 64					
				1	0 09					
32	0 81									
460	11 54	7	0 69	228	21 84	95	0 95			821
21	0 53	1	0 19							20
58	1 46			3	0 27	25	0 25			10
8	0 20									
				23	2 07	1	0 01			95
28	0 70									
71	1 78	3	0 39	65	5 87	25	0 25			611
9,408	235 37	431	75 56	1,150	113 76	568	5 68	78	2 34	64,060
11,006	275 80	704	125 80	1,978	194 41	2,328	23 28	79	2 37	70,223
						112	1 12	36	1 37	
22	0 42	45	6 46	20	1 49	17	0 17			
						2	0 02			
		62,180	517 56					6,328	54 57	
5,277	47 28	12,251	382 35	4,107	72 70	222	2 22	15,675	156 75	3,705
										186
296	3 32	299,461	20,969 17	16,936	1,239 06	16,391	163 91	2,590	51 24	20,976
		14	0 24							14
		19	1 10							
1,284	12 84	56	5 15	533	21 22	30	0 30			5,305
		19	1 00					886	34 95	
30	0 19					223	2 23			
								250	2 50	145
2,280	28 50	11,350	125 82			629	6 29			3,615
		720	7 51	40	0 76			631	6 60	3
										1
				32	3 20					
56	4 60	95	12 73	155	37 55	368	3 68	21	1 95	3,851
						138	1 38			
		2,717	61 50					9,156	78 96	4,932
9,245	97 15	338,927	22,090 59	21,823	1,375 98	18,132	181 32	35,573	388 89	41,733

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## APPENDIX

## No. (A) 14—STATEMENT of Traffic on the undermentioned Canals,

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		§ cts.		§ cts.		§ cts.
Coal.....	49,480	9,896 00	322,680	46,195 34	84,949	8,334 16
Kryolite or chemical ore.....	1,035	51 75	417	40 04	.....	.....
Iron ore.....	98,452	4,922 60	.....	.....	17,329	866 45
Stone (unwrought, not suitable for cutting).....	210	13 13	1,046	25 35	682	72 17
Ice.....	.....	.....	.....	.....	.....	.....
Total, Special Class.....	149,177	14,883 48	324,143	46,260 73	102,960	9,272 78
Total freight and tolls.....	606,495	86,760 40	938,053	97,276 90	359,798	24,864 52
Timber and other wood, free.....	.....	.....	3,205	380 23	.....	.....
Wheat, corn, flour, iron, salt, coal, &c., free.....	13,714	2,057 10	267,038	25,353 39	.....	.....
Grand totals (passengers and tonnage of vessels not included).....	620,209	88,817 50	1,208,296	123,010 52	359,798	24,864 52

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 2, 1902.

## SESSIONAL PAPER No. 20

A—Continued.

and the Amount of Tolls collected, &amp;c.—Concluded.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	¢ cts.		¢ cts.		¢ cts.		¢ cts.		¢ cts.	
2,189	41 08	6	0 10	17,679	614 13	46,386	463 86			510,393
152	2 85			38	1 90	30	0 30			11,852
										1,596,549
2,170	21 70			188	2 34	2,304	23 04			5,108
4,511	65 63	6	0 10	17,905	618 37	48,720	487 20			2,123,902
29,535	1,049 20	400,401	25,627 19	56,226	4,114 44	88,257	3,299 12	36,532	1,063 24	2,820,394
		45,461	434 19							
				150						
29,535	1,049 20	445,862	26,061 38	56,376	4,114 44	88,257	3,299 12	36,532	1,063 24	2,820,394

RICHARD DEVLIN,

*Compiler of Canal Statistics.*

2-3 EDWARD VII., A. 1903

## SUPPLEMENTARY 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.....	805,580	12,651 87	2,035,322	17,294 59	295,835	3,152 46
Passengers.....	No. 12,117	148 30	No. 85,246	4,436 69	No. 3,587	63 89
<i>Forcst—Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark.....						
Boat knees.....					13	1
Floats.....			860	15 06		
".....Free.						
Firewood.....	6,176	315 68	9,648	208 62	160,044	5,333 53
Hoops and hop poles.....			35	2 25		
Lumber, sawed.....	60,018	10,740 94	26,745	908 21	30,575	1,768 21
".....Free.			2,635			
Masts, spars, &c.....			22,948	573 70		
Railway ties.....	709	56 00	188	7 49	4,587	366 35
".....Free.						
Saw logs.....	2,268	103 58				
".....Free.						
Staves, all kinds.....	1,768	31 12				
Shingles.....	54	15 60	97	16 49		
Split posts and rails.....					2	0 27
Timber, square.....	14,545	2,178 72	5,613	135 42	1,447	72 84
".....Free.			504			
Traverses.....			60	0 75		
Total.....	85,538	13,441 64	99,333	1,867 99	196,668	7,542 23
<i>Farm Stock.</i>						
Cattle.....	1	0 15	423	30 60	156	5 42
Hogs.....			32	2 07		
Horses.....	4	0 21	788	46 73	44	1 60
Sheep.....			95	7 05	75	2 69
Total.....	5	0 36	1,338	86 45	275	9 71
<i>Produce of Animals.</i>						
Bones.....			16	1 44		
Horns and hoofs, hides and skins (raw).....			50	4 29		
Lard and lard oil.....	2,507	501 40	437	55 62		
".....Free.			1,155			
Meats other than pork.....	121	24 20	11	1 32		
".....Free.			114			
Pork.....	1,015	202 95	615	43 64		
".....Free.			34			
Tallow.....	666	105 85	82	12 30		
Wool.....	8	1 35				
Agricultural products not enumerated (animal).....			2,956	286 99		
Total.....	4,317	835 75	5,470	405 60		

SESSIONAL PAPER No. 20

A—Continued.

the Season of Navigation ended December 31, 1901, showing the Total Quantity and the amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	§ cts.		§ cts.		§ cts.		§ cts.		§ cts.	Free.
223,332	284 63	257,558	2,542 18	164,249	1,401 48	120,750	2,416 55	100,165	505 36	2,820,394
No. 19,120	235 71	No. 10,822	152 71	No. 6,199	161 15	No.		No. 23,306	155 16	30,031
Tons.		Tons.		Tons.		Tons.		Tons.		
		62,180	517 66			112	1 12	36	1 37	
		27,140				2	0 02			
		12,251	382 35	4,107	72 70	222	2 22	6,328	54 57	
5,277	47 28	19	1 10	16,936	1,239 06	16,391	163 91	15,675	156 75	3,891
296	3 32	299,475	20,969 41					2,590	51 24	20,990
30	0 19					223	2 23	250	2 50	145
1,284	12 84	75	6 15	533	21 22	30	0 30	886	34 95	5,305
		19								
		2,717	61 50					9,156	78 96	3,932
		1,182								
56	4 60	95	12 73	155	37 55	368	3 68	21	1 95	3,851
						138	1 38			
2,280	28 50	12,070	133 33	40	0 76	629	6 29	631	6 60	3,618
		17,120								
9,223	96 73	434,343	22,084 13	21,771	1,371 29	18,115	181 15	35,573	388 89	41,732
10	0 15	492	40 94	2	0 12	11	0 11	11	0 14	286
		130	10 57					162	1 62	
6	0 12	149	6 78							211
		367	32 24			8	0 08	12	0 12	
16	0 27	1,138	90 53	2	0 12	19	0 19	188	1 88	497
		10	0 71	14	0 62	4	0 04			
		4	0 28	7	0 18	1	0 01	2	0 02	
96	1 86	2	0 20	72	1 92	2	0 02			
2	0 04	34	2 03	3	0 05	21	0 21			
		9	0 74	48	1 33	33	0 33			
		29	2 85	2	0 05					
5	0 12									1,215
42	0 80	2,351	209 16	1,253	35 30	4	0 04	8	0 24	
145	2 82	2,439	215 97	1,399	39 49	65	0 65	10	0 26	1,215

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## No. (A) 15.—SUMMARY STATEMENT of Traffic on the Undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated (vegetable).....	10	2 00	2,185	257 93		
" " Free.....	1					
Apples.....	5	0 13	703	104 28	480	33 03
Barley.....	7,119	711 90	18,051	1,511 86	21	0 80
Buckwheat.....			872	30 83		
Cotton, raw.....						
Corn.....	67,756	6,775 60	88,885	2,401 18		
" " Free.....			19,899			
Flax and hemp.....			1	0 10		
Flour.....	18,978	3,516 79	12,491	972 41	494	16 75
" " Free.....	16		1,400			
Hay, pressed.....	246	49 20	4,208	195 15	27,295	1,894 79
" " Free.....			246			
Meals, all kinds.....	14,019	2,803 48	937	52 95		
" " Free.....			35			
Manilla.....	557	83 55	11	2 10		
Oats.....	28,485	2,868 99	25,525	1,132 08	2,148	71 82
" " Free.....			1,584			
Pease.....			6,811	626 77	13	0 44
Potatoes.....			13	0 94	18	0 61
Rye.....	2,961	296 10	10,828	672 87		
" " Free.....			2,961			
Seeds, flax, clover and grass.....	4,978	496 91	21,734	669 02	19	0 65
" " Free.....	302		4,965			
Tobacco, raw.....	23	4 60	6	0 60		
" " Free.....			23			
Wheat.....	151,586	15,197 69	226,862	7,033 55		
" " Free.....			132,702			
Total.....	297,042	32,806 94	583,938	15,664 62	30,488	2,018 89
<i>Manufactures.</i>						
Ashes, pot and pearl.....	3	0 60	69	13 80		
" " Free.....			3			
Agricultural implements.....	1,785	357 00	94	11 10	46	1 58
" " Free.....			1,785			
Barrels, empty.....	316	59 57	522	45 19	23	2 60
" " Free.....			66			
Bricks.....	78	1 48	9,135	457 62	299	22 57
" " Free.....	196					
Cement and water lime.....	389	44 85	9,450	916 38	6,036	637 89
" " Free.....	2,916					
Crockery and earthenware.....	1	0 15	177	30 75	37	3 70
Furniture.....	21	3 40	2,006	366 42		
" " Free.....			5			
Glass of all kinds.....	62	582	1,377	265 03	3	0 30
" " Free.....	612		1			
Iron, railway.....	83	12 45	2,749	344 23		
" " Free.....	748					
" pig.....	3,809	660 85	624	49 59	170	17 00
" all other.....	2,285	428 22	17,508	1,591 10	745	72 29
" " Free.....	4,950		1,178			
Molasses.....	305	46 60	499	61 56	115	3 92
" " Free.....	1					
Nails.....	27	1 70	1,760	283 32	6	0 21
" " Free.....	675					
Oil.....	18,337	3,649 55	1,718	270 76	152	10 89
" " Free.....	83		14,987			
Oil cake.....	1,415	283	1,395	68 00		
" " Free.....			1,083			
Paint.....	144	21 97	622	88 71	1	0 10
" " Free.....	69		17			

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Canals, and the Amount of Tolls collected, &amp;c.—Continued.

Murray Canal.		Ottawa Canals		<sup>Ed</sup> <del>Murray</del> Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste. Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	§ cts.		§ cts.		§ cts.		§ cts.		§ cts.	Free.
356	6 77	13	1 22			98	0 98			1
330	6 29	110	6 43	16	0 45	83	0 83			246
688	12 92			56	1 31	5	0 05			1,759
3	0 06	40	3 84			1	0 01	22	0 22	
				64	1 56					29,188
5	0 10	56	5 55	442	11 19	1,527	15 27			137,407
		2,761	224 49	336	8 93	1,739	17 39			1,692
13	0 26	2	0 12	160	3 92	681	6 81			
		2	0 38	1	0 09	26	0 26			175
19	0 36	1,132	77 47	458	13 40	2,518	25 18			12,693
376	7 09	27	2 15	11	0 26			3	0 03	
		148	9 54			4,230	42 30			
868	16 32	6	0 59							3,37
50	0 98			1	0 03					18,173
				8	0 22	1	0 01			
914	17 18			465	10 86			544	7 94	289,186
3,622	68 33	4,297	331 78	2,018	52 22	10,909	109 09	569	8 19	493,894
		3	0 57	2	0 36					
1	0 03	4	0 76	70	10 03	9	0 09			
22	0 42	45	6 46	20	1 49	17	0 17			
34	0 65	1	0 96	397	12 09	4,218	42 18	113	1 13	4,422
22	0 42	452	18 59	611	15 55	786	7 86			2,333
68	1 72			5	0 45	14	0 14			145
211	5 55	33	5 82	26	2 59	27	0 27	1	0 03	56
105	2 64	11	2 09	44	3 92	5	0 05			114
136	2 62	10	0 98	6	0 15					16,240
6	0 12			2	0 05	51	51			28,075
427	8 09	25	2 03	375	9 77					5,959
40	1 01			62	5 44	130	1 30			36
155	3 90			78	7 56	338	3 38			682
194	4 87	1	0 19	142	12 79	209	2 09			3,302
				1	0 03	7	0 07			3,864
72	1 82	1	0 19	20	1 80	24	0 24			72

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No. (A) 15.—SUMMARY STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Pitch and tar.....	21	4 00	642	65 85	2,301	230 19
" "..... Free.	27					
Rosin.....	25	3 75	1,333	68 12	2,057	237 24
Soda ash.....	120	17 42	344	66 55		
" "..... Free.	169		4			
Spirits, whiskey, &c.....	108	17 07	689	109 04		
" "..... Free.	131		32			
Steel.....	68	10 20	864	83 14		
" "..... Free.	3					
Sugar.....	5,002	772 41	4,708	835 32	569	51 88
" "..... Free.	810		112			
Tin.....	26	3 90	1,311	261 05		
" "..... Free.	338					
Turpentine.....			162	8 69	137	13 70
" "..... Free.	1					
White lead.....			108	18 19		
" "..... Free.	11					
Whiting.....			282	55 76		
" "..... Free.	49					
Woodenware.....	124	49 60	101	27 30		
Total.....	46,343	6,456 16	79,462	6,462 57	12,697	1,305 94
<i>Merchandise.</i>						
Brimstone, crude.....			85	12 38	168	16 80
" "..... Free.	5					
Clay, lime and sand.....	475	58 39	36,374	1,549 07	8,715	853 38
" "..... Free.	2					
Coal.....	49,480	9,896 00	322,680	46,195 34	84,949	8,334 16
" "..... Free.			80,243			
Dye woods and dye stuffs.....			78	6 30	36	3 60
Fish.....	521	78 15	77	6 85		
" "..... Free.	8					
Gypsum.....			1,390	18 33		
Ores, all kinds.....	99,487	4,974 35	417	40 04	17,329	866 45
Marble.....	1,360	204 00	5	0 81		
Rags.....	47	0 90	239	47 59		
Salt.....	327	64 14	3,274	375 49	550	40 78
" "..... Free.	75		50			
Stone, all kinds.....	210	13 13	3,692	140 99	702	73 51
All other goods and merchandise (not enumerated).....	33,451	5,130 40	17,531	2,665 20	7,221	582 72
" "..... Free.	1,516		2,420			
Total.....	186,964	20,419 46	468,755	51,058 39	119,670	10,771 40
Grand totals (passengers and tonnage of vessels not included).....	620,209	86,700 48	1,208,296	97,296 90	359,798	24,864 52

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 2, 1902.

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A—Concluded.

Canals, and the amount of Tolls collected, &c.—Concluded.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Sault Ste Marie Canal.
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.	Free.
		133	25 37	32	2 84	11	0 11			24
				1	0 09					
32	0 81									
71	1 78	3	0 39	65	5 87	25	0 25			611
48	0 93			16	0 42					3,107
460	11 54	7	0 69	228	21 84	95	0 95			821
58	1 56			3	0 27	25	0 25			10
8	0 20									
				23	2 07	1	0 01			95
28	0 70									
				32	3 20					1
2,198	51 28	729	64 09	2,261	120 67	6,085	60 85	114	1 16	69,969
8	0 16									
61	1 17	2,380	54 65	8,458	202 01	411	4 11			16,829
2,189	41 08	6	0 10	17,679	614 13	46,386	463 86			510,393
5	0 13	3	0 29	150						
4	0 08	4	0 24	45	1 09	1,642	16 42			1,268
7	0 14									
152	2 85			38	1 90	30	0 30			1,608,401
						858	8 58			
69	1 74	71	13 31	26	2 64					
237	4 48	20	1 36	1,186	30 03	757	7 57			7,908
2,191	22 23	1	0 19	193	2 46	2,412	24 12			5,128
9,408	235 37	431	75 56	1,150	113 76	568	5 68	78	2 34	64,060
14,331	309 43	2,916	145 70	28,925	968 02	53,064	530 64	78	2 34	2,213,087
29,535	1,049 20	445,862	25,627 19	56,376	4,114 44	88,257	3,299 12	36,532	1,063 24	2,820,394

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

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APPENDIX A—Continued.  
 No. (A) 16.—STATEMENT showing the amount of Tolls accrued each month during the Season of Navigation ended  
 December 31, 1901.

Canals and Offices.	January	Feb'y.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>WELAND CANAL.</b>												
Chippawa.....				15 50	2 00			10 82		1 50		32 96
Collborne.....			503 40	7,423 80	8,858 28	10,406 31	9,484 23	8,070 33	10,058 92	7,980 39	1,747 52	64,133 38
Dalhousie.....			1,760 20	2,312 91	2,816 70	2,770 07	3,320 54	2,645 35	3,209 39	3,053 21	81 34	21,969 71
Dunville.....			75	31 24	88 11	18 83	42 83	49 86	106 42	57 80	2 62	398 46
St. Catharines.....			2 47	44 00	22 68	42 81	20 11	25 97	34 04	33 59		225 97
Total Weland Canal.....			2,266 82	9,411 95	11,801 27	13,240 02	12,871 15	10,802 33	13,408 77	11,126 69	1,831 48	86,760 48
<b>ST. LAWRENCE CANALS.</b>												
Beauharnois.....				28 68	39 14	35 55	34 23	37 34	55 41	34 37		234 72
Cardinal.....				80 98	132 73	169 95	179 33	198 00	110 52	179 09		1,050 60
Cornwall.....				6,378 65	6,749 90	7,104 65	7,949 25	5,945 90	5,511 93	2,217 58		41,857 86
Kingston.....			358 76	4,064 94	2,855 66	3,318 18	1,809 12	1,020 45	1,673 43	1,042 36		16,142 90
Lachine.....				319 92	441 72	661 36	717 48	482 68	415 03	197 97		3,236 16
Montreal.....				4,037 36	3,676 10	4,166 92	4,873 80	3,424 68	2,719 61	1,921 69	1 00	24,521 16
Soulanges.....				1,464 03	2,072 13	1,574 72	1,356 43	1,115 61	1,213 65	1,206 93		10,203 50
Total St. Lawrence Canals.....			358 76	16,374 56	15,907 38	17,231 33	16,919 64	11,924 66	11,699 58	6,799 99	1 00	97,276 90
<b>CHAMBLEY CANAL.</b>												
Chamblay.....				906 74	1,720 49	1,959 85	1,702 30	1,344 67	1,804 36	1,521 05		10,459 46
St. John's.....				2,556 86	1,820 21	2,983 32	2,285 97	1,261 58	1,922 80	947 25		13,887 99
St. Ours.....			5 95	42 12	92 22	73 08	61 75	99 17	94 77	47 01		517 07
Total Chamblay Canal.....			5 95	3,505 72	3,632 92	5,017 25	4,060 02	2,705 42	3,821 93	2,115 31		24,864 52
<b>OTTAWA CANALS.</b>												
Ottawa.....			90 00	4,114 09	4,112 99	2,380 37	2,638 25	1,535 25	2,541 88	1,546 45		18,959 28
Carillon.....				1 44	5 11	7 51	10 97	2 26	7 79	6 98		42 06
Grenville.....			33 97	445 53	737 27	876 22	900 30	1,922 46	485 79	659 37		5,450 97
St. Anne's.....			1 75	129 51	230 10	229 05	212 34	139 81	108 68	123 64		1,174 88
Total Ottawa Canals.....			125 72	4,690 57	5,075 47	3,493 15	3,761 92	2,399 78	3,144 14	2,336 44		25,627 19

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<b>RIDEAU CANAL.</b>										
Kingston Mills.....				217 88	257 06	191 00	81 33	48 36		984 60
Ottawa.....				365 20	644 51	338 20	315 69	261 99		2,370 17
Smith's Falls.....				148 77	198 27	125 25	72 32	50 62		759 67
Total Rideau Canal.....				731 85	1,059 84	654 45	469 34	360 97		4,114 41
<b>ST. PETER'S CANAL.</b>										
St. Peter's.....	7 40	69 08		449 37	569 25	485 55	437 84	322 97	225 66	3,299 12
<b>TRENT VALLEY CANALS.</b>										
Bobcaygeon.....			25	96 43	79 60	72 21	84 49	45 55		435 19
Buckhorn.....				24 63	23 43	10 45	20 90	8 55		95 86
Burleigh.....				19 21	17 59	9 50	11 21	20 90		96 03
Penelon Falls.....				34 25	27 00	6 00	8 00	3 85		95 95
Hastings.....				7 10	2 00	5 00	1 50			19 20
Peeleborough.....				62 36	95 99	50 64	33 33	15 79		321 01
Total Trent Valley Canals.....			25	243 98	245 52	153 80	159 45	98 64		1,063 24
<b>MURRAY CANAL.</b>										
Brighton.....				189 37	207 95	173 12	138 48	57 70		1,049 20
Grand total.....	7 40	2,839 61	34,812 32	40,596 32	39,735 29	29,899 11	33,279 53	23,214 71	2,058 14	244,055 09

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, September 2, 1902.

No. (A) 17.—SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.

2-3 EDWARD VII., A. 1903

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. \$ cts
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
<b>WELLAND CANAL.</b>														
Canadian vessels, steam.....	734	94,020	63,227	2,640	580	.....	.....	.....	1,269	40,361	148,651	137,021	285,672	3,662 72
" sail.....	367	41,462	27,177	3,400	.....	.....	.....	.....	9	20,345	62,410	63,315	127,925	2,782 87
Total Canadian.....	1,101	135,482	90,404	6,040	580	.....	.....	.....	1,278	60,706	211,061	202,536	413,597	6,445 59
United States vessels, steam.....	333	20	9,753	614	155,433	161,159	.....	.....	7	20,820	165,213	182,608	347,821	5,223 47
" sail.....	103	315	240	6,271	14,677	13,993	.....	.....	240	7,925	21,503	22,659	44,162	982 81
Total United States.....	446	335	255	16,024	170,110	175,152	.....	.....	247	28,745	186,716	205,267	391,983	6,206 28
Grand Total, Welland Canal.....	1,547	119,131	135,737	7,155	170,690	175,460	.....	.....	1,525	89,451	397,777	407,803	805,580	12,651 87
<b>St. LAWRENCE CANALS.</b>														
Canadian vessels, steam.....	3,170	370,418	301,939	508	.....	.....	.....	.....	380	36,636	401,186	339,083	740,269	4,935 75
" sail.....	4,525	569,082	443,322	53	.....	.....	.....	.....	73	70,936	604,555	514,311	1,318,866	10,787 35
Total Canadian.....	7,695	939,500	745,261	561	.....	.....	.....	.....	462	107,572	1,005,741	853,394	1,859,135	15,723 10
United States vessels, steam.....	876	582	293	14,200	20,752	22,830	.....	.....	1,612	24,181	37,146	47,390	81,536	503 13
" sail.....	454	702	6,808	33,861	3,189	769	.....	.....	13,478	32,841	51,230	40,421	91,651	1,068 36
Total United States.....	1,330	1,284	7,101	48,061	23,941	23,599	.....	.....	15,090	57,023	88,376	87,811	173,187	1,571 49
Grand Total, St. Lawrence Canals.....	9,025	940,784	752,362	113,840	23,941	23,599	.....	.....	15,552	104,597	1,094,117	941,205	2,035,322	17,294 59
<b>CHAMBLEY CANAL</b>														
Canadian vessels, steam.....	295	33,779	32,638	.....	.....	.....	.....	.....	.....	63	33,779	32,631	66,470	218 30
" sail.....	421	6,898	7,688	3,807	.....	.....	.....	.....	.....	6,508	10,705	14,196	24,901	310 55
Total Canadian.....	716	40,677	40,316	3,807	.....	.....	.....	.....	.....	6,571	44,484	46,827	91,371	528 75

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United States vessels, steam.	26	188	2,714	72	1,002	300	110,812	72	1,002	1,074	15 22
" sail.	2,035	98,326	1,049	98,326	98,814	98,814	114,375	98,814	114,375	213,389	2,608 49
Total United States.	2,061	188	2,714	98,398	1,049	300	111,814	98,886	115,377	214,463	2,623 71
Grand Total, Chambly Canal.	2,777	40,865	43,030	102,905	1,049	300	118,385	143,370	162,464	305,834	3,152 46
OTTAWA CANALS.											
Canadian vessels, steam.	724	38,772	87,437	628	38,772	38,772	88,065	38,772	88,065	126,837	629 51
" sail.	988	6,447	163,882	2,815	6,447	6,447	108,637	6,447	108,637	115,141	1,554 86
Total Canadian.	1,662	45,219	193,319	3,443	45,219	45,219	196,762	45,219	196,762	241,981	2,184 40
United States vessels, steam.	159	2,837	279	2,837	12,461	2,837	12,740	2,837	12,740	15,577	357 78
" sail.	159	2,837	279	2,837	12,461	2,837	12,740	2,837	12,740	15,577	357 78
Total United States.	1,821	48,056	193,598	3,443	12,461	48,056	209,502	48,056	209,502	257,558	2,542 18
Grand Total, Ottawa Canals.	1,821	48,056	193,598	3,443	12,461	48,056	209,502	48,056	209,502	257,558	2,542 18
RIDEAU CANAL.											
Canadian vessels, steam.	1,586	57,927	57,911	3,602	5,327	61,529	63,238	5,327	63,238	124,767	821 26
" sail.	741	12,306	12,362	3,676	3,785	15,982	16,347	3,785	16,347	32,329	454 36
Total Canadian.	2,327	70,233	70,273	7,278	9,112	77,511	79,585	9,112	79,585	157,096	1,275 62
United States vessels, steam.	49	74	91	331	381	405	472	381	472	877	12 25
" sail.	138	1,791	2,333	339	185	2,130	4,146	185	4,146	6,276	113 61
Total United States.	187	1,865	2,424	670	566	2,535	4,618	566	4,618	7,153	125 86
Grand Total, Rideau Canal.	2,514	72,098	72,697	7,948	9,678	80,046	84,203	9,678	84,203	164,249	1,401 48
ST. PETER'S CANAL.											
Canadian vessels, steam.	288	28,342	18,635	28,342	28,342	28,342	18,635	28,342	18,635	41,977	839 75
" sail.	1,450	37,610	40,230	37,610	37,610	40,230	40,230	37,610	40,230	77,840	1,538 14
Total Canadian.	1,738	60,952	58,865	60,952	60,952	60,952	58,865	60,952	58,865	119,817	2,397 89
United States vessels, steam.	4	278	124	278	278	278	124	278	124	462	8 04
" sail.	3	140	391	140	140	391	391	140	391	531	10 62
Total United States.	7	418	515	418	418	418	515	418	515	993	18 66
Grand Total, St. Peter's Canal.	1,745	61,370	59,380	61,370	61,370	61,370	59,380	61,370	59,380	120,750	2,416 55

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.	Up.	Down.		
<b>TRENT VALLEY CANALS.</b>														
Canadian vessels, steam.....	1,435		32,568	32,760							32,568	32,760	65,328	\$ cts.
" sail.....	576		17,245	17,592							17,245	17,592	34,837	375 51
Total Canadian.....	2,011		49,813	50,352							49,813	50,352	100,165	129 55
United States vessels, steam.....														505 36
" sail.....														
Total United States.....														
Grand Total, Trent Valley Canals.....	2,011		49,813	50,352							49,813	50,352	100,165	505 36
<b>MURRAY CANAL.</b>														
Canadian vessels, steam.....	601		63,446	62,147		164			82	41,656	105,597	103,967	209,564	230 69
" sail.....	213		4,053	4,027		2,553			100	1,054	6,706	5,681	12,387	45 18
Total Canadian.....	814		68,499	66,774		44,622			182	42,710	112,303	109,648	221,951	275 87
United States vessels, steam.....	18		156	114		344		46	98	205	637	407	1,044	4 26
" sail.....	18		41	33		102				161	143	194	337	4 50
Total United States.....	36		197	147		446		46	98	366	780	601	1,381	8 76
Grand Total, Murray Canal.....	850		67,696	66,921		45,068		46	280	43,076	113,083	110,249	223,332	284 63
<b>SAULT STE. MAURE CANAL.</b>														
Canadian vessels, steam.....	2,311		182,548	192,736		59,342		2,000	67,439	78,157	312,049	322,137	634,186	
" sail.....	485		40,712	33,643		7,775			27,971	7,175	76,458	64,507	140,965	
Total Canadian.....	2,796		223,260	226,379		67,117		2,000	95,410	85,332	388,507	386,644	775,151	

United States vessels, steam.....	1,125	1,910	2,246	13,100	17,774	650,293	703,781	21,720	12,979	687,023	736,780	1,423,803
" sail.....	283	2,553	3,025	470	6,430	78,081	142,129	17,440	666	98,544	152,250	250,794
Total United States.....	1,408	4,463	5,271	13,570	24,204	728,374	845,910	39,160	13,645	785,567	889,030	1,674,597
Grand Total, Sault Ste. Marie Canal.	4,204	227,723	231,050	80,687	96,537	731,094	848,510	134,570	98,977	1,174,074	1,275,074	2,449,748

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 2, 1902.

No. (A) 17. SUMMARY STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.

RECAPITULATION.

CANADIAN 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.		Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
Steam and Sail.												§ cts.
Welland .....	1,101	118,799	135,482	90,404	6,040	580	308	1,278	60,706	211,061	202,536	6,445 59
St. Lawrence .....	7,495	939,500	745,261	65,779	561	.....	.....	462	197,572	1,005,741	853,394	15,723 19
Chambly .....	716	49,677	46,316	3,807	.....	.....	.....	.....	6,571	44,484	46,887	528 75
Ottawa .....	1,682	45,219	193,319	.....	3,443	.....	.....	.....	9,112	43,249	196,762	2,184 41
Rideau .....	2,327	70,233	70,473	7,278	.....	.....	.....	.....	.....	79,585	157,096	1,275 62
St. Peter's .....	1,738	60,952	58,865	.....	.....	.....	.....	.....	.....	60,952	58,865	119,817
Trent Valley .....	2,011	49,813	50,352	.....	.....	.....	.....	.....	.....	49,813	50,352	23 7 89
Murray .....	814	67,489	66,774	44,622	164	.....	.....	182	42,710	112,303	109,648	505 36
Sault Ste. Marie .....	2,796	223,269	226,379	67,117	72,333	2,720	2,600	93,410	83,332	388,507	386,644	275 87
Total Canadian .....	20,860	1,615,952	1,587,221	279,007	82,544	3,300	2,908	97,332	312,003	1,995,591	1,984,673	29,346 58
UNITED STATES VESSELS.												
Welland .....	446	335	255	16,024	1,115	170,110	175,152	247	28,745	186,716	205,267	6,206 28
St. Lawrence .....	1,330	1,284	7,101	48,061	86	23,911	23,599	15,090	88,576	88,576	87,811	1,571 49
Chambly .....	2,061	1,888	2,714	98,398	1,049	.....	.....	300	111,814	98,886	115,577	2,623 71
Ottawa .....	159	2,837	279	.....	.....	.....	.....	.....	12,461	2,837	12,740	337 78
Rideau .....	187	1,865	2,424	670	1,628	.....	.....	.....	566	2,535	4,618	125 48
St. Peter's .....	7	118	515	.....	.....	.....	.....	.....	.....	418	515	18 66
Trent Valley .....	36	197	147	446	42	39	46	98	366	780	601	.....
Murray .....	1,408	4,463	5,271	13,570	24,204	728,374	845,910	39,160	13,645	785,567	889,030	.....
Sault Ste. Marie .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	No Tolls.
Total United States .....	5,634	11,587	18,706	177,469	23,124	922,461	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274
Grand total Canadian and United States .....	26,494	1,627,539	1,605,927	456,476	110,668	925,761	1,047,615	152,227	536,625	3,161,706	3,300,832	6,462,538

RICHARD DEVLIN,  
Compiler of Canal Statistics.

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, September 2, 1902.

SESSIONAL PAPER No. 20

APPENDIX A—Continued.

No. (A) 18. COMPARATIVE STATEMENT OF Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1900 and 1901, 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.	% cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			
1900.													
Welland.....	8,633	116,031	10,037	4,341	99,560	218,969					601,130	719,360	104,116 96
St. Lawrence.....	168,182	875,505	7,587	705	290	1,177	17,836	237,787	193,895	1,115,171	1,509,066	96,906 58	
Chambly.....	4,350	8,168	222,911	68			25	113,639	226,386	122,175	348,561	24,206 35	
Ottawa.....	239	347,678		41,168					299	388,846	389,145	25,625 28	
Rideau.....	25,832	11,101	10,758	12,782				14,956	36,590	38,842	75,132	6,078 75	
St. Peter's.....	32,705	41,108							32,705	11,108	73,813	3,055 65	
Trent Valley.....	31,886	11,686							31,886	11,686	43,572	1,173 61	
Murray.....	9,776	7,413	1,423	70				395	11,189	7,878	19,067	839 80	
Sault Ste. Marie.....	30,548	183,922	18,217	22,577	468,347	1,119,769	87,291	165,003	604,406	1,431,271	2,035,677	No Tolls.	
Grand Total.....	312,201	1,632,915	270,633	81,714	568,197	1,339,915	105,155	703,363	1,255,585	3,758,107	5,013,633	261,992 98	
1901.													
Welland.....	14,691	184,973	8,113	15,720	83,543	190,476	58	122,635	106,405	513,804	620,209	86,769 48	
St. Lawrence.....	175,915	724,713	7,060	333	333	3,122	12,717	283,376	196,985	1,012,211	1,298,266	97,276 90	
Chambly.....	5,414	7,115	219,894	1,245				126,100	226,338	134,160	339,798	21,864 52	
Ottawa.....	935	406,988	37,939	3,936					935	444,927	445,862	25,627 19	
Rideau.....	18,512	8,704	8,504					16,633	27,106	29,270	56,376	4,114 44	
St. Peter's.....	35,576	52,681							35,576	52,681	88,257	3,209 12	
Trent Valley.....	26,150	10,382							26,150	10,382	36,532	1,063 21	
Murray.....	8,627	12,814	6,218				490	1,356	13,365	14,170	29,535	1,019 20	
Sault Ste. Marie.....	54,359	278,727	18,349	112,331	423,268	1,608,098	161,450	129,965	661,213	2,159,181	2,829,391	No Tolls.	
Grand Total.....	340,805	1,686,094	268,149	201,231	507,204	1,801,636	177,715	682,065	1,294,173	4,371,086	5,665,259	244,055 09	

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, September 2, 1902.

2-3 EDWARD VII., A. 1903

## 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 1901.

## 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	6	48	23	184	13	104	3	24
10	3	30	9	90	4	40	1	10
15	5	75	2	30	2	30	1	15
20	1	20	9	180	7	140		
25	3	75	1	25	1	25		
30	5	150	2	60	3	90		
35	1	35			2	70		
40			3	120	1	40	1	40
45	1	45	3	135	1	45		
50			6	300				
55					1	55		
60			1	60			1	60
70	1	70	1	70				
75			2	150	1	75		
80							1	80
85	1	85	1	85				
95			1	95				
100	1	100	2	200	1		1	100
110	4	440	1	110	1	110		110
130	1	130			2	260	1	130
135	1	135						
140					1	140		
150			1	150				
155	1	155						
160			1	160	1	160		
165	1	165						
175					2	350		
190			1	190	1	190		
195			1	195				
220	3	660						
230	1	230					1	230
260	1	260			1	260		
265							1	265
270			1	270			1	270
280	1	280					1	280
285			1	285				
290	1	290	1	290				
295	1	295						
300					1	300		
305	1	305						
310	1	310					3	930
315			1	315			1	315
320			1	320				
330			1	330				
335			1	335				
360	2	720						
400	1	400			2	800		
405	1	405					1	405
415							1	415
435	1	435	1	435			1	435
455	1	455						
460	1	460						
485	1	485					1	485
495	1	495						
500	1	500					1	500
510							1	510
520							1	520
525							1	525
530	1	530						
540	1	540			1	540		

SESSIONAL PAPER No. 20

## 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 1901.

## 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.
555	1	555						
560	1	560					1	560
575	2	1,150						
585							1	585
590			1	590			1	590
595					1	595		
600	1	600					2	1,200
615					1	615	1	615
640							1	640
645			1	645				
660					1	660		
665					1	665		
675			1	675				
690							1	690
719			1	719				
723					1	723		
739			1	739				
742	1	742						
771	1	771						
802			1	802				
870	1	870						
882			1	882				
908			1	908				
929	1	929						
940					1	940		
950	1	950			2	1,900		
957					1	957		
977	1	977						
989	1	989						
994	1	994					2	1,988
1,023	1	1,023						
1,029					1	1,029		
1,035	1	1,035			2	2,070		
1,041			1	1,041	1	1,041		
1,054					1	1,054		
1,078					1	1,078		
1,079					1	1,079		
1,083							1	1,083
1,118					1	1,118		
1,160							2	2,320
1,172	1	1,172						
1,203					1	1,203		
1,207					1	1,207		
1,330					3	3,990		
1,425	1	1,425			1	1,425		
1,441	2	2,882			4	5,764		
1,547					3	4,641		
1,548					1	1,548		
1,550					1	1,550		
1,553					2	3,106		
1,565					1	1, 65		
1,762					2	3,524		
Total...	77	27,837	88	12,170	86	48,871	40	16,925

2-3 EDWARD VII., A. 1903

## APPENDIX A—Continued.

No. (A) 20.—STATEMENT of Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1901.

## 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	61	488	31	248	8	64	1	8
10	3	30	5	50	4	40		
15	11	165	5	75	3	45		
20	7	140	5	100	2	40	1	20
25	8	200	5	125	1	25		
30	13	390	5	150	1	25		
35	5	175	2	70	2	70		
40	4	160	7	280	2	80	1	40
45	4	180	2	90				
50	4	200	7	350			3	150
55	4	220	1	55				
60	5	300	7	420				
65	1	65						
70	3	210	2	140				
75	1	75	4	300				
80	1	80	6	480				
85	2	170	2	170			2	170
90	2	180	2	180			6	540
95	4	380	4	380			25	2,375
100	5	500	15	1,500			31	3,100
105	6	630	5	525			5	525
110	2	220	7	770	1	110	4	440
115	2	230	5	575	1	115	2	230
120	3	360	7	840	3	360	1	120
125			3	375				
130	3	390	5	650			1	130
135	2	270	7	945				
140			8	1,120				
145	3	435	14	2,030				
150	1	150	19	2,850				
155	2	310	30	4,650			2	310
160	1	160	8	1,280				
165	1	165	10	1,650				
170	2	340	1	170	1	170		
175			4	700				
180			5	900				
185			16	1,850	1	185	1	185
190	2	380	2	380				
195	1	190						
200	3	600					2	400
220			1	220				
225			1	225				
230			4	920				
245			1	245	1	245		
255								
260	1	260	2	520				
265			2	530				
270			1	270				
275			1	275				
280	1	280	1	280			1	280
290	1	290	1	290			2	580
300	2	600	6	1,800				
305			4	1,220				
310					1	310		
315			4	1,260			1	315

SESSIONAL PAPER No. 20

## APPENDIX A—Continued.

No. (A) 20.—STATEMENT of Number and Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1901.

## 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.
320			7	2,240				
325	1	325	1	325				
330			1	330				
335	1	335	1	335			1	335
340	2	680	3	1,020	1	340	1	340
345	1	345	1	345				
350								
360	2	720	1	360				
365			2	730				
370			3	1,110				
375	1	375	1	375				
385			2	770				
415			2	830				
420			2	840				
435			4	1,740			1	435
440			4	1,760			2	880
475							1	475
485	1	485	5	2,425				
500	3	1,500	2	1,000				
508	1	508						
516			1	516				
518			1	518				
541	1	541	5	2,705				
567			1	567				
570	3	210						
578			1	578				
586	1	586	1	586				
590			1	590				
593	1	593						
599	1	599						
607			2	1,214				
614			1	614				
636	1	636					1	636
680			2	1,360				
691							1	691
725	1	725						
870	1	870						
920	1	920						
955	1	955	1	955				
1,041			1	1,041				
1,075					1	1,075		
1,083			1	1,083				
1,167			1	1,167				
1,182	1	1,182						
1,222					1	1,222		
1,237					1	1,237		
1,284					1	1,284		
1,311					1	1,311		
1,323					1	1,323		
1,496					4	5,984		
1,565					1	1,565		
1,762					1	1,762		
Total....	213	23,658	358	65,507	45	18,987	100	18,710

2-3 EDWARD VII., A. 1903

## 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 1901.

## 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	19	152	28	224	7	56	2	16
10	6	60	2	20	1	10		
15	7	105	4	60	1	15		
20	5	100			2	40		
25	2	50			1	25		
30			1	30				
35			1	35				
40	3	120	3	120			1	40
45			1	45				
50	1	50	3	150			1	50
55	4	220	2	110				
60			5	300				
65					1	65		
70								
75			1	75				
80			2	160				
85			1	85			10	850
90			5	450			18	1,620
95							130	12,350
100	3	300	3	300			195	19,500
105	3	315	3	315			43	4,515
110			1	110			38	4,180
115							20	2,300
120			3	360			7	840
125	2	250	3	375			3	375
130	1	130					4	520
135			5	675			1	135
140	1	140	4	560				
145	3	435	9	1,305			1	145
150	1	150	8	1,200				
155	2	310	27	4,185				
160			9	1,440				
165	1	165	9	1,485				
170			3	510				
175	1	175	4	700				
180			3	540				
185			2	370				
190								
195			1	195				
228	1	228	1	228				
258			1	258				
262	1	262						
298	1	298						
312	1	312						
324	1	324						
374	1	374						
397	1	397						
Total.....	72	5,422	158	16,975	13	211	474	47,436

RICHARD DEVLIN,  
Compiler of Canal Statistics.DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, Sept. 2, 1902.

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 of 1901.  
 WELAND CANAL.

CANADIAN.										UNITED STATES.									
Class	Steam Vessels.	No.	Tonnage.	% of total	Sailing Vessels.	No.	Tonnage.	Classes	Steam Vessels.	No.	Tonnage.	% of total	Sailing Vessels.	No.	Tonnage.				
1	250 to 1,441 tons...	37	25,189	1	250 to 1,041 tons...	17	9,581	1	250 to 1,782 tons...	42	46,947	1	250 to 1,160 tons...	28	16,126				
2	200 " 249 " " "	4	890	2	200 " 249 " " "	4	635	2	200 " 249 " " "	4	700	2	200 " 249 " " "	1	280				
3	150 " 199 " " "	2	320	3	150 " 199 " " "	3	310	3	150 " 199 " " "	4	510	3	150 " 199 " " "	3	340				
4	100 " 149 " " "	7	805	4	100 " 149 " " "	12	760	4	100 " 149 " " "	2	130	5	50 " 99 " " "	2	140				
5	50 " 99 " " "	2	155	5	50 " 99 " " "	52	824	5	50 " 99 " " "	34	584	6	Under 50 " " "	6	89				
6	Under 50 " " "	25	478	6	Under 50 " " "	88	12,170	6	Under 50 " " "	86	48,871	Total	Total	40	16,925				
	Total	77	27,837		Total	358	65,507		Total	45	18,987		Total	100	13,710				
ST. LAWRENCE CANALS.																			
1	250 to 1,182 tons...	31	11,520	1	250 to 1,167 tons...	84	36,474	1	250 to 1,762 tons...	14	17,413	1	250 to 691 tons...	12	4,967				
2	200 " 249 " " "	3	600	2	200 " 249 " " "	7	1,610	2	200 " 249 " " "	2	245	2	200 " 249 " " "	2	400				
3	150 " 199 " " "	10	1,625	3	150 " 199 " " "	80	14,430	3	150 " 199 " " "	2	335	3	150 " 199 " " "	3	495				
4	100 " 149 " " "	26	3,035	4	100 " 149 " " "	76	9,130	4	100 " 149 " " "	5	585	4	100 " 149 " " "	44	4,545				
5	50 " 99 " " "	27	1,880	5	50 " 99 " " "	35	2,475	5	50 " 99 " " "	5	500	5	50 " 99 " " "	36	5,285				
6	Under 50 " " "	116	1,928	6	Under 50 " " "	67	1,188	6	Under 50 " " "	23	389	6	Under 50 " " "	3	68				
	Total	243	23,658		Total	358	65,507		Total	45	18,987		Total	100	13,710				
RIDEAU, OTTAWA AND CHAMBLEY CANALS.																			
1	250 to 337 tons...	6	1,967	1	250 to — tons...	1	258	1	250 to — tons...	1	250 to — tons...	1	250 to — tons...	1	250 to — tons...				
2	200 " 249 " " "	1	228	2	200 " 249 " " "	1	228	2	200 " 249 " " "	1	245	2	200 " 249 " " "	2	245				
3	150 " 199 " " "	5	800	3	150 " 199 " " "	66	10,625	3	150 " 199 " " "	1	199	3	150 " 199 " " "	3	150 " 199 " " "				
4	100 " 149 " " "	13	1,570	4	100 " 149 " " "	31	4,000	4	100 " 149 " " "	1	149	4	100 " 149 " " "	312	32,510				
5	50 " 99 " " "	5	270	5	50 " 99 " " "	19	1,330	5	50 " 99 " " "	1	65	5	50 " 99 " " "	159	14,870				
6	Under 50 " " "	42	587	6	Under 50 " " "	40	534	6	Under 50 " " "	12	146	6	Under 50 " " "	3	56				
	Total	72	5,422		Total	158	16,975		Total	13	211		Total	474	47,436				

RICHARD DEVLIN,  
*Compiler of Canal Statistics.*

DEPARTMENT OF RAILWAYS AND CANALS,  
 OTTAWA, September 2, 1902.

# CANALS CONSOLIDATED

## No. 23.—RATES OF TOLLS ON THE CANALS

### WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA, CHAMBLY AND MURRAY CANALS.

(O. C., April 18, 1873.)

	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.
<p>The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.</p>									
<i>Class No. 1.</i>									
Vessel, steam.....per ton	0 1½	0 01½	0 02¼	0 00½	0 00½	0 01½	0 00½	0 01½	0 0½
" sail and other.....	0 02¼	0 02¼	0 03¾	0 01½	0 01¼	0 02¼	0 01	0 02½	0 1¼
<i>Class No. 2.</i>									
Passengers, 21 years of age and upwards...	0 10	0 10	0 20	0 10	0 05	0 08	0 02¼	0 09½	0 1¼
" under 21 years each.....	0 05	0 05	0 10	0 05	0 02	0 04	0 01¼	0 04½	0 06½
<i>Class No. 3.</i>									
Bricks, cement and water lime.....	15	0 20	0 20	0 15	0 10	0 07	0 06	0 19¾	0 1¼
Clay, lime and sand.....									
Brimstone.....									
Corn.....									
Flour.....									
Iron, railway.....									
" pig.....									
" 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.....									
<i>Class No. 4.</i>									
All other articles not enumerated.....	0 15		0 20	0 20	0 10	0 26	0 14	0 29	0 2½

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## REVENUE

## TARIFF OF TOLLS

OF THE DOMINION OF CANADA, 1901.

## 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 Charge- able at Fenelon Falls.	Tolls Charge- able at Bobcaygeon.	Tolls Charge- able at Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Chargeable at Peterborough and Hastings.
§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
0 00 $\frac{3}{15}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{15}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{15}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{15}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{4}$ 0 01	0 00 $\frac{3}{15}$ 0 00 $\frac{1}{4}$
01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 04 0 02	0 01 0 00 $\frac{1}{2}$
0 01	01	01	01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

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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. Omrs 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.
<i>Class No. 5.</i>									
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 <sup>1</sup> / <sub>4</sub>	0 017
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 <sup>1</sup> / <sub>4</sub>	0 00 <sup>1</sup> / <sub>4</sub>
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03 <sup>1</sup> / <sub>4</sub>	0 00 <sup>1</sup> / <sub>4</sub>
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05	0 17 <sup>1</sup> / <sub>2</sub>
Firewood, per cord, in vessels	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23	0 02 <sup>1</sup> / <sub>4</sub>
" " rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 <sup>1</sup> / <sub>4</sub>	0 03 <sup>1</sup> / <sub>4</sub>
Hoops	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30	0 02 <sup>1</sup> / <sub>4</sub>
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 13 <sup>1</sup> / <sub>4</sub>	0 00 <sup>1</sup> / <sub>2</sub>
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 22 <sup>1</sup> / <sub>4</sub>	0 011
Railway ties, in vessels, each	0 01	0 01	0 01	0 00 <sup>1</sup> / <sub>2</sub>	0 00 <sup>1</sup> / <sub>2</sub>	0 00 <sup>3</sup> / <sub>4</sub>	0 00 <sup>3</sup> / <sub>4</sub>	0 01	0 0 <sup>1</sup> / <sub>4</sub>
" " rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02 <sup>1</sup> / <sub>4</sub>	0 00 <sup>1</sup> / <sub>2</sub>
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 11 <sup>1</sup> / <sub>4</sub>	0 06 <sup>3</sup> / <sub>4</sub>	0 20	0 017
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 30 <sup>1</sup> / <sub>2</sub>	0 03 <sup>1</sup> / <sub>2</sub>
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 12 <sup>1</sup> / <sub>2</sub>
" " rafts	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13	0 25
Wagon stuff, woodenware and wood, partly manufactured, per ton of 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 04 <sup>1</sup> / <sub>2</sub>	0 02 <sup>1</sup> / <sub>2</sub>	0 08	0 00 <sup>1</sup> / <sub>2</sub>
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
" " 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 08	0 08	0 08	0 04	0 15	0 15	0 10	0 30	0 02 <sup>1</sup> / <sub>4</sub>
" " pipe, per M	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75	0 12 <sup>1</sup> / <sub>2</sub>
" " West India, per M	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65	0 07 <sup>1</sup> / <sub>2</sub>
" " salt barrel, sawn or cut, per M	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06	0 00 <sup>1</sup> / <sub>4</sub>
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67 <sup>1</sup> / <sub>2</sub>	0 06 <sup>1</sup> / <sub>4</sub>
Hop poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65	0 25
<i>Special Class.</i>									
Gypsum, crude (per O.C., Oct. 28, 1892)	0 15	0 05	0 05	0 05	West ward				
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17 <sup>1</sup> / <sub>4</sub>	0 017
Stone, unwrought, corded, and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37 <sup>1</sup> / <sub>2</sub>	0 28	0 24	0 77 <sup>1</sup> / <sub>2</sub>	0 07 <sup>1</sup> / <sub>2</sub>
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

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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 Babcaygeon.	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 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
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 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
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 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
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 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 22	0 05 $\frac{1}{2}$
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 02	0 00 $\frac{1}{2}$
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 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 03 $\frac{1}{2}$	0 14	0 03 $\frac{1}{2}$
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
Free.	Free.	Free.	Free.	Free.	Free.

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*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 or for passage through 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 through the Welland Canal shall be entitled to pass free through any or all of the above 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 port 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 enlargements 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.

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WAY RATES.

Sec. 14. The following way rates are to be levied on vessels and property passing the several subdivisions of the Canals :—

*Welland Canal.*

	Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.....	1/2
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.....	5/8
3. From Dunnville to Port Colborne.....	3/8
4. From Thorold to St. Catharines or Port Dalhousie.....	1/2
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.	7/8
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.....	7/8
7. From Port Robinson to Allanburg or Thorold.....	7/8
8. From Port Robinson to St. Catharines or Port Dalhousie.....	3/8
9. From St. Catharines to Port Dalhousie.....	1/8
10. From Dunnville to Maitland.....	1/4
11. From Port Robinson through the Lock and Chippawa Cut.....	1/4
12. From Port Colborne to Port Maitland.....	1/4
13. From Chippawa Cut through Lock to Port Robinson.....	1/4
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.....	7/8
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.....	7/8
16. Through the Chippawa Cut only.....	3/4
17. Through the Port Robinson Lock only.....	1/2

*St. Lawrence Canals.*

Sec. 15. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois or Soulanges and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

*Chambly Canal.*

	Rate.
Sec. 16. Vessels and property passing from Sorel to Chambly, to pay.....	1/3
Vessels and property passing from Chambly to St. Johns, to pay.....	3/8

*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, 1880, 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.

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## Sec. 20.—STANDARD FOR ESTIMATING WEIGHTS, FOR CANAL TOLLS.

	Tons.		Tons.
2,000 lbs. avoirdupois. ....	1	Sheep, 20 .....	1
Per M. is per thousand feet .....		Stone, 12 cubic feet .....	1
Per mille is per thousand pieces .....		Stone, 1 cord .....	7½
Green fruit, 9 barrels are .....	1	Whisky, 4 barrels or 215 gallons .....	1
Ashes, 3 barrels are .....	1	Empty barrels, 10 .....	1
Bark, 4 cords .....	1	Barrel hoops, 10 mille .....	1
Beef, 7 barrels .....	1	Board and other sawed lumber, 600 feet board measure .....	1
Biscuit and crackers, 9 barrels .....	1	Boat knees, 4 .....	1
Bricks, common, 1,000 .....	2	Firewood, 1 cord .....	3
Butter, 22 kegs or 7 barrels .....	1	Hop poles, 60 or cubic feet .....	1
Cattle, 3 .....	1	Shingles, 12 M. or bundles .....	1
Cement and water lime, 7 barrels .....	1	Split posts and fence rails, 1 mille .....	1
Fire-bricks, 1,000 .....	3	Staves and headings, pipe, 1 mille .....	8
Fish, 7 barrels .....	1	" " W. India, 1 mille .....	4
Flour, 9 barrels .....	1	" " barrel, 1 mille .....	2½
Gypsum and manganese, 6 barrels .....	1	" " salt barrel, 1 mille .....	0½
Horses, 2 .....	1	Saw-logs, standard, 1 .....	0½
Lard and tallow, 7 barrels or 22 kegs .....	1	Square timber, 50 cubic feet .....	1
Liquors and spirits, 215 gallons .....	1	Telegraph poles, 10, or 40 cubic feet .....	1
Liquids, all others, 215 gallons .....	1	Masts and spars, 40 cubic feet .....	1
Nuts, 9 barrels .....	1	Railroad ties, 16, or 50 cubic feet .....	1
Oysters, 6 barrels .....	1	All other woodenware, or partly manufac- tured wood, 40 cubic feet as per tariff .....	1
Pork, 7 barrels .....	1	Traverses, 40 cubic feet, or 5 pieces .....	1
Refined oil in bulk, 250 gals. O.C., July 24, '00.	1	Floats, 50 lineal feet .....	1
Salt, 7 barrels .....	1		
Seeds, 9 barrels .....	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.; peas, 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 " per barrel .....	4
Pork, beef, butter and lard " " .....	5
Muscovado sugar " per hhd., 10 cents; per brl. ....	5
Liquors " / per pipe, 15 cents; per pun. ....	12
" " / per hhd., 10 cents; per qr. cask .....	7
Iron, bars " per ton .....	24
Iron, pig " " .....	12
Salt, except at the St. Gabriel sheds " per 100 minots .....	36
Salt at the St. Gabriel sheds, Montreal, after the first 48 hours " per bag .....	½
Bales, crates, cases, &c. " per ton weight or measurement .....	24
Coals " 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.

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(c.) 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 screening 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.

Extract from the Act, Canada, 1894, c. 48, amending and consolidating the Acts relating to the Harbour Commissioners of Montreal.

## HARBOUR RATES WHARFAGE DUES IN ALL BASINS OF THE LACHINE CANAL ON SEA-GOING VESSELS.

Sec. 28. The corporation may, from time to time, levy such rates as are approved of by the Governor in Council, upon all goods landed or shipped in the harbour, moved by rail on the harbour tracks, or deposited within the harbour, except arms, ammunition and military accoutrements, and other munitions of war for the use of the Government or for the defence of the Dominion. 40 V., c. 53, s. 2, part 2. For the purposes of this section, the lower basins of the Lachine Canal shall be held to form part of the harbour of Montreal, and the corporation may levy from all vessels entering the same through the harbour for the purpose of discharging or loading there, except canal craft trading between Montreal and places above Montreal, the same rates as may be levied in the harbour and under the same regulations and penalties. In all other respects the said lower basins shall be and remain under the jurisdiction of the Minister of Railways and Canals. 18 V., c. 143, s. 18; 40 V., c. 53, s. 2, part 2.

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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 "
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep and swine.....	15
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphate, sand, salt.....	10
Coal and coke, grain and seeds of all kinds.....	6
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 "

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 reshipped from the wharfs or vessels into sea-going vessels, shall pay wharfage dues equal to one section of canal tolls, viz., 3¼ 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 " 1 "
Fish, meat, pitch, tar.....	7 " 1 "
Horses.....	2 to 1 ton.
Neat cattle.....	3 to 1 "
Sheep.....	15 to 1 "
Swine.....	10 to 1 "

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 Tim-	For each succeeding	For Wintering in
	ber, &c., to include use of Basin and Wharf for one Month.		
	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	$\frac{1}{2}$	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
" pipe ".....	8	4	8
" West India, per M.....	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharves in canal basin at Lachine.....	3	3	3

Notc.

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.

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## CHARGES ON VESSELS WINTERING IN LACHINE AND WELLAND CANALS.

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 vessel 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.

Sec. 32 (a.) The above rates shall also apply to the Welland Canal. (O.C. June 8th, 1901.

## 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
"          "          barges          "          .....	4 00
Inside locks          "          steamers          "          .....	50 00
"          "          other stations          "          "          .....	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          "          .....	4 00
Grenville Canal, steamers          "          .....	8 00
"          "          barges          "          .....	4 00
Inside Locks, Ste. Anne, Carillon and Grenville Canals, steamers per season.....	25 00
"          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.

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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 entrances 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 1901 ONLY.

Sec. 42. For season of 1901 the Canal Tolls for the passage of the following food products:—wheat, Indian corn, pease, barley, rye, oats, flax seed and buckwheat, for through passage eastward through the Welland Canal, be ten cents per ton, and for through passage eastward through the St. Lawrence Canals only, ten cents per ton; payment of the said toll of ten cents per ton through the Welland Canal to entitle these products to free passage through the St. Lawrence Canals, or any portion thereof. (O. C. May 3, 1901.) Also special rates, are granted to grain, &c., carried on the O. A. & P. S. and Canada Atlantic Railway systems, from Depot Harbour to Coteau Landing and thence by Canal to Montreal, as follows, viz.:—Wheat, Indian corn, pease, barley, rye, oats, flaxseed and buckwheat, 2½ cents per ton, and all rolling and package freight, 5 cents per ton. (O. C. May 3, 1901.)

Sec. 43. (a.) That for the current season of navigation of 1900, there shall be allowed in the case of steamships specially chartered for the conveyance of excursion parties, going and coming the same day, a reduction of one-half of the usual passenger tolls for passage through the Government canals, it being distinctly understood that no freight is to be carried by the said steamers on such excursions. (O. C. May 27, 1901.)

Sec. 43. (b.) 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 cooerage is of the same weight as salt cooerage.

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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 28 1897.)

## SPECIAL RATES ON SAND AND STONE.

Sec. 43. (c.) 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  $7\frac{1}{2}$  and 10 cents respectively. (O. C. August 27, 1898.)